



MINUTES

ORDINARY MEETING OF COUNCIL

Tuesday, 8 April 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, 8 APRIL 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), J McMahon (General Manager Community Services), D Frost (General Manager Projects, Recreation and Central Geelong), L Quinn (Manager Family Services), A Grant (Property Advisor), R Bourke (Co ordinator Governance & Legal Services), J Merlo (Senior Media Officer)

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 Harwood moved, Cr Macdonald seconded -

That the Minutes of the Ordinary Meeting held on 25 March 2014 be confirmed and signed.

Carried.

DECLARATIONS OF CONFLICTS OF INTEREST: Nil.

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.

Philip and Louise King asked for confirmation that as identified in Planning Practice Note 78 (Applying the Residential Zones) that one of the principles in applying the Neighbourhood Residential Zone is a residential area with Heritage Overlay (large heritage precinct)?

Peter Bettess responded that he can confirm that is one of the principles, but only one of many principles.

Victoria Strachan asked the following:

The Barwon Heads Arts Council has 300 members and is a very active community group with a full calendar of events. We have applied for \$30,000 through the Community Concepts Program to undertake a feasibility study for a community arts hub. This hub will not be a performance space. It will be for exhibitions, creative education workshops and will provide space for artists to come together. We are excited to have recently been offered two historic boat sheds that were once located on the Barwon River. We want to relocate these boat sheds to the Council owned land next to the Barwon Heads Community Garden. We then intend to restore and modernise these sheds as part of our hub. We need this planning money through Community Concepts in order to lobby the Bellarine State Candidates for a capital works contribution towards this fantastic community project. Time is of the essence. Could you clarify the assessment process for Community Concepts and the status of this process given the draft budget is due next month?

Cr Richards responded that Council appreciates the work of the Barwon Heads Arts Council in Barwon Heads and the wider Bellarine area. In relation to the Community Concepts Program, Council is working through these as part of a very tight budget which will be presented to Council in May. Cr Richards added he is very optimistic about it and Council looks forward to working with the Barwon Heads Arts Council.

Vicki Baensch asked why was Newtown west of Shannon Avenue not included in the Heritage Review given that the area exhibits the same built form, character and heritage as other recognised heritage areas of Newtown?

Cr S Kontelj responded that a Notice of Motion is coming to Council this evening which will address that particular anomaly.

Christine Brooks asked her question in relation to the performance space building proposed for Ocean Park.

In January of this year, Council advised that the business case predicts the performance space building will run at a loss for several years before it reaches a break-even point.

The report before Council tonight states that if Council releases the \$200,000 contribution to the building, it will be required to enter into a funding agreement with Ocean Grove Park Association which will include milestones and payment schedules. The report does not state who will approve this agreement.

The members of Ocean Grove Park Association have not voted for this building and they have not been informed of any prospect of a funding agreement.

Will the members be allowed to vote on this funding agreement, which has the potential to cause financial ruin if the milestones and payment schedules are not met?

Cr Farrell responded there is some confusion. The funding agreement around the construction of the Performance Space, i.e. meeting milestones is in relation to stages of construction. In regard to the ongoing maintenance and running of the performance space that has been the subject of quite a detailed business case. Your reference to ongoing recurrent costs is not the responsibility of Council. The responsibility lies with the Committee of Management.

Gail Macrae asked:

I'm sure Council is aware that the construction of a Performance Space in Ocean Grove Park is currently a divisive issue. Many residents believe the Park to be owned and managed by the City of Greater Geelong. Others are unaware of the current proposal for a \$1 million Performance Space, and still others are under the impression that the proposal refers to the original modest structure initiated in the 90's. The elderly, holiday-home owners and residents of the new estate areas of Ocean Grove are particularly unlikely to be aware of the issue. With Trust for Nature and the Park Association also being big players, it is hard for residents to find current, factual information on all aspects of the issue, future ownership being of particular concern. Would Council please consider mailing to all 3,226 residents an information sheet addressing the facts, history and processes, and a questionnaire, which informed residents would be better equipped to answer?

Cr Farrell responded that the Ocean Grove Voice has been running a full page information sheet on the issue over several months. Cr Farrell added it is not up to Council to put out information, but the responsibility of the Ocean Grove Park Committee and Trust for Nature as project managers. Information has also been displayed at the local Bendigo Bank.

Peter Field asked the following in relation to Ocean Grove Park and Performance Space:

Would Council:

- 1) defer a vote on the issue and freeze funding until an environmental impact study has been conducted?

- 2) arrange for a Council officer to attend an on-site meeting, planned for later this month, with a Trust for Nature representative?

Cr Farrell responded there are a couple of points – we already have two events in the Park. Also, I am aware of another event starting Saturday. Trust for Nature and Council are very protective of the vegetation surrounding the Park. Council officers have already been on-site preparing a report on the trees. Regarding the environmental impact study – it is not a requirement in so far as the planning permit is concerned.

Angie Gallagher asked:

Kingston Park in Ocean Grove is 12.5 hectares in total, 6.5 hectares under conservation, 7 hectares where the rotary market is held. Ocean Grove Park is 2.45 hectares. I commend Council for recently putting a noise (music) overlay on Kingston Park in order to protect the nearly 6 or 7 dwellings and the nearby industrial estate. This forced the music festival planned for Kingston Park this Saturday to be shifted to the National Trust Heritage Ocean Grove Park. My question is what will Council do to protect the people in hundreds of nearby dwellings from the noise of this 12 hour music festival?

Jenny McMahon responded it was not a noise overlay, but rather a state government policy that stipulates the level of noise. The same policy applies in Ocean Grove Park.

Cr Farrell added that when the Ocean Grove Summer Festival first started in The Terrace, that location was not ideal. Kingston Park was discussed at the time so too was Ocean Grove Park. The same stipulations regarding EPA apply to the Park as they do to every other Park.

Four hundred and seventy flyers were distributed to residents in relation to the Summer Festival and noise tests were carried out to ensure EPA compliance.

Peter Linaker commented on Ocean Grove Park :

- 1) Are Councillors aware that my involvement is some 20 years ago, when I called the first meeting on the future of the Park?
- 2) Do Councillors realize the recommendation on the agenda this evening can be well received in Ocean Grove, that control of the site by the City of Greater Geelong is no longer a condition of the proposed entertainment complex?

The Mayor acknowledged Mr Linaker's comments.

Joan Lindros stated the Geelong Environment Council (GEC) has a policy that no part of a public parkland should be alienated for development. A number of years ago GEC and many community members worked hard for a considerable time to protect and acquire Ingamell's Park from any development or building on it. If the proposal for a performance centre goes ahead will Council replace the space of parkland lost, if so where. This is a people's park, worked for, maintained and much loved – what everyone thought was for long term protection from development. Once this happens, what next?

Cr Farrell responded that everyone living in Ocean Grove has an opinion in relation to alternate areas.

The Performance Space is taking up only 1% of the park and there's been no formal recommendation whether that will be replaced.

Colin Wallace asked:

In the course of the correspondence between CEO Stephen Griffin and my wife and me – Mary and Colin Wallace, initiated by Mr Griffin in his letter to us dated 8th January 2010 and ending with his letter to us dated 24th March 2011 with the letters in the intervening period itemised in our letter to Mr Griffin dated 14th March 2011, it is clear we would not want Manager of Customer Service and Councillor Support Tim McDonald at the meeting we had requested with Mayor Keith Fagg and Councillor Michelle Heagney scheduled for 3rd December 2012, yet just after Mayor Fagg and Cr Heagney greeted us, Tim McDonald appeared, ready to accompany them into the meeting with us but, upon it being clear that, even though we had requested the meeting, we would not enter the meeting room if Mr McDonald was to be there, Mayor Fagg was kind enough to ask Mr McDonald not to join us and the meeting went ahead without him, so, particularly in light of the correspondence mentioned between CEO Stephen Griffin and ourselves, I am asking, was Tim McDonald there under the authority of the CEO, Stephen Griffin?

The Mayor took the question on notice for a written response.

Georgina Alford asked in regard to C300, particularly in regard to Cr Ansett's comment at the last meeting, why are Councillors making decisions about medium density planning, based on what the state planning minister may or may not decide, rather than consulting with their residents, who elected them, and championing their wishes to the state government?

Peter Bettess responded that the process Council is going through is amending the Panning Scheme.

The State Planning Minister's dead line is 1 July this year – if Council doesn't respond the Minister will apply the zoning. Council is going through a public process, which other Councils haven't. The public exhibition process was accompanied by publications through the internet, newspapers and a letter drop.

Trish Jardine asked:

Given approximately 50% of Council revenue, roughly \$160ml, comes from the ratepayers Councillor's represent; and given almost everyone of the 2000 ratepayers who signed the C300 petition stated they knew nothing about Council's plans for these changes, can I ask how much of ratepayer's money is Council spending on lawyers and 'expert advice' to fight the wishes the ratepayers they are supposed to represent?

Cr Ansett responded that each Councillor has not had the opportunity to say what they think prior to the panel hearing. Council has chosen to take this issue out into the community to provide the opportunity for public input.

Michael Tate asked in regard to G21, of which the City of Greater Geelong is a signatory, the document outlines extensive planning for future in fill population growth. It mentions the City precinct and the West Fyans Street precinct as appropriate and ample for this; it does not say anything about Geelong West, Manifold Heights, Newtown and Belmont being appropriate areas for proposed medium and high density planning. There is also the Western Wedge Proposal, which, whilst flawed, has merit.

Why has Council ignored its own future planning documents in proposing C300 with or without amendments?

Peter Bettess responded Council has not ignored planning documents.

PETITIONS:

Cr Harwood and Cr Heagney presented petitions from residents asking Council to revise the C300 zoning for the whole of Belmont that is proposed to be zoned Residential Growth Zone 2 and General Residential Zone 2 - to instead be zoned Neighbourhood Residential Zone 2 to match the proposed zoning for Newtown Hill and Drumcondra.

1. AMENDMENT C285 MANZEENE VILLAGE, LARA – CONSIDERATION OF PANEL REPORT AND ADOPTION

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

Purpose

This report considers the Panel Report to Amendment C285 and recommends adoption of the Amendment.

Summary

- Amendment C285 proposes to rezone 60 hectares of land on the western edge of the Lara Township to the General Residential Zone, accompanied by a Development Plan Overlay, Development Contributions Plan and Overlay and a Native Vegetation Precinct Plan.
- The Amendment land is referred to as 'Manzeene Village' and bounded by Patullos Road, O'Hallorans Road, Kees Road and to the rear of established residential properties to the east.
- Public exhibition of the Amendment commenced on 22 August 2013 and closed on 30 September 2013.
- Council received 35 submissions, 16 of which objected to the Amendment. Key issues included stormwater drainage, the road and traffic network, public open space contribution, development plan staging and consent and the nearby high pressure gas transmission pipeline.
- Council resolved on 12 November 2013 to refer the submissions to an Independent Planning Panel appointed by the Minister for Planning. The panel hearing was held on 17 and 18 December 2013.
- The Panel concluded that the Amendment has strong policy support. The Panel said the rezoning will support sequential residential development in an east to west direction from the existing Lara urban area and consolidate this existing area with the Lara West Precinct Structure Plan area.
- The Panel made recommendations to amend the proposed Development Plan Overlay Schedule 29 in relation to drainage; open space contribution; notification and urban design. Some of the recommendations are proposed to be varied.
- The Panel agreed with Council that an east-west pedestrian link from Manzeene Village to Cameron Crescent has considerable merit. The Panel encouraged Council to use every opportunity leading to the final planning permit to provide this public connection.
- Council officers recommend that the Amendment be adopted as outlined in this report.

Cr Heagney moved, Cr Ansett seconded -

That Council resolves to:

- 1) adopt Amendment C285 in the form as outlined in Appendices 1 and 5 of this report;**
- 2) submit the adopted Amendment with the prescribed information to the Minister for Planning requesting approval; and**
- 3) explore options for providing a public physical connection between the Manzeene Village land and Cameron Crescent, Lara.**

Carried.

Background

Amendment C285 has been prepared by the Greater Geelong City Council which is the planning authority for this Amendment. The Amendment was initiated by Spiire Australia, on behalf of Dacland Pty Ltd.

The Amendment C285 land is proposed to be rezoned from the Rural Living Zone to the General Residential Zone. The land to which the rezoning applies is bounded by Patullos Road, O'Halloran's Road, Kees Road and the rear of existing residences to the east, on the western edge of the Lara Township. Further to the west is the recently rezoned Lara West Growth Area.

Appendix 2 is an aerial map of the area.

The C285 land is approximately 60 hectares and referred to as 'Manzeene Village' by the proponent. Dacland have formed an agreement with 23 of the 26 rural living landowners – a combined landowner entity known as the Manzeene Avenue Development Trust Pty Ltd. The other three landowners support the development or do not object.

The Minister for Planning authorised the preparation and exhibition of Amendment C285 on 12 August 2013. Public exhibition occurred over a 4 week period closing on 30 September 2013.

The exhibited Amendment proposed to:

- Rezone the land from the Rural Living Zone to the General Residential Zone and insert Clause 32.08 (General Residential Zone);
- Apply a new Schedule to Clause 43.04 (Development Plan Overlay);
- Apply a new Schedule to Clause 45.06 (Development Contributions Plan Overlay);
- Replace the Schedule to Clause 52.16 with a new Schedule to include the Manzeene Avenue Development, Lara, Native Vegetation Precinct Plan.
- Incorporate the following documents to the Schedule to Clause 81.01:
 - Lara West Development Contributions Plan, August 2013.
 - Manzeene Avenue Development, Lara, Native Vegetation Precinct Plan, November 2012.

Council received 35 submissions. 16 submissions objected to the Amendment while the remainder supported, offered in-principle support or did not object to the Amendment.

Key issues arising from the submissions included: stormwater drainage management; road and traffic management; the high pressure gas transmission pipeline; land in the south west corner should be zoned for commercial uses and the drafting of the Development Plan Overlay Schedule.

Council resolved on 12 November 2013 to refer the submissions to an Independent Planning Panel appointed by the Minister for Planning. A Panel Hearing occurred over 2 days on 17 and 18 December 2013.

Discussion

A two person Panel, chaired by Mr Con Tsotsoros, conducted the hearing. The Panel provided its report to Council on 30 January 2014.

The Panel has found that the Amendment is strategically supported by State policy, the Municipal Strategic Statement and associated local policies. The Panel commended Dacland for taking on board the challenge of securing most of the 26 rural living lots with the intention of creating a new residential community.

The Panel believes that the form of Amendment C285 is sound and that development of Manzeene Village plays a key role in consolidating the existing Lara Township with the Lara West Precinct Structure Plan area. The Panel also consider it is important that all property owners subject to the Development Plan Overlay have input into the development planning process.

A copy of the Panel Report's Executive Summary is in **Appendix 3**.

A table listing all of the recommendations and other post-exhibition changes, a summary Council response and adopted Council position is in **Appendix 4**.

The issues raised during the Panel Hearing, the Panel's recommendations and Council officers' response are outlined below using the headings from the Panel Report.

Chapter 3: Strategic planning context

The Panel reviewed the policy context of the Amendment and made a brief appraisal of relevant zone and overlay controls and other relevant planning strategies. The Panel concluded that the Amendment is supported by, and implements, the relevant sections of the State and Local Planning Policy Framework.

The Panel considers that the rezoning will support sequential residential development in an east to west direction from the existing Lara urban area and consolidate this existing area with the Lara West Precinct Structure Plan area. The Panel supported the proposed Lara West Development Contributions Plan and associated overlay, noting that no submitter objected to this part of the Amendment.

The Panel also provided a brief description of other current planning scheme amendments in the immediate area, including Amendment C246 (Lara West Growth Area).

Council Officer Response

The findings of the Panel are consistent with the policy position of Council and supported.

Officers note that Amendment C246 was gazetted on 27 February 2014 and has been implemented into the Greater Geelong Planning Scheme.

Chapter 4: Stormwater drainage management

Given the long history of overland flooding in the area, the Panel was impressed by the background data and the quality of the drainage evidence presented by Dr Jempson for the proponent. The Panel found the level of detail of drainage issues contained in the Development Plan Overlay is appropriate and noted the Catchment Management Authority's confirmation that remaining outstanding issues can be dealt with at the planning application stage.

The Panel supported Council's proposed post-exhibition change to the Development Plan Overlay to include a new requirement to secure a widened off-site easement to accommodate an outfall drain to Hovells Creek. The Panel recommended the easement be widened to 5 metres.

The Panel also found that proposed site earthworks will provide future overland flow relief to properties in Denise Court.

Council Officer Response

The findings of the Panel are supported. Officers consider referring to the width of the easement as '5 metres' in the Development Plan Overlay is too prescriptive as the detail of the drainage design for this piece of infrastructure has not been undertaken. Officers support the wording of this provision as stated in Appendix C of the Panel Report (Section 2.0 of the Development Plan Overlay Schedule 29).

Chapter 5: Road and traffic management

The Panel made no recommendations in relation to traffic and transport. The Panel found that adequate road connections to and from Manzeene Village and the future Lara West Precinct have been provided.

In its discussion the Panel supported the proposed intersection treatments involving channelised right turn lanes at the intersection of Windermere Road with Kees and O'Hallorans Roads and traffic signals at the future O'Hallorans/ proposed East-West Connector Road intersection.

In its submission at the hearing, Public Transport Victoria (PTV) confirmed that they are planning for a bus route on the East-West Connector Road to provide direct connection from Lara West to Manzeene Avenue. The Panel also supported PTV's position on the design of this road – being constructed to meet the 'Undivided Connector Road: A cross section' in the PTV Guidelines that provides bicycle lanes and parking with a total pavement width of 15 metres.

The Panel found that the proponent's traffic evidence recommending an intersection treatment for Patullos Road/ Manzeene Avenue with auxiliary right and left turning lanes and a right turn storage lane in the central median is appropriate.

Council Officer Response

The findings of the Panel are supported.

Chapter 6: High pressure gas pipeline

The APA Iona to Lara high pressure gas transmission pipeline runs through the Lara West Precinct, immediately west of the subject land. This is the same pipeline that was considered at length during the Amendment C246 (Lara West) process.

The Panel concluded that the high pressure gas pipeline is an essential consideration at the strategic planning stage of the Manzeene Village development. The Panel supports the requirement of the Urban Design Masterplan to include the views of the relevant authority, as proposed by Section 3.0 of the Development Plan Overlay. The Panel recommended a minor change to the wording of this provision.

The Panel did not support the mandatory condition that requires a section 173 agreement to be registered on all property titles for land located within the pipeline measurement length (i.e. 550m) to inform prospective purchasers. This condition similarly appears on the adopted Urban Growth Zone Schedule for Amendment C246.

The Panel commended Council for seeking to apply a consistent approach for the same pipeline throughout the broader Lara area and acknowledged that Council had followed the advice of the C246 Panel Report and its lawyers. However, the Panel considered that objections from the proponent, the Urban Development Institute of Australia and the Property Council of Australia were too significant to dismiss for the sake of consistency.

The Panel concluded that informing prospective purchasers that their land is located within a pipeline measurement length is about consumer awareness. The Panel considered that that registering a section 173 agreement on hundreds of property titles is not an appropriate mechanism and will result in unreasonable costs and regulatory burden.

Informally, the Panel recommends that the Department of Transport, Planning and Local Infrastructure investigate making current mapping of pipeline easements and measurement lengths available through the Land Vic website (for instance) and subsequently include this information in a section 32 Vendor's statement to inform prospective purchasers.

Council Officer Response

Officers support the Panel recommendation to amend the Development Plan Overlay Schedule 29 to remove the requirement to register a section 173 agreement on property titles identified in Map 1 of the Schedule.

Support of this recommendation has been made easier following confirmation by the Planning Minister that the notice provision was removed from the approved Amendment C246 Urban Growth Zone Schedule.

In approving Amendment C246 the Minister said:

"I have decided to approve Amendment C246 with changes to the Schedule to the Urban Growth Zone.

The changes remove the requirement for information to be placed on new titles created within the high pressure gas pipeline measurement length disclosing the location of the pipeline. I consider that this requirement is unnecessary as gas supply infrastructure is common to the majority of urban areas in Victoria and the pipeline that runs through the Lara West site has been designed and constructed in accordance with the relevant Australian Standard (AS 2885.1-2012) for a Residential (T1) environment.

...

An interdepartmental working group has been set up to discuss the impact of high pressure gas pipelines on planning for growth areas. The working group comprises officers from the Metropolitan Planning Authority, Department of State Development and Business and Innovation, Department of Transport, Planning and Local Infrastructure, Department of Environment and Primary Industries, Energy Safe Victoria and the pipeline operator APA. I anticipate that this group will make recommendations to inform a State-wide response to this issue."

Chapter 7: Public open space contribution

Council's exhibited Development Plan Overlay Schedule proposes that 10% of developable land, an in-lieu cash contribution or a combination of both, be provided for public open space in addition to 14.35% of encumbered land (as per the proponent's draft Framework Plan). This requirement was opposed by the proponent, arguing that a 7.7% unencumbered open space contribution was more appropriate.

Mr O'Farrell, Counsel for the proponent, submitted that encumbered land should form part of the open space contribution because, due to flooding constraints, considerable portions of land need to be used to accommodate flow paths from properties higher in the catchment. Council officers at the hearing maintained that a 10% unencumbered contribution is supported by the Greater Geelong Planning Scheme and has been consistently applied to other recent green field subdivisions in the municipality.

The Panel acknowledged that the Schedule to Clause 52.01 requires a 10% open space contribution for Manzeene Village because at least 10 lots are proposed to be subdivided. The Panel said although encumbered land should generally be excluded from any public open space requirement, it believes that the scale and location of encumbered land on the site presents opportunities to incorporate suitable parts of this land as part of the broader open space network.

The Panel concluded that 22.05% of open space, comprising of 7.7% of developable land and 14.35% of encumbered open space, as shown on the draft Framework Plan is an adequate open space contribution for the development.

The Panel recommended that the open space contribution requirement in the DPO Schedule 29 be amended to read:

"An open space contribution equal to the amount specified in the schedule to Clause 52.01 or in-lieu cash payment or combination of both. No more than 2.3% of encumbered open space, including drainage reserves and conservation areas, shall form part of the open space contribution."

Council Officer Response

While it is preferable to retain the 10% unencumbered open space contribution requirement, the findings of the Panel are accepted in this particular instance. Officers acknowledge the significant challenges facing the proponent in addressing storm water conveyance and retention of patches of native grasslands on a site in fragmented ownership.

It is considered that the Panel recommendation, in conjunction with the proponents draft Framework Plan, provides for a centrally planned, attractive, integrated and functional open space network for future residents and neighbouring residents.

Officers prefer a minor change to the recommended condition – replacing the term "conservation areas" with "native grassland reserves" to ensure consistency in the DPO Schedule and associated Native Vegetation Precinct Plan.

Chapter 8: Development plan – staging and consent

Staging the preparation of the development plan

Council officers confirmed in writing to all parties to the hearing that: *“With regard to the preparation of the DP in stages – Council maintains, as it has throughout the life of the C285 Amendment process and reaffirmed in its submission to the Panel, that one plan is to be prepared/approved”*. Officers requested the Panel insert an additional requirement in the DPO Schedule 29 accordingly.

Both the proponent and Mr Pitt SC (on behalf of the land owners of 35 Manzeene Avenue) sought the ability to stage the preparation of the development plan. The Panel concluded that the DPO29 does not need to be modified because Clause 43.04 (DPO) allows the flexibility to consider the staged preparation of a development plan.

Council Officer Response

The finding of the Panel is accepted. Officer’s stress that the Panel also said:

“This clause [Clause 43.04] specifies that any modification to the development plan needs to be to the satisfaction of the responsible authority. Council has the discretion to request one development plan for the entire site but should not preclude itself from considering other options. Whether the development plan should be staged or not is a matter between Council and the relevant applicant and therefore the Panel does not recommend any change to DPO29”.

Gaining consent from all land owners

Mr Pitt SC, for the owners of 35 Manzeene Avenue, sought to require the consent of all landowners before any development plan is approved. Council submitted that its’ Statutory Planning Department is responsible for considering and approving the development plan, and such a process is onerous and difficult to implement.

Mr Pitt requested an addition to Section 3.0 of the DPO29 requiring the Responsible Authority to give notice to the owners of land to which the Development Plan Overlay Schedule applies and allowing landowners an opportunity to request changes to the plan insofar as it affects that owner’s land. The proponent suggested an alternative notice requirement to circulate the development plan to all landowners prior to lodgement. Council officers supported this alternative at the hearing.

The Panel concluded that all landowners subject to the Development Plan Overlay Schedule should have input into the preparation of the development plan. The Panel believes this process should be formalised by requiring notice to DPO29 land owners when a new or amended plan is lodged and approved. The Panel also believes that there should be a minimum timeframe between lodgement and approval to allow land owners time to review and respond to the development plan.

The Panel recommended an additional requirement in Section 3.0 of the DPO29:

“The Responsible Authority must give notice to the owners of land within the area to which this schedule applies if a new or amended development plan has been lodged to obtain the satisfaction of the Responsible Authority. The Responsible Authority must not approve a new or amended development plan within 28 days of lodgement. The Responsible Authority must give notice to the owners of land within the area to which this schedule applies of the approval of a new or amended Development Plan.”

Council Officer Response

The recommendation of the Panel is supported in part. Council officers have considered the Panel findings and further consulted with the Statutory Planning Unit – who will be responsible for assessing and approving the development plan.

Council officers support the recommendation to inform landowners when the Responsible Authority has approved the development plan. This will allow for a right to appeal within 28 days pursuant to Section 149 of the *Planning and Environment Act 1987*.

Officers however consider that providing for all landowners subject to the DPO29 to have input into the preparation of the development plan is contrary to the intended purpose of the Development Plan Overlay. The strategic planning process has provided ample opportunity for consultation and outlined desired development outcomes with a sufficient level of certainty. The Victoria Planning Provision Practice Note for the DPO states [emphasis added]:

The development of the strategic framework provides an opportunity to engage property owners, the community and servicing authorities about the desired outcomes for the site and the future form of development before the overlay is applied and the plan is approved. Appropriate strategic planning and community consultation from the start also ensures that once the overlays are in place the council is able to make decisions on planning applications without the need to further consult.

It would be onerous for the Responsible Authority to inform all landowners of the lodgement of a Development Plan. This would include notice whenever any amendment is made to the Development Plan, whether as a result of Council's comment/concern or through a request from the developer. Experience suggests various iterations of a Development Plan are lodged with Council prior to it being considered satisfactory. This may result in a reluctance to change the content of the Development Plan to avoid further notice.

Council officers consider the importance of this matter has been overplayed by the Panel. On close scrutiny, 23 of the 26 landowners form part of the Manzeene Avenue Development Trust and have entered into an agreement with Dacland Pty Ltd to deliver the development. It is in these landowners interest to support the development plan prepared by Dacland and their consultants. Of the remaining 3 landowners, 2 did not object to the development plan process as exhibited.

This leaves one landowner – at 35 Manzeene Avenue, who has sought to require consent from all landowners before any development plan is approved. As stated above, officers propose to include a requirement to give notice of an approved development plan or amended plan, providing landowners with the legal right to appeal.

One would expect it is in the interests of Dacland to informally consult with the landowner at 35 Manzeene Avenue to mitigate the risk of an appeal to the Victorian Civil and Administrative Tribunal, and avoid time delays and costly legal proceedings.

Officers propose the following requirement be added to Section 3.0 of the DPO29:

The Responsible Authority must give notice to the owners of land within the area to which this schedule applies of the approval of a new or amended Development Plan.

Chapter 9: Other issues

9.1 Proposed Neighbourhood Activity Centre on the south-west corner

In its submission to the exhibited Amendment C285, Spiire Australia for the proponent, requested that the south-west corner be rezoned to the Commercial 1 Zone to establish a Neighbourhood Activity Centre (NAC). Council reiterated its opposition to the NAC noting that the exhibited amendment proposes to rezone the Manzeene land to the General Residential Zone only.

On 26 November 2013 the Panel received a letter from Allens Lawyers, acting for the proponent, confirming that Dacland supports the exhibited residential zoning. The Panel considered this to mean that Dacland is no longer pursuing a NAC on the subject land. The Panel concluded that this matter is no longer relevant.

Council Officer Response

The finding of the Panel is supported.

9.2 Public pedestrian connection to established area

The Panel considered submissions in relation to the creation of an east-west public pedestrian link to connect the Manzeene Village land with the established residential area to the east. Mr and Mrs McNeill submitted: *"Given the subdivision design of this established area, there will be very poor linkages between the existing and newer areas, and residents will have quite lengthy routes to travel to get to proposed community and commercial facilities provided in the Lara West area as it is developed."*

Council officers at the hearing confirmed that the Council was committed to pursue a link. Officers acknowledged that implementing this link would be difficult because all of the lots on the boundary (that being Cameron Crescent between Tydman Court and Penny Court), are privately owned. Officers however stressed that excluding a link from the development plan may result in a lost opportunity.

Mr O'Farrell for the proponent commended Council for this aspiration, but was concerned about the appropriate mechanism to implement this link at this early stage. Mr O'Farrell said that if the development plan is prepared (showing the location of the link) ahead of an agreement with a land owner on Cameron Crescent, then this will result in a "link to no-where".

The Panel agreed with Council and the McNeill submission that the proposal has considerable merit. The Panel concluded that:

"...an east-west pedestrian link, on Cameron Crescent between Tydman Court and Penny Court, would create an important connection between the Subject [Land] and the established residential area to the east. At this stage, it is not possible to require that a pedestrian link be included in an Urban Design Masterplan. However the opportunity should be recognised in DPO29 in the event that Council achieves the necessary certainty for the link through an agreement, or otherwise, with a Cameron Crescent land owner. It is recommended that Council prioritise and expedite the process for securing this land to maximise the possibility of this opportunity."

The Panel recommended that the DPO29 be amended to introduce a new Urban Design Masterplan requirement in Section 3.0.

Council Officer Response

The findings of the Panel are supported. While acknowledging the inherent challenges in securing a public pedestrian link, it is important that every effort is made to avoid many of the previous poor subdivision connection outcomes across the municipality.

To demonstrate a clear intent of Council to pursue acquisition of a private property on Cameron Crescent in order to provide a link, Council has resolved to explore available options. This project has support from across Council including Community Development, Recreation and Open Space, Engineering Services, Property and Statutory Planning.

Recent discussions with representatives of Dacland confirm support for the Panel recommendation, including the change proposed by Council officers. Both Council and Dacland consider the requirement to be reasonable for both parties.

Therefore, the recommendation of the Panel is also supported subject to a minor revision (as underlined) of the DPO29 requirement so as to read:

A requirement that the development of land directly abutting the established residential properties to the east is designed to include a public pedestrian connection, if a lot on Cameron Crescent between Penny and Tydman Courts has been identified for this connection by Council prior to certification of the relevant stage of subdivision, or as otherwise agreed by Council and the Proponent.

9.3 Cultural Heritage Management Plan

The Cultural Heritage Management Plan (CHMP) prepared for Manzeene Avenue confines any activity to uses permitted under the Residential 1 Zone. The Amendment proposes to rezone the subject land to the General Residential Zone. The issue is whether the CHMP is valid considering that the Residential 1 Zone will no longer exist if the Amendment is gazetted.

Council officers submitted that, following advice from Aboriginal Affairs Victoria, a CHMP remains valid where a zone changes to another zone that is not inconsistent with the zone referred to in the CHMP.

The Panel concluded that Council and other stakeholders can address this matter during the planning permit application process.

Council Officer Response

The finding of the Panel is supported.

9.4 Schedule 29 to the Development Plan Overlay

In addition to the changes above, the Panel recommended the revision of the fencing related Urban Design Masterplan requirement in Section 3.0 to read:

- *A general subdivision design that:*
“Avoid back fencing to front roads and as appropriate, rear yard treatments or dwelling frontages should interface to open space reserves.”

Council Officer Response

The recommendation of the Panel is supported subject to a revision of the wording to improve the clarity and intent of the requirement, and to discourage back fences bordering open space. The requirement will read as follows:

- *A general subdivision pattern that:*

“ensures roads are not edged by back fencing.”

“ensures open space reserves are primarily interfaced by roads and dwelling frontages.”

Post exhibition changes to Amendment C285 not referred to in Panel Report

Schedule to the General Residential Zone

Exhibition of Amendment C285 included the insertion of Clause 32.08 General Residential Zone into the Greater Geelong Planning Scheme. Following advice from officers of the Department of Transport, Planning and Local Infrastructure, the Schedule to Clause 32.08 must be inserted in conjunction with the parent clause. This has also required a change to the exhibited planning scheme zoning map to read “GRZ1”.

Development Contributions Plan and Overlay

Other than briefly describing the proposed Development Contributions Plan and Overlay and supporting the Amendment, the Panel did not specifically comment on changes submitted by Council officers at the hearing.

There were no submissions that opposed the exhibited Development Contributions Plan and Overlay. There is one post-exhibition change to the Lara West DCP Exhibition Version – C285 August 2013. That is, the addition of channelised right turn lanes to the Windermere Road Intersection with O’Hallorans and Kees Roads (Project Sheet DI_RO_4) at a cost of approximately \$75,000. This change was identified in the Council Report that considered submissions and submitted at the C285 Panel Hearing.

The final Lara West Development Contributions Plan is shown in Appendix 5. This will supersede the DCP recently incorporated into the Greater Geelong Planning Scheme as a result of Amendment C246. The same applies to the DCP Overlay Schedule 7.

Development Plan Overlay Schedule 29

Change #1

At the C285 Directions Hearing, Council officers submitted an amended DPO Schedule showing the removal of two requirements in the *Open Space and Landscape Masterplan*. These were in relation to further investigation to retain native grasslands and the location of service infrastructure. These changes were made in consultation with the Department of Environment and Primary Industries and the proponent.

There were no objections to these changes from the parties to the Panel Hearing or commentary from the Panel.

Change #2

Post Panel Report, officers have reassessed a requirement not discussed at the hearing. The following requirement forms part of the Urban Design Masterplan:

- *A general subdivision pattern that:*

“provides for restricted access to lots off Kees Road to retain the ‘rural’ streetscape and frontages, with dwellings retaining frontage to Kees Road to provide for visual surveillance of public open space reserves, including encumbered public open space and drainage reserves.”

Council officers consider the requirement has largely been addressed in the response to ‘9.4 Schedule 29 to the Development Plan Overlay’ above. The requirement will now read as follows:

- *A general subdivision pattern that:*

“provides for restricted access to lots off Kees Road.”

Native Vegetation Precinct Plan

There are minor changes to the exhibited draft Native Vegetation Precinct Plan (NVPP) to remove a patch of native grassland previously shown as ‘retained’ and to reflect the introduction of Amendment VC105 in December 2013. The Department of Environment and Primary Industries (DEPI) endorsed a revised Manzeene Village NVPP Nov2013_Rev 1 prior to the Panel Hearing.

The draft Manzeene Village Native Vegetation Precinct Plan to be adopted is shown in Appendix 1. DEPI officers have advised that following internal review and approval of the NVPP, the Regional Director will write to the Minister for Planning offering no objection to gazetting the document for incorporation into the Planning Scheme.

Environmental Implications

The new Schedule to the Development Plan Overlay and the Manzeene Village Native Vegetation Precinct Plan forms part of the Amendment and will be incorporated into the Greater Geelong Planning Scheme.

These documents are underpinned by extensive technical assessment and review and include a range of environmental requirements, particularly in relation to stormwater management and remnant native grasslands.

Financial Implications

Development Contributions

The Development Contributions Plan (DCP) is the primary mechanism for funding infrastructure to service the new growth area. The growth area requires in the order of \$40M of infrastructure of which the DCP will fund approximately \$37M.

Council will be responsible for managing the funds collected through the DCP and either directly delivering the required infrastructure or making arrangements for developers to construct infrastructure as works in lieu.

Public pedestrian connection to Cameron Crescent

The Panel Report's recommendation for the wording of the DPO Schedule with regard to the future pedestrian link requires action by Council to identify the location of the future link. Securing the land required for this link will necessitate the purchase by Council of a property on Cameron Crescent; the recommended wording of the relevant section of the DPO Schedule suggests that the developer will only be obligated to provide for the link if Council has secured land. It is recommended that the Council explores options for achieving crucial physical and social connectivity between the existing and new communities.

Policy/Legal/Statutory Implications

Clause 11.02 'Urban Growth' of the State Planning Policy Framework requires planning authorities to ensure that sufficient land is available to meet forecast demand. Lara is a designated primary growth node in the Greater Geelong Planning Scheme.

The 'Manzeene Avenue/Kees Road' area is identified as 'Conventional residential' in the Lara Structure Plan and Clause 21.13 of the Planning Scheme. Clause 21.13 supports the rezoning of this area with appropriate Development Plan Overlay and Development Contributions Plan Overlay controls.

Alignment to City Plan

The Amendment supports the *Growing our Economy* and *Sustainable Built and Natural Environment* strategic directions of City Plan.

The rezoning will maintain an appropriate supply of residential land in northern Geelong, and facilitate significant, long term investment in an area identified in Council's Municipal Strategic Statement for growth.

The Development Plan Overlay Schedule and Development Contributions Plan promote development of a sustainable built environment. This will be achieved by delivering community and retail facilities, integrated management of stormwater and open space, and an efficient transport and movement network.

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.

Social Considerations

Councils are required to ensure a sufficient supply of land is available in designated growth areas for residential and other urban uses, including affordable housing close to jobs, transport and services.

The Manzeene Avenue development will be a fully planned community that provides a mix of housing opportunities. The development is a charge area of the Lara West Development Contributions Plan to provide western Lara with services and infrastructure to support these new communities.

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

Council officers have written to the Amendment submitters and landowners to advise them of the release of the Panel Report. Submitters and landowners will be notified of the final decision of Council and the Minister for Planning.

Appendix 1 - Amendment C285 to be Adopted

Planning and Environment Act 1987

GREATER GEELONG PLANNING SCHEME

AMENDMENT C285

INSTRUCTION SHEET

The planning authority for this amendment is the Greater Geelong City Council.

The Greater Geelong Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 3 attached map sheets.

Zoning Maps

1. Amend Planning Scheme Map Nos. 12 and 18 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C285".

Overlay Maps

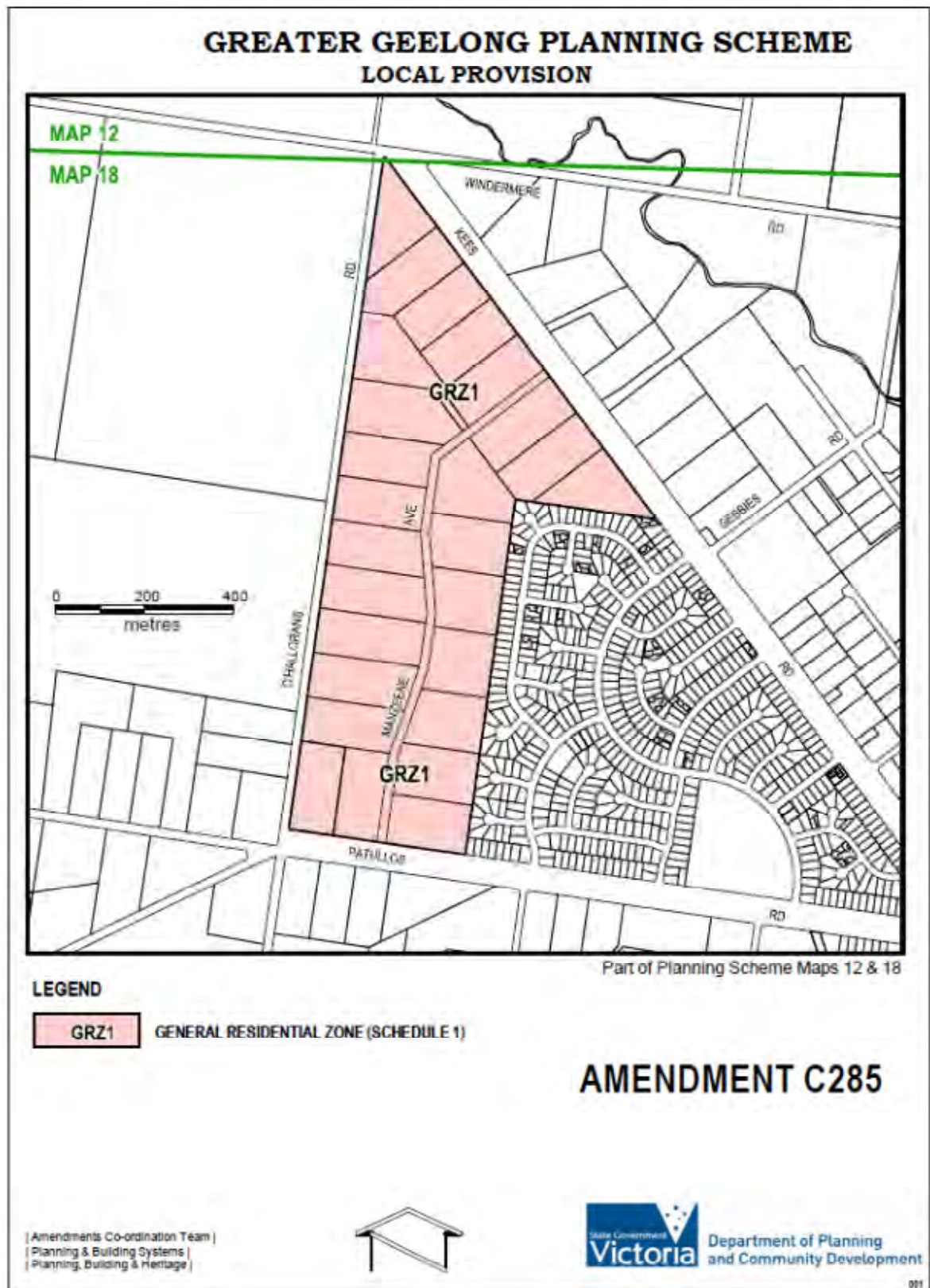
2. Amend Planning Scheme Map Nos. 12DPCO7 and 18DCPO7 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C285".
3. Insert new Planning Scheme Map Nos. 12DPO29 and 18DPO29 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C285".

Planning Scheme Ordinance

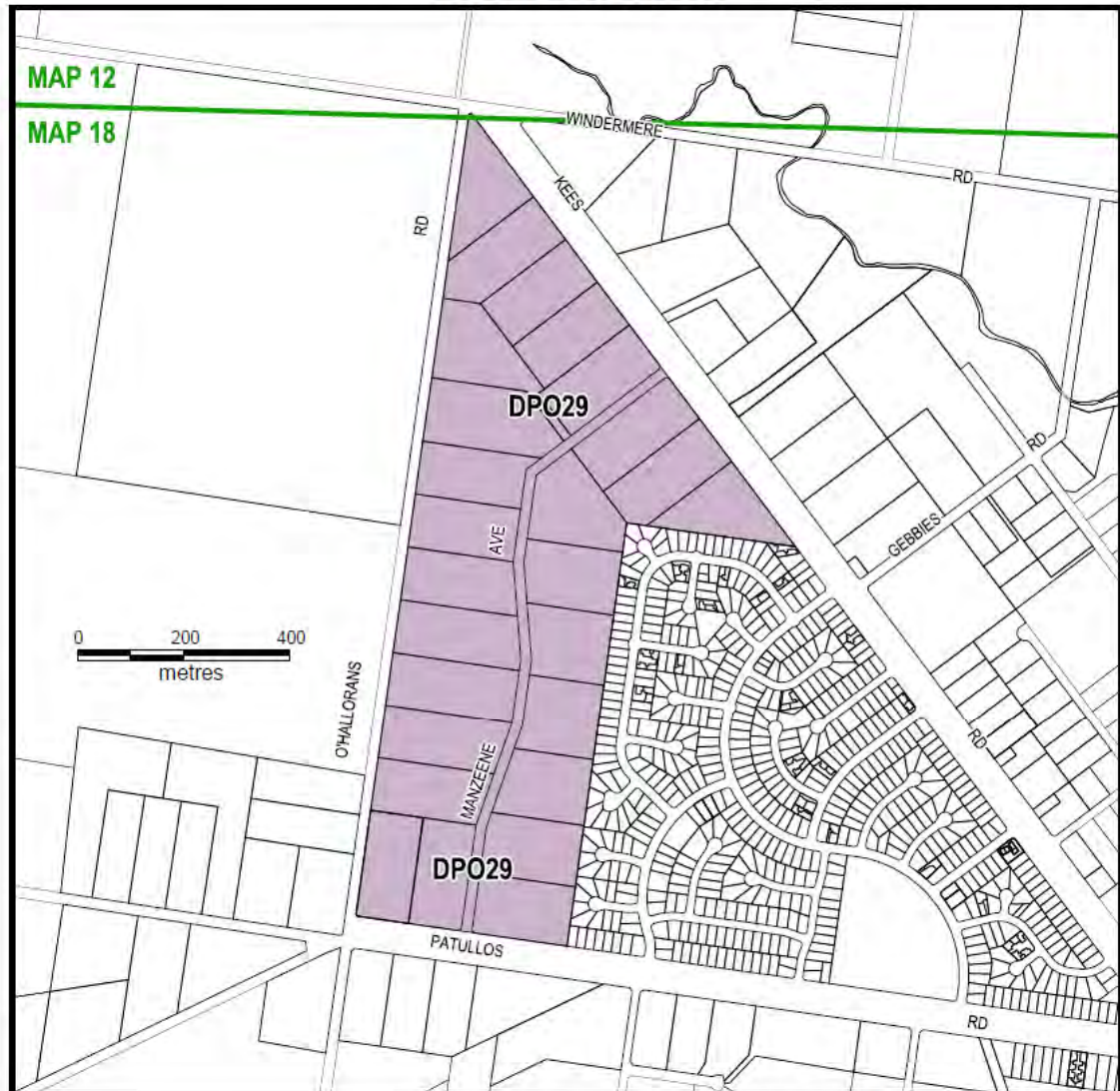
The Planning Scheme Ordinance is amended as follows:

4. In Zones – Insert Clause 32.08 in the form of the attached document.
5. In Zones – Clause 32.08, insert a new Schedule in the form of the attached document.
6. In Overlays – Clause 43.04, insert a new Schedule 29 in the form of the attached document.
7. In Overlays – Clause 45.06, replace Schedule 7 with a new Schedule 7 in the form of the attached document.
8. In Particular Provisions – Clause 52.16, replace the Schedule with a new Schedule in the form of the attached document.
9. In General Provisions – Clause 61.03, replace the Schedule with a new Schedule in the form of the attached document.
10. In Incorporated Documents – Clause 81.01, replace the Schedule with a new Schedule in the form of the attached document.

End of document



GREATER GEELONG PLANNING SCHEME LOCAL PROVISION



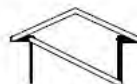
Part of Planning Scheme Maps 12DPO & 18DPO

LEGEND

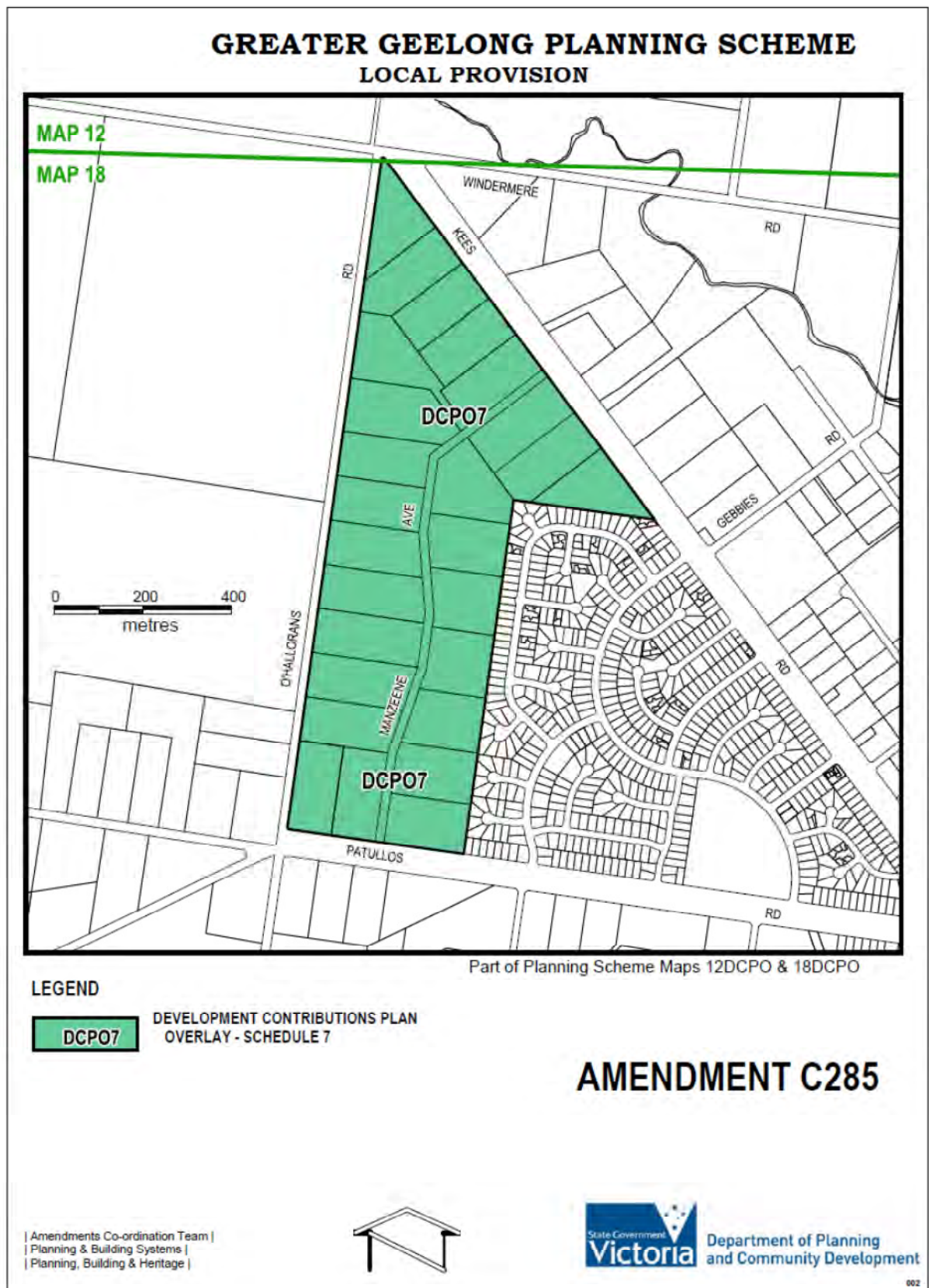
DPO29	DEVELOPMENT PLAN OVERLAY - SCHEDULE 29
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AMENDMENT C285

| Amendments Co-ordination Team |
| Planning & Building Systems |
| Planning, Building & Heritage |



Department of Planning
and Community Development



32.08 GENERAL RESIDENTIAL ZONE

Shown on the planning scheme map as **GRZ** with a number (if shown).

Purpose

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To encourage development that respects the neighbourhood character of the area.

To implement neighbourhood character policy and adopted neighbourhood character guidelines.

To provide a diversity of housing types and moderate housing growth in locations offering good access to services and transport.

To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

32.08-1 Table of uses

Section 1 - Permit not required

Use	Condition
Animal keeping (other than Animal boarding)	Must be no more than 2 animals.
Bed and breakfast	No more than 10 persons may be accommodated away from their normal place of residence. At least 1 car parking space must be provided for each 2 persons able to be accommodated away from their normal place of residence.
Dependent person's unit	Must be the only dependent person's unit on the lot.
Dwelling (other than Bed and breakfast)	
Home occupation	
Informal outdoor recreation	
Medical centre	The gross floor area of all buildings must not exceed 250 square metres. Must not require a permit under clause 52.06-3. The site must adjoin, or have access to, a road in a Road Zone.
Minor utility installation	
Place of worship	The gross floor area of all buildings must not exceed 250 square metres. The site must adjoin, or have access to, a road in a Road Zone.
Railway	
Residential aged care facility	
Tramway	
Any use listed in Clause 62.01	Must meet the requirements of Clause 62.01.

Section 2 - Permit required

Use	Condition
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Use	Condition
Accommodation (other than Dependent person's unit, Dwelling and Residential aged care facility)	
Agriculture (other than Animal keeping, Animal training, Apiculture, Horse stables and Intensive animal husbandry)	
Animal keeping (other than Animal boarding) – if the Section 1 condition is not met	Must be no more than 5 animals.
Car park	Must be used in conjunction with another use in Section 1 or 2.
Car wash	The site must adjoin, or have access to, a road in a Road Zone.
Community market	
Convenience restaurant	The site must adjoin, or have access to, a road in a Road Zone.
Convenience shop	
Food and drink premises (other than Convenience restaurant and Take away food premises)	
Leisure and recreation (other than Informal outdoor recreation and Motor racing track)	
Place of assembly (other than Amusement parlour, Carnival, Circus, Nightclub, and Place of worship)	
Plant nursery	
Service station	The site must either: - Adjoin a commercial zone or industrial zone. - Adjoin, or have access to, a road in a Road Zone. The site must not exceed either: 3000 square metres. 3600 square metres if it adjoins on two boundaries a road in a Road Zone.
Store	Must be in a building, not a dwelling, and used to store equipment, goods, or motor vehicles used in conjunction with the occupation of a resident of a dwelling on the lot.
Take away food premises	The site must adjoin, or have access to, a road in a Road Zone.
Utility installation (other than Minor utility installation and Telecommunications facility)	
Any other use not in Section 1 or 3	

Section 3 – Prohibited

Use
Amusement parlour
Animal boarding
Animal training

Use

Brothel
Cinema based entertainment facility
Horse stables
Industry (other than Car wash)
Intensive animal husbandry
Motor racing track
Nightclub
Office (other than Medical centre)
Retail premises (other than Community market, Convenience shop, Food and drink premises, Plant nursery)
Saleyard
Stone extraction
Transport terminal
Warehouse (other than Store)

32.08-2 Subdivision

Permit requirement

A permit is required to subdivide land.

An application to subdivide land, other than an application to subdivide land into lots each containing an existing dwelling or car parking space, must meet the requirements of Clause 56 and:

- Must meet all of the objectives included in the clauses specified in the following table.
- Should meet all of the standards included in the clauses specified in the following table.

Class of subdivision	Objectives and standards to be met
60 or more lots	All except Clause 56.03-5.
16 – 59 lots	All except Clauses 56.03-1 to 56.03-3, 56.03-5, 56.06-1 and 56.06-3.
3 – 15 lots	All except Clauses 56.02-1, 56.03-1 to 56.03-4, 56.05-2, 56.06-1, 56.06-3 and 56.06-6.
2 lots	Clauses 56.03-5, 56.04-2, 56.04-3, 56.04-5, 56.06-8 to 56.09-2.

32.08-3 Construction and extension of one dwelling on a lot

Permit requirement

A permit is required to construct or extend one dwelling on:

- A lot of less than 300 square metres.
- A lot of between 300 square metres and 500 square metres if specified in a schedule to this zone.

A permit is required to construct or extend a front fence within 3 metres of a street if:

- The fence is associated with one dwelling on:
 - A lot of less than 300 square metres, or
 - A lot of between 300 and 500 square metres if specified in a schedule to this zone, and
- The fence exceeds the maximum height specified in Clause 54.06-2.

A development must meet the requirements of Clause 54.

No permit required

No permit is required to:

- Construct or carry out works normal to a dwelling.
- Construct or extend an out-building (other than a garage or carport) on a lot provided the gross floor area of the out-building does not exceed 10 square metres and the maximum building height is not more than 3 metres above ground level.

32.08-4 Construction and extension of two or more dwellings on a lot, dwellings on common property and residential buildings

Permit requirement

A permit is required to:

- Construct a dwelling if there is at least one dwelling existing on the lot.
- Construct two or more dwellings on a lot.
- Extend a dwelling if there are two or more dwellings on the lot.
- Construct or extend a dwelling if it is on common property.
- Construct or extend a residential building.

A permit is required to construct or extend a front fence within 3 metres of a street if:

- The fence is associated with 2 or more dwellings on a lot or a residential building, and
- The fence exceeds the maximum height specified in Clause 55.06-2.

A development must meet the requirements of Clause 55. This does not apply to a development of five or more storeys, excluding a basement.

A permit is not required to construct one dependent person's unit on a lot.

32.08-5 Requirements of Clause 54 and Clause 55

A schedule to this zone may specify the requirements of:

- Standards A3, A5, A6, A10, A11, A17 and A20 of Clause 54 of this scheme.
- Standards B6, B8, B9, B13, B17, B18, B28 and B32 of Clause 55 of this scheme.

If a requirement is not specified in a schedule to this zone, the requirement set out in the relevant standard of Clause 54 or Clause 55 applies.

32.08-6 Buildings and works associated with a Section 2 use

A permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.08-1.

Maximum building height requirement for a dwelling or residential building

The maximum height of a building used for the purpose of a dwelling or residential building must not exceed the building height specified in a schedule to this zone.

This does not apply to:

- An extension of an existing building that exceeds the specified building height, provided that the extension does not exceed the existing building height.
- A building which exceeds the specified building height for which a valid building permit was in effect prior to the introduction of this provision.

If no building height is specified, the requirement set out in the relevant standard of Clause 54 and Clause 55 applies.

32.08-8 Application requirements

An application must be accompanied by the following information, as appropriate:

- For a residential development of four storeys or less, the neighbourhood and site description and design response as required in Clause 54 and Clause 55.

- For residential development of five or more storeys, an urban context report and design response as required in Clause 52.35.
- For an application for subdivision, a site and context description and design response as required in Clause 56.
- Plans drawn to scale and dimensioned which show:
 - Site shape, size, dimensions and orientation.
 - The siting and use of existing and proposed buildings.
 - Adjacent buildings and uses.
 - The building form and scale.
 - Setbacks to property boundaries.
- The likely effects, if any, on adjoining land, including noise levels, traffic, the hours of delivery and despatch of good and materials, hours of operation and light spill, solar access and glare.
- Any other application requirements specified in a schedule to this zone.

If in the opinion of the responsible authority an application requirement is not relevant to the evaluation of an application, the responsible authority may waive or reduce the requirement.

32.08-9 Exemption from notice and review

Subdivision

An application to subdivide land into lots each containing an existing dwelling or car parking space is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

32.08-10 Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

General

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- The purpose of this zone.
- Any other decision guidelines specified in a schedule to this zone.

Subdivision

- The pattern of subdivision and its effect on the spacing of buildings.
- For subdivision of land for residential development, the objectives and standards of Clause 56.

Dwellings and residential buildings

- For the construction and extension of one dwelling on a lot, the objectives, standards and decision guidelines of Clause 54.
- For the construction and extension of two or more dwellings on a lot, dwellings on common property and residential buildings, the objectives, standards and decision guidelines of Clause 55.
- For a development of five or more storeys, excluding a basement, the Design Guidelines for Higher Density Residential Development (Department of Sustainability and Environment 2004).

Non-residential use and development

- Whether the use or development is compatible with residential use.

- Whether the use generally serves local community needs.
- The scale and intensity of the use and development.
- The design, height, setback and appearance of the proposed buildings and works.
- The proposed landscaping.
- The provision of car and bicycle parking and associated accessways.
- Any proposed loading and refuse collection facilities.
- The safety, efficiency and amenity effects of traffic to be generated by the proposal.

32.08-11 Advertising signs

Advertising sign requirements are at Clause 52.05. This zone is in Category 3.

Notes: Refer to the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement, for strategies and policies which may affect the use and development of land.

Check whether an overlay also applies to the land.

Other requirements may also apply. These can be found at Particular Provisions.

SCHEDULE 1 TO CLAUSE 32.08 GENERAL RESIDENTIAL ZONE

Shown on the planning scheme map as **GRZ1**.

1.0 Permit requirement for the construction or extension of one dwelling on a lot

Is a permit required to construct or extend one dwelling on a lot of between 300 square metres and 500 square metres?

No

2.0 Requirements of Clause 54 and Clause 55

	Standard	Requirement
Minimum street setback	A3 and B6	None specified
Site coverage	A5 and B8	None specified
Permeability	A6 and B9	None specified
Landscaping	B13	None specified
Side and rear setbacks	A10 and B17	None specified
Walls on boundaries	A11 and B18	None specified
Private open space	A17	None specified
	B28	None specified
Front fence height	A20 and B32	None specified

3.0 Maximum building height requirement for a dwelling or residential building

None specified

Application requirements

None specified

5.0 Decision guidelines

None specified

SCHEDULE 29 TO THE DEVELOPMENT PLAN OVERLAY

DD/MM/YYYY
Y
Proposed C285

Shown on the planning scheme map as **DPO29**.

MANZEENE VILLAGE, LARA

This schedule applies to land in the Manzeene Village Precinct in Lara, generally bounded by Patullos Road, O'Hallorans Road, Kees Road and to the rear of established residential properties to the east.

The objective of this schedule is to ensure that a range of detailed planning issues are resolved prior to commencement of development of the area.

1.0 Requirement before a permit is granted

DD/MM/YYYY
Proposed C285

A permit may be granted for extensions or alterations to existing buildings, and for subdivision and title consolidation and to construct or carry out minor works including site preparation works, before a development plan has been prepared to the satisfaction of the Responsible Authority.

An application for subdivision will only be considered by the Responsible Authority if a Development Plan has been submitted for consideration and the land to be subdivided contains an existing dwelling.

Before granting a permit the Responsible Authority must be satisfied that the permit will not prejudice the future use and development of the land in an integrated and orderly manner.

The land may be developed in stages.

2.0 Conditions and requirements for permits

DD/MM/YYYY
Proposed C285

A permit must contain conditions or requirements which give effect to the provisions and requirements of the approved Development Plan.

Conditions and requirements for all permits for subdivision of land within the Kees Road Catchment (as per the Spiire Site Stormwater Management Plan):

- Prior to Certification the developer must secure easement(s) (or widened easements) to Hovells Creek to the satisfaction of Council.
- All costs associated with the facilitation and delivery of down stream drainage works to Hovells Creek, including acquisition of easement land and outfall construction, shall be at the cost of the developer.

3.0 Requirements for development plan

DD/MM/YYYY
Proposed C285

A Development Plan must be prepared to the satisfaction of the Responsible Authority.

The Development Plan may consist of a plan and associated planning and technical reports and other documents. The Development Plan must ensure the Precinct is planned and integrated with the adjacent Lara West Precinct.

The Development Plan may be amended.

The Responsible Authority must give notice to the owners of land within the area to which this schedule applies of the approval of a new or amended Development Plan.

The Development Plan must include:

An **Urban Design Masterplan** that includes:

- The location of all proposed land uses including, but not restricted to, roads, open spaces, encumbered open spaces, and medium density housing.
- A general subdivision pattern that:

- includes the location and general distribution of lots showing a variety of lot sizes and densities to encourage a diversity of housing types.
- optimises solar access to as many lots as possible.
- provides for restricted access to lots off Kees Road.
- ensures roads are not edged by back fencing.
- ensures open space reserves are primarily interfaced by roads and dwelling frontages.
- Details of proposed treatments to manage sensitive interfaces between residential and non-residential land uses and residential and established rural residential uses.
- Details of proposed urban design treatments, such as front setbacks and fencing treatments, to conserve and enhance the rural 'avenue' character of Manzeene Avenue and the rural character of Kees Road.
- Details of how land identified for useable public open space will be delivered as part of the open space contribution.
- Identification of the south-west corner as a possible site for non-residential uses including hotel, food and drink premises and service station.
- The views of the relevant authority administering the *Pipelines Act 2005*, on proposed land uses located within the pipeline measurement length (as shown in Map 1).
- A requirement that the development of land directly abutting the established residential properties to the east is designed to include a public pedestrian connection, if a lot on Cameron Crescent between Penny and Tydman Courts has been identified for this connection by Council prior to certification of the relevant stage of subdivision, or as otherwise agreed by Council and the Proponent.

An Integrated Water Management Plan responding to flooding, stormwater and drainage management. The Plan must be generally in accordance with the principles outlined in the Stormwater Management Plan April 2013, prepared by Spiire (and informed by the BMT WBM Flood Impact Report April 2013) , and include:

- Reference to:
 - WSUD Engineering Procedures: Stormwater, CSIRO Publishing , 2005;
 - Clause 56.07 of the Greater Geelong Planning Scheme;
 - City of Greater Geelong Stormwater Management Plan, 2002; and
 - The Infrastructure Design Manual and associated Design Notes.
- A Drainage Strategy that addresses:
 - Drainage Feasibility;
 - Stormwater Quality Management;
 - Peak Discharge Management; and
 - Functional Peak Flood Level Determination.
- Identification of all land to be set aside for drainage purposes, detailing the approximate size and location of all drainage reserves and system components,

including retarding basins to meet peak discharge limits and WSUD elements to meet Best Practice Environmental Management Guidelines.

- Identification of any land (including land external to the Manzeene Village development on which flooding will be affected by the Manzeene Village development) that:
 - is to be set aside for drainage purposes, including size, location and type of use of each of the major drainage elements to be located therein;
 - is subject to flooding pre-development;
 - is subject to flooding post-development; and
 - is proposed to be filled.
- A demonstration that all land proposed to be used for residential and permitted non-residential uses is above the 100 year ARI flood event plus the appropriate freeboard.
- Easement creation and/or widening and realignment as necessary to ensure adequate provision for pipe-laying and maintenance, both within the development Precinct, and to external affected properties.
- A stormwater management system that ensures peak discharge rates, pollutant loads of all stormwater leaving the site post development are no greater than pre-development and that ensures no adverse impacts to any surrounding area, upstream or downstream.
- Consideration of development staging in the event of: (a) the Lara West Precinct commencing prior to the Manzeene Village Precinct; or (b) the Manzeene Village Precinct commences first with the Lara West Precinct remaining undeveloped.

A Road Network and Traffic Management Plan that includes:

- A Movement Network that:
 - promotes a high degree of internal permeability for a variety of transport modes.
 - enables integration with the Lara West Precinct, including the continuation of the main East-West Connector Street through to Manzeene Avenue and along Manzeene Avenue to Kees Road, being designed to accommodate a public bus route and signalised at its intersection with O'Hallorans Road.
 - integrates with the proposed shared path along Patullos Road.
- A Traffic Impact Assessment that:
 - calculates the expected traffic volumes and the impact on the existing road network as a result of the development.
 - identifies necessary treatments or upgrades of roads, intersections or the pedestrian network, including Kees Road, between Benjamin Drive and Windermere Road.
 - outlines the management of the south-west corner by concentrating access/egress on O'Hallorans Road and limiting access/egress to Manzeene Avenue and Patullos Road.
 - defines the cross-sections, including where relevant, verge widths, nature strips, kerb & channel, pavement widths and pathways for all

identified roads within the development, to meet the network traffic needs.

- Concept designs for O'Halloran's Road and the intersections of Patullos Road/ O'Hallorans Road and Windermere Road with O'Hallorans & Kees Roads (subject to inclusion of channelised right turn lanes), consistent with designs prepared for the Lara West Precinct.
- A Pedestrian and Bicycle Network Plan should be prepared that:
 - provides an integrated and continuous network of safe, efficient and convenient footpaths, shared paths and bicycle lanes.
 - enables connections with the future growth area to the west.

An Open Space and Landscape Masterplan that includes:

- An open space contribution equal to the amount specified in the schedule to Clause 52.01 or in-lieu cash payment or combination of both. No more than 2.3% of encumbered open space, including drainage reserves and native grassland reserves, shall form part of the open space contribution.
- Areas of at least 0.5 hectares to be developed as small local parks generally adjacent to drainage reserves to cater for active and passive uses provided generally within 400 metres walking distance of all dwellings.
- All public open space to be a useable size and configuration. Buffer areas to drainage basins are not creditable as unencumbered open space unless they meet the minimum 0.5 hectare amount of useable open space.
- Areas of public open space should be clearly visible and accessible.
- Conceptual plans for all areas of public open space showing general layout and indicative landscape treatments (such as seating, play spaces and paving materials) with any infrastructure being in accordance with the standards set out in Council's Sustainable Communities Infrastructure Development Guidelines May 2010 and the use of local indigenous plant species where appropriate.
- The extent of existing native grassland areas to be retained (as shown on page 7 of the Manzeene Village NVPP). The Masterplan must include specific reserve management actions addressing the retention and enhancement of the native grassland areas.
- The retention, where possible, of trees of high arboricultural value as identified in the assessment prepared by Tree Logic Pty Ltd, 29 November 2012, to provide biodiversity, landscape and amenity value.

The Open Space and Landscape Masterplan must be consistent with the purpose and objectives of the Manzeene Village, Lara - Native Vegetation Precinct Plan, November 2013.

Manzeene Village Precinct, Lara

Map 1: High-Pressure Gas Pipeline Measurement Length (as defined in AS2885)



SCHEDULE 7 TO THE DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

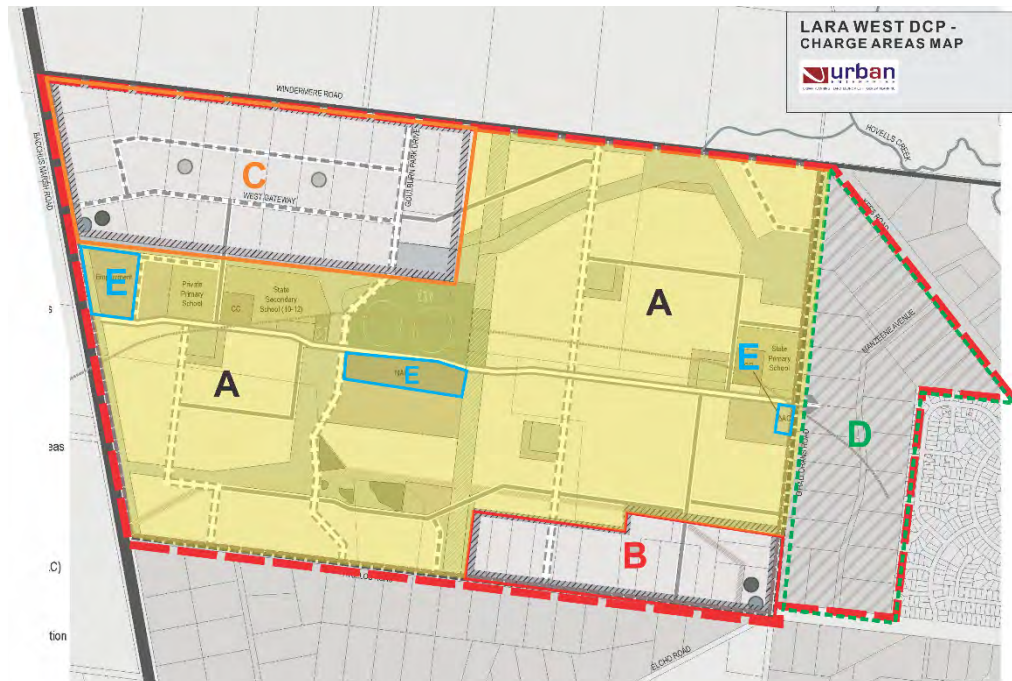
--/--/20- Shown on the planning scheme map as **DCPO7**

LARA WEST DEVELOPMENT CONTRIBUTIONS PLAN

1.0 Area covered by this development contributions plan

--/-- This Development Contributions Plan (DCP) applies to the Lara West DCP Main Catchment Area. This area is shown in the Lara West DCP and as DCPO7 in the Greater Geelong Planning Scheme maps.

The Main Catchment Area and individual Charge Areas are shown below.



2.0 Summary of costs

Item	Total cost \$	Time of provision	Actual cost attributable to development \$	Proportion of cost attributable to development %
<i>Land Acquisition</i>	\$1,215,700	Refer to DCP	\$1,215,700	100%
<i>Roads and intersections</i>	\$8,828,800	Refer to DCP	\$8,828,800	100%
<i>Trails</i>	\$291,200	Refer to DCP	\$291,200	100%
<i>Open Space</i>	\$9,842,090	Refer to DCP	\$6,329,449	64%
<i>Community - DIL</i>	\$15,635,297	Refer to DCP	\$15,635,297	100%
<i>Community - CIL</i>	\$4,026,990	Refer to DCP	\$4,026,990	100%
<i>Strategic Planning and DCP</i>	\$1,318,000	Refer to DCP	\$1,318,000	100%
TOTAL	\$41,158,077		\$37,645,436	91%

Note: Contributions are listed in July 2012 values. Under the DCP the contributions are to be adjusted following annual indexation. These figures exclude GST.

3.0 Demand Units

--/-- The Development Contributions Plan apportions cost based on demand units. In this DCP one demand unit is equal to one hectare of net developable land within the Lara West DCP Main Catchment Area (for the Development Infrastructure Levy), and one demand unit is equal to one dwelling within the Main Catchment Area (for the Community Infrastructure Levy).

Charge Area	Demand Units (Development Infrastructure Levy)	Demand Units (Community Infrastructure Levy)
Charge Area A	195.19	3,020
Charge Area B	15.33	230
Charge Area C	48.37	726
Charge Area D	44.63	669
Charge Area E	7.84	0
TOTAL	311.36	4,645

Note: Demand units for Charge Area D has been reduced by 5% due to lack of vegetation and flooding mapping.

4.0 Summary of contributions

Charge Area	DIL per ha	CIL per dwelling
Charge Area A	\$125,716.34	\$866.95
Charge Area B	\$83,745.84	\$866.95
Charge Area C	\$80,662.17	\$866.95
Charge Area D	\$80,594.86	\$866.95
Charge Area E	\$37,932.59	N/A

Note: Contributions are listed in July 2012 values. Under the DCP the contributions are to be adjusted following annual indexation. These figures exclude GST.

The Development Contribution for each demand unit must be adjusted as follows:

- In relation to the costs associated with all infrastructure items other than land, the cost must be adjusted and the contribution amounts recalculated according to the following method:
 - The capital costs of each infrastructure item must be adjusted by reference to the *Producer Price Indexes Australia, Victoria Table 17. Output of the Construction industries, subdivision and class index numbers - Road and Bridge Construction Victoria (for roads, bridges, trails, drainage and open space items) and Building Construction Victoria (for buildings) published by the ABS (Series 6427.0)* or similar index.
 - The revised infrastructure costs and the adjustment of the contributions must be calculated as at 1 July in each year.
- In relation to the cost of land required under the DCP, the land value must be adjusted by adopting a revised land value for each parcel of land to be acquired based on the same valuation principles used for the original valuations.
- The revised land value and the adjustment of the contributions must be calculated as of 1 July in each year.
- Within 14 days of the adjustments being made, the Responsible Authority must publish a notice of the amended contributions in a newspaper circulating in the municipality.

5.0 Land or development excluded from development contributions plan

--/---/70-- The Development Contributions Plan applies to all land in the Lara West Main Catchment Area for a period of 20 years.

Note: This schedule sets out a summary of the costs and contributions prescribed in the development contributions plan. Refer to the incorporated development contributions plan for full details.

Manzeene Village, Lara

Amendment C285

City of Greater Geelong Planning Scheme

DRAFT Native Vegetation Precinct Plan

Manzeene Avenue Development Trust Pty Ltd



EnviroME Pty Ltd
ACN: 152 740 111



Manzeene Village, Lara – Draft Native Vegetation Precinct Plan

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Manzeene Village, Lara – Draft Native Vegetation Precinct Plan

1. INTRODUCTION

The Manzeene Village Native Vegetation Precinct Plan (NVPP) is listed under Schedule to Clause 52.16 of the Greater Geelong Planning Scheme. A Native Vegetation Precinct Plan is a plan relating to native vegetation within a defined area that is incorporated into the Greater Geelong Planning Scheme.

Any removal, destruction or lopping of native vegetation undertaken in accordance with this NVPP does not require a planning permit from the City of Greater Geelong Council provided conditions and certain requirements specified in this NVPP are met.

The Manzeene Village NVPP applies to all land presented in Figure 1 (the site). The proposed subdivision site covers approximately 60-hectare of land consisting of larger rural living size properties on and around Manzeene Ave, Lara. The Manzeene Village development is a project consisting of 23 landholders in a joint management structure.

The site is west of the town centre and has been identified in the City of Greater Geelong's Lara Structure Plan as an area of future residential growth. The Manzeene Village site is bound on the east by established residential development, Patullo's Road to the south, rural/agricultural land to the west (O'Hallorans Road) and Windermere Road to the north.

Figure 1 also presents the vegetation identified on the site by Brett Lane and Associates Pty Ltd (February 2013) on all properties party to the proposed residential development.



Marzeene Village, Lara – Draft Native Vegetation Precinct Plan



Legend

- Study Area
- Natural Temperate Grassland of Victorian Volcanic Plain (NTGVVP)
- Native Vegetation**
- Low-rainfall Plains Grassland (EVC 132_63)
- Minor Treeless Vegetation

0 100 200 400 Meters

Figure 1: Study Area and Native Vegetation

Project: Marzeene Avenue, Lara

Client: CPG Australia Pty Ltd

Project No.: 11212

Date: 17/05/2012

Created By: R. Omond / M. Grassano

BLA

Brett Lane & Associates Pty Ltd



100% Satisfaction

100% Satisfaction

100% Satisfaction

source: Brett Lane & Associates (February 2013)

Figure 1: NVPP site boundary



Manzeene Village, Lara – Draft Native Vegetation Precinct Plan

2. PURPOSE

In accordance with Clause 52.16 of the Greater Geelong Planning Scheme, the purpose of the Manzeene Village (Lara) Native Vegetation Precinct Plan is to:

- Protect and conserve areas of native vegetation that is to remain on site as part of the Manzeene Village Residential Development;
- Identify the native vegetation to be protected on site;
- Identify the native vegetation that is to be removed, destroyed or lopped over the site;
- Ensure that areas that have been specified for protection are managed to conserve ecological values in accordance with the *Lara Structure Plan, City of Greater Geelong, April 2011*;
- Ensure that the native vegetation to be protected is consistent with conserving the ecological values of these areas and is in accordance with *Permitted Clearing of Native Vegetation – Biodiversity Assessment Guidelines (DEPI, 2013)*;
- Streamline the planning approvals process through a landscape approach to native vegetation protection and management.

2.1 Vegetation Protection Objectives to be Achieved

The objectives of protecting native vegetation are:

- To be consistent with, and complement the desired outcomes of the *Lara Structure Plan City of Greater Geelong, April 2011*;
- To provide for the protection of native vegetation within the landscape that recognises the conservation significance of native vegetation in accordance with *Permitted Clearing of Native Vegetation – Biodiversity Assessment Guidelines (DEPI, 2013)*; and
- To ensure that appropriate biodiversity outcomes are achieved through the retention of specified native vegetation.



Manzeene Village, Lara – Draft Native Vegetation Precinct Plan

3. NATIVE VEGETATION DESIGNATED FOR 'PRACTICAL RETENTION'

The native vegetation specified in Table 1 and presented in Figure 2 is native vegetation that will be retained, where practical, subject to the requirements and conditions set out below as allowed under Clause 52.16.

The concept of 'practical retention' is to define those areas where vegetation retention is desired and intended (based on the current level of planning) while allowing flexibility to remove the vegetation should further planning and design determine that retention is not possible. Any removal of this vegetation would be subject to the requirements and conditions set out in the NVPP as allowed under Clause 52.16.

Table 1: Native Vegetation (habitat zones) identified for Practical Retention

Address	Habitat Zone	EVC No. and initials	Size (ha)	Bioregional Conservation Status	Conservation Significance	Practical Retention (ha)
85 Manzeene Avenue	L	Low-rainfall Plains Grassland (EVC 132_63)	2.114	Endangered	High	0.780
190 Kees Road, Lara	O	Low-rainfall Plains Grassland (EVC 132_63)	0.593	Endangered	High	0.593
Total						1.373



Manzeene Village, Lara – Draft Native Vegetation Precinct Plan



Figure 2: Native vegetation identified for 'practical retention'



Manzeene Village, Lara – Draft Native Vegetation Precinct Plan

4. NATIVE VEGETATION THAT CAN BE REMOVED, DESTROYED OR LOPPED

The native vegetation specified in Table 2 and presented in Figure 3 is native vegetation that can be removed, destroyed or lopped subject to the requirements and conditions set out in the NVPP as allowed under Clause 52.16.

Table 2: Native Vegetation (habitat zones) Permitted to be Removed

Address	Habitat Zone	EVC No. and initials	Size (ha)	Bioregional Conservation Status	Conservation Significance	Removed (ha)
5 Manzeene Avenue	A	Low-rainfall Plains Grassland (EVC 132_63)	0.127	Endangered	High	0.127
5 Manzeene Avenue	B	Low-rainfall Plains Grassland (EVC 132_63)	0.484	Endangered	High	0.484
150 – 155 Patulos Road	C	Low-rainfall Plains Grassland (EVC 132_63)	1.266	Endangered	High	1.266
30 Manzeene Avenue	D	Low-rainfall Plains Grassland (EVC 132_63)	0.165	Endangered	High	0.165
30 Manzeene Avenue	E	Low-rainfall Plains Grassland (EVC 132_63)	0.247	Endangered	High	0.247
30 Manzeene Avenue	F	Low-rainfall Plains Grassland (EVC 132_63)	0.649	Endangered	High	0.649
20 Manzeene Avenue	G	Low-rainfall Plains Grassland (EVC 132_63)	0.137	Endangered	High	0.137
20 Manzeene Avenue	H	Low-rainfall Plains Grassland (EVC 132_63)	1.308	Endangered	High	1.308
35 Manzeene Avenue	I	Low-rainfall Plains Grassland (EVC 132_63)	0.097	Endangered	High	0.097



Manzeene Village, Lara – Draft Native Vegetation Precinct Plan

Table 2 cont.

Address	Habitat Zone	EVC No. and Initials	Size (ha)	Bioregional Conservation Status	Conservation Significance	Removed (m2)
45 Manzeene Avenue	J	Low-rainfall Plains Grassland (EVC 132_63)	0.693	Endangered	High	0.693
25 Manzeene Avenue	K	Low-rainfall Plains Grassland (EVC 132_63)	0.057	Endangered	High	0.057
85 Manzeene Avenue	L	Low-rainfall Plains Grassland (EVC 132_63)	2.114	Endangered	High	2.114
70 Manzeene Avenue	M	Low-rainfall Plains Grassland (EVC 132_63)	1.006	Endangered	High	1.006
95 Manzeene Avenue	N	Low-rainfall Plains Grassland (EVC 132_63)	1.153	Endangered	High	0.9343
190 Kees Road, Lara	O	Low-rainfall Plains Grassland (EVC 132_63)	0.593	Endangered	High	0.593
195 Kees Road	P	Low-rainfall Plains Grassland (EVC 132_63)	0.474	Endangered	High	0.474
185 Kees Road	Q	Low-rainfall Plains Grassland (EVC 132_63)	1.088	Endangered	High	1.088
145 Kees Road	R	Low-rainfall Plains Grassland (EVC 132_63)	1.533	Endangered	High	1.533
125 Kees Road	S	Low-rainfall Plains Grassland (EVC 132_63)	1.187	Endangered	High	1.187
40 Manzeene Avenue	T	Low-rainfall Plains Grassland (EVC 132_63)	0.154	Endangered	High	0.154
40 Manzeene Avenue	U	Low-rainfall Plains Grassland (EVC 132_63)	0.297	Endangered	High	0.297

Manzeene Village, Lara – Draft Native Vegetation Precinct Plan



Address	Habitat Zone	EVC No. and initials	Size (ha)	Bioregional Conservation Status	Conservation Significance	Removed (m2)
50 Manzeene Avenue	V	Low-rainfall Plains Grassland (EVC 132_63)	0.585	Endangered	High	0.585
65 Manzeene Avenue	W	Low-rainfall Plains Grassland (EVC 132_63)	0.904	Endangered	High	0.904
70 Manzeene Avenue	X	Low-rainfall Plains Grassland (EVC 132_63)	0.174	Endangered	High	0.174
135 Kees Road	Y	Low-rainfall Plains Grassland (EVC 132_63)	1.194	Endangered	High	0.9974
Total						17.686

Manzeene Village, Lara – Draft Native Vegetation Precinct Plan



Figure 3: Native Vegetation that can be removed, destroyed or lopped



Manzeene Village, Lara – Draft Native Vegetation Precinct Plan

**5. WORKS, PAYMENTS OR OTHER ACTIONS NECESSARY TO OFFSET
VEGETATION SPECIFIED TO BE REMOVED, DESTROYED OR LOPPED**

Vegetation offsets are to be located on an appropriately identified third party offset site. This site is to be identified through DEPI Bushbroker or the City of Greater Geelong.

General requirements for removal, destruction or lopping of native vegetation

- The vegetation to be removed in accordance with this NVPP must be marked on the site to the satisfaction of the Responsible Authority.



Manzeene Village, Lara – Draft Native Vegetation Precinct Plan

Table 3: Offset requirements for Habitat Zones for native vegetation that can be removed

Property Number	Property Address	Habitat Zone	EVC No. & Name	Conservation Significance	Loss (HaHa)	Net Gain Multiplier	Gain Target (Hha) Offset to be achieved
5	5 Manzeene Avenue, Lara	A	Low-rainfall Plains Grassland (EVC 132_63)	High	0.02	1.5	0.03
5	5 Manzeene Avenue, Lara	B	Low-rainfall Plains Grassland (EVC 132_63)	High	0.13	1.5	0.195
150 - 155	150 – 155 Patulos Road, Lara	C	Low-rainfall Plains Grassland (EVC 132_63)	High	0.35	1.5	0.525
30	30 Manzeene Avenue, Lara	D	Low-rainfall Plains Grassland (EVC 132_63)	High	0.04	1.5	0.06
30	30 Manzeene Avenue, Lara	E	Low-rainfall Plains Grassland (EVC 132_63)	High	0.07	1.5	0.105
30	30 Manzeene Avenue, Lara	F	Low-rainfall Plains Grassland (EVC 132_63)	High	0.18	1.5	0.27
20	20 Manzeene Avenue, Lara	G	Low-rainfall Plains Grassland (EVC 132_63)	High	0.04	1.5	0.06
20	20 Manzeene Avenue, Lara	H	Low-rainfall Plains Grassland (EVC 132_63)	High	0.26	1.5	0.39
35	35 Manzeene Avenue, Lara	I	Low-rainfall Plains Grassland (EVC 132_63)	High	0.03	1.5	0.045
45	45 Manzeene Avenue, Lara	J	Low-rainfall Plains Grassland (EVC 132_63)	High	0.19	1.5	0.285
25	25 Manzeene Avenue, Lara	K	Low-rainfall Plains Grassland (EVC 132_63)	High	0.02	1.5	0.03

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Manzeene Village, Lara – Draft Native Vegetation Precinct Plan

85	85 Manzeene Avenue, Lara	L	Low-rainfall Plains Grassland (EVC 132_63)	High	0.67	1.5	1.005
70	70 Manzeene Avenue, Lara	M	Low-rainfall Plains Grassland (EVC 132_63)	High	0.28	1.5	0.42
95	95 Manzeene Avenue, Lara	N	Low-rainfall Plains Grassland (EVC 132_63)	High	0.37	1.5	0.555
190	190 Kees Road, Lara	O	Low-rainfall Plains Grassland (EVC 132_63)	High	0.19	1.5	0.285
195	195 Kees Road, Lara	P	Low-rainfall Plains Grassland (EVC 132_63)	High	0.12	1.5	0.18
185	185 Kees Road, Lara	Q	Low-rainfall Plains Grassland (EVC 132_63)	High	0.30	1.5	0.45
145	145 Kees Road, Lara	R	Low-rainfall Plains Grassland (EVC 132_63)	High	0.57	1.5	0.855
125	125 Kees Road, Lara	S	Low-rainfall Plains Grassland (EVC 132_63)	High	0.30	1.5	0.45
40	40 Manzeene Avenue, Lara	T	Low-rainfall Plains Grassland (EVC 132_63)	High	0.03	1.5	0.045
40	40 Manzeene Avenue, Lara	U	Low-rainfall Plains Grassland (EVC 132_63)	High	0.06	1.5	0.09
50	50 Manzeene Avenue, Lara	V	Low-rainfall Plains Grassland (EVC 132_63)	High	0.19	1.5	0.285
65	65 Manzeene Avenue, Lara	W	Low-rainfall Plains Grassland (EVC 132_63)	High	0.25	1.5	0.375
70	70 Manzeene Avenue, Lara	X	Low-rainfall Plains Grassland (EVC 132_63)	High	0.05	1.5	0.075
135	135 Kees Road, Lara	Y	Low-rainfall Plains Grassland (EVC 132_63)	High	0.12	1.5	0.18

Manzeene Village, Lara – Draft Native Vegetation Precinct Plan



6. REQUIREMENTS

No specific requirements apply regarding biodiversity issues within the NVPP.



Manzeene Village, Lara – Draft Native Vegetation Precinct Plan

7. CONDITIONS

The following conditions apply from the gazettal of the Native Vegetation Precinct Plan.

1. The removal of native vegetation, which is identified as permitted to be removed within this NVPP, does not require a further permit.
2. Any detailed development or subdivision design must consider the principles of *Permitted Clearing of Native Vegetation – Biodiversity Assessment Guidelines* in avoiding and minimising the removal of native vegetation to the satisfaction of the Responsible Authority. This is particularly relevant for any vegetation identified for 'Practical Retention' in Section 3 of the NVPP.
3. Prior to issuing the Statement of Compliance for the subdivision the applicant must prepare and submit an offset plan to the satisfaction of the Secretary to the Department of Environment and Primary Industries and the responsible authority.
4. In determining the offset to be required in relation to any property, the Secretary to the Department of Environment and Primary Industries will seek to give effect to *Permitted Clearing of Native Vegetation – Biodiversity Assessment Guidelines* and will be guided by the offsets required in relation to the relevant vegetation authorised to be removed.
5. If native vegetation identified to be removed is subsequently identified to be retained, offset requirements will be recalculated accordingly.
6. Any native vegetation to be retained or designated for 'practical retention' (in accordance with this NVPP) must be clearly marked on site to the satisfaction of the Responsible Authority whilst works are being undertaken within the vicinity.
7. Any native vegetation offsets required for a stage of development are delivered prior to the issuing of the statement of compliance for subdivision.
8. The developer enter into an Agreement with the City of Greater Geelong as to appropriate management actions for the protection of native vegetation within the passive open space reserves.
9. Any construction stockpiles, fill and machinery must be placed away from areas supporting native vegetation and drainage lines to the satisfaction of the responsible authority.



Manzeene Village, Lara – Draft Native Vegetation Precinct Plan

10. All earthworks must be undertaken in a manner that will minimise soil erosion and adhere to Construction Techniques for Sediment Pollution Control, EPA, 1991.
11. This Native Vegetation Precinct Plan ceases to authorise any removal, destruction or lopping of any native vegetation after 2025.

Manzeene Village, Lara – Draft Native Vegetation Precinct Plan



8. PROCEDURES FOR THE COLLECTION OF ANY PAYMENTS

No payments are necessary or specified.



Manzeene Village, Lara – Draft Native Vegetation Precinct Plan

9. REFERENCE DOCUMENTS

Biodiversity Precinct Structure Planning Kit (DSE 2010)

Brett Lane & Associates Pty Ltd (February 2013), *Manzeene Avenue, Lara: Flora, Fauna and Habitat Hectare Assessment*, Brett Lane & Associates Pty Ltd., Hawthorn, Victoria.

Brett Lane & Associates Pty Ltd (February 2013), *Manzeene Avenue, Lara: Targeted Golden Sun Moth Survey*, Brett Lane & Associates Pty Ltd., Hawthorn, Victoria.

Greater Geelong Planning Scheme, Clause 52.16 Native Vegetation Precinct Plan

Lara Structure Plan. City of Greater Geelong, April 2011

Victoria's Native Vegetation Management – A Framework for Action, DSE (2002)

Permitted Clearing of Native Vegetation – Biodiversity Assessment Guidelines (DEPI, 2013)

VPP Practice Note: Preparing a Native Vegetation Precinct Plan (DPCD, Sept 2008).

SCHEDULE TO CLAUSE 52.16

1.0 Native vegetation precinct plan

27/02/2014

Name of plan

Armstrong Creek East Native Vegetation Precinct Plan, May 2010

Armstrong Creek North East Industrial Precinct Native Vegetation Precinct Plan, May 2010

Armstrong Creek West Native Vegetation Precinct Plan, November 2012

Lara West Growth Area, Lara, Native Vegetation Precinct Plan, September 2013

[Manzeene Village, Lara, DRAFT Native Vegetation Precinct Plan, Nov2013 Rev1](#)

Native Vegetation Precinct Plan, Geelong Ring Road Employment Precinct, March 2013

27/02/2014

Schedule to Clause 61.03

[C246](#)

[Proposed
C285](#)

Maps comprising part of this scheme:

- 1, 1VPO, 1SLO, 1WMO
- 2, 2ESO, 2VPO, 2SLO, 2HO, 2WMO
- 3, 3ESO, 3VPO, 3HO, 3LSIO-FO, 3PAO
- 4, 4ESO, 4HO, 4PAO
- 5, 5ESO, 5VPO, 5SLO, 5HO, 5WMO
- 6, 6ESO, 6VPO, 6SLO, 6HO, 6LSIO-FO
- 7, 7ESO, 7VPO, 7SLO, 7HO, 7LSIO-FO, 7PAO, 7WMO
- 8, 8ESO, 8SLO, 8HO, 8LSIO-FO, 8PAO, 8WMO
- 9, 9ESO, 9HO, 9LSIO-FO
- 10, 10ESO, 10HO, 10LSIO-FO
- 11, 11ESO, 11LSIO-FO, 11DCPO
- 12, 12ESO, 12SLO, 12LSIO-FO, 12VPO, 12WMO, 12DCPO, [12DPO](#)
- 13, 13ESO, 13SLO, 13HO, 13VPO, 13WMO
- 14, 14ESO, 14VPO, 14LSIO-FO
- 15, 15ESO, 15PAO, 15VPO, 15HO, 15LSIO-FO
- 16, 16ESO, 16LSIO-FO
- 17, 17ESO, 17HO, 17DDO, 17VPO, 17DCPO
- 18, 18ESO, 18DDO, 18DPO, 18LSIO-FO, 18PAO, 18EAO, 18SBO, 18DCPO, [18DPO](#)
- 19, 19ESO, 19VPO, 19HO, 19LSIO-FO, 19DDO
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- 21, 21ESO, 21DPO, 21DDO, 21LSIO-FO
- 22, 22ESO, 22PAO, 22LSIO-FO
- 23, 23ESO, 23LSIO-FO
- 24, 24ESO, 24HO, 24LSIO-FO
- 25, 25ESO, 25DPO, 25LSIO-FO, 25PAO, 25EAO, 25HO, 25DDO14, 25DDO, 25SBO
- 26, 26ESO, 26HO, 26SBO, 26PAO, 26EAO, 26DDO, 26RO, 26DPO
- 27, 27ESO, 27VPO, 27HO, 27LSIO-FO, 27EAO
- 28, 28ESO, 28DPO, 28DDO
- 29, 29ESO, 29DPO, 29DDO, 29LSIO-FO
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SCHEDULE TO CLAUSE 81.01

27/02/2014

Proposed
C285

Name of document	Introduced by:
14 Shepherd Court, North Geelong, Cotton On Office Redevelopment, July 2011	C257
Advertising Sign Guidelines, City of Greater Geelong, November 1997.	NPS1
Armstrong Creek East Native Vegetation Precinct Plan, May 2010	C206
Armstrong Creek East Precinct Structure Plan, May 2010 Amended November 2011.	C214
Armstrong Creek East Precinct Development Contributions Plan, Version 4.1 Alternate Version November 2011.	C214
Armstrong Creek North East Industrial Precinct Development Contributions Plan, May 2010.	C207
Armstrong Creek North East Industrial Precinct Growling Grass Frog Conservation Management Plan, May 2010.	C207
Armstrong Creek North East Industrial Precinct Native Vegetation Precinct Plan, May 2010.	C207
Armstrong Creek North East Industrial Precinct, Precinct Structure Plan, May 2010.	C207
Armstrong Creek Urban Growth Plan Framework Plan, November 2008, Updated September 2012	C240
Armstrong Creek West Precinct Development Contributions Plan, February 2013	C240
Armstrong Creek West Precinct Native Vegetation Precinct Plan, November 2012	C240
Armstrong Creek West Precinct Structure Plan, September 2012	C240
Australian Standard AS 2021-1994, Acoustics - Aircraft Noise Intrusion - Building Siting and Construction. Standards Association of Australia 1994.	NPS1
Environmental Weeds, City of Greater Geelong, September 2008	C129(Part 1)
Geelong City Urban Conservation Study Vol. 1 Restoration and Infill Guidelines, Commercial and Civic Buildings, Graeme Butler for the City of Geelong, 1993	C258
Geelong Library and Heritage Centre Redevelopment, March 2013	C287
Geelong Ring Road – Section 4C Incorporated Document, June 2010.	C232
Geelong TAC Office Development, October 2006.	C142
Heritage and Design Guidelines, City of Greater Geelong, 1997.	NPS1
Key Development and Increased Housing Diversity Areas, July 2009, updated 2012.	C254
Jetty Road Urban Growth Area Development Contributions Plan, September 2011	C230
<u>Lara West Development Contributions Plan, Final Version – C246/C285, March 2014</u>	<u>C285</u>
Lara West Growth Area, Lara, Native Vegetation Precinct Plan, September 2013	C246
Lara West Precinct Structure Plan, Revision J, 25 September 2013	C246
Melbourne Geelong Interconnection Project, June 2010.	C229
<u>Manzeene Village, Lara, DRAFT Native Vegetation Precinct Plan, Nov2013 Rev1</u>	<u>C285</u>
Native Vegetation Precinct Plan, Geelong Ring Road Employment	C243

Name of document	Introduced by:
Precinct, March 2013	
Newtown Heritage Study Review Report, Volume 3, City of Greater Geelong, 2008	C191
New Station Estate Restructure Plan, July 2010	C187
Rail Infrastructure Projects (comprising the Rail Gauge Standardisation Project, the Regional Fast Rail Project and the Fibre Optic Project), December 2002.	VC17
Rail Upgrades at Geelong Port Project, May 2010.	C211
Rippleside Comprehensive Development Plan, February 2000.	C2
Rippleside Urban Design Guidelines, June 2000.	C2
Thirteenth Beach Golf Resort Barwon Heads, Barwon Heads Comprehensive Development Plan, Land Design Partnership, Anthony Cashmore & Associates and the Planning Group, May 2001 amended September 2006.	C54
Waterfront Geelong Design and Development Code, Keys Young, July 1996	NPS1
West Fyans-Fyans Street Precinct Structure Plan, June 2009	C205

Appendix 2 - Aerial Map



Appendix 3 - C285 Panel Report Executive Summary

Executive Summary

Lara is an important growth area for Greater Geelong because it is designated to accommodate a considerable proportion of the additional 63,000 people expected to live there by 2031. The Lara Township is located approximately 18 kilometres north-east of Geelong and 63 kilometres south-west of Melbourne (similar to the distance between Melbourne and Pakenham). The land subject to Amendment C285, known as 'Manzeene Village', is the next logical western expansion of the Lara Township. The Amendment is strategically supported by State policy, the Municipal Strategic Statement and associated local policies outlined in Chapter **Error! Reference source not found.** of this Report.

The location of rural living sized lots on the fringe of the Lara Township makes it more complex to expand the urban area with a uniform and connected conventional residential community. Dacland is commended for taking on board the challenge of securing most of the 26 rural living sized lots with the intention of creating such a community. Strategically located roads and pedestrian links propose to connect this community with areas to the west and east. A Development Plan Overlay proposes to bring together a consistent vision across numerous land owners while a Development Contributions Plan proposes to ensure that infrastructure is provided fairly and in a timely manner.

For fairness, it is important that all property owners subject to the Development Plan Overlay have input into the development planning process. The Panel believes that the form of Amendment C285 is sound and that the development of Manzeene Village plays a key role in consolidating the existing Lara Township with the Lara West Precinct Structure Plan area.

Recommendation

Based on the reasons set out in this Report, the Panel recommends that **Error! Use the Home tab to apply AAA Panel Name to the text that you want to appear here.** should be adopted subject to the following modifications:

- 1. Amend Schedule 29 to the Development Plan Overlay, as shown in Appendix C, to:**
 - a) Introduce a new requirement in Section 2.0: "Prior to Certification the developer must secure a 5 metre wide easement from the subject land to Hovells Creek to the satisfaction of Council."**
 - b) Introduce a new requirement in Section 2.0: "All costs associated with facilitating and delivering downstream drainage works to Hovells Creek including acquisition of easement land and the outfall construction shall be at the cost of the developer."**
 - c) Remove the requirement to register a section 173 agreement on property titles identified in Map 1 of this schedule.**
 - d) Revise the Open Space and Landscape Masterplan open space contribution in Section 3.0 to: "An open space contribution equal to the amount specified in the schedule to Clause 52.01 or in-lieu cash payment or combination of both. No more than 2.3% of encumbered open space, including drainage reserves and conservation areas, shall form part of the open space contribution."**

- e) **Add the following requirement in Section 3.0: “The Responsible Authority must give notice to the owners of land within the area to which this schedule applies if a new or amended development plan has been lodged to obtain the satisfaction of the Responsible Authority. The Responsible Authority must not approve a new or amended development plan within 28 days of lodgement. The Responsible Authority must give notice to the owners of land within the area to which this schedule applies of the approval of a new or amended Development Plan.”**
- f) **Introduce a new Urban Design Masterplan requirement in Section 3.0: “A requirement that the development of land directly abutting the established residential properties to the east is designed to include a public pedestrian connection if a lot on Cameron Crescent between Penny and Tydman Courts has been identified for this connection by Council”.**
- g) **Revise the fencing related Urban Design Masterplan requirement in Section 3.0 to: “Avoid back fencing to front roads and as appropriate, rear yard treatments or dwelling frontages should interface to open space reserves”.**
- h) **Make terminology and administrative changes identified during the Hearing.**

Appendix 4 - Panel Recommendations and Council Response

Panel Recommendation Greater Geelong Planning Scheme - Amendment C285	Summary Council Response/ Position	Adopted Council Position	Exec Sum mary Rec 1#
Amend Schedule 29 to the Development Plan Overlay to:			
Introduce a new requirement in Section 2.0: "Prior to Certification the developer must secure a 5 metre wide easement from the subject land to Hovells Creek to the satisfaction of Council."	Supported, minus reference to '5 metres'. It is noted that the Panel preferred DPO29 shown in Appendix C of the Panel Report does not refer to the 5 metres. The adopted Council position is as shown in Appendix C.	Prior to Certification the developer must secure easement(s) (or widened easements) to Hovells Creek to the satisfaction of Council.	a)
Amend Introduce a new requirement in Section 2.0: "All costs associated with facilitating and delivering downstream drainage works to Hovells Creek including acquisition of easement land and the outfall construction shall be at the cost of the developer."	Supported.	As per recommendation.	b)
Remove the requirement to register a section 173 agreement on property titles identified in Map 1 of this schedule.	Supported.	As per recommendation.	c)
Revise the Open Space and Landscape Masterplan open space contribution in Section 3.0 to: "An open space contribution equal to the amount specified in the schedule to Clause 52.01 or in-lieu cash payment or combination of both. No more than 2.3% of encumbered open space, including drainage reserves and conservation areas, shall form part of the open space contribution."	Supported.	As per recommendation.	d)
Add the following requirement in Section 3.0: "The Responsible Authority must give notice to the owners of land within the area to which this schedule applies if a new or amended development plan has been lodged to obtain the satisfaction of the Responsible Authority. The Responsible Authority must not approve a new or amended development plan within 28 days of lodgement. The Responsible Authority must give notice to the owners of land within the area to which this schedule applies of the approval of a new or	Supported in part. Officers support the recommendation to inform landowners when the Responsible Authority has approved the development plan. This will allow for a right to appeal within 28 days pursuant to Section 149 of the <i>Planning and Environment Act 1987</i> . Officers however consider that providing for all landowners subject to the DPO29 to have input into the preparation of the development plan is contrary to	The Responsible Authority must give notice to the owners of land within the area to which this schedule applies of the approval of a new or amended Development Plan.	e)

Panel Recommendation Greater Geelong Planning Scheme - Amendment C285	Summary Council Response/ Position	Adopted Council Position	Exec Sum mary Rec 1#
amended Development Plan."	the intended purpose of the Development Plan Overlay. The strategic planning process has provided ample opportunity for consultation and outlined desired development outcomes with a sufficient level of certainty.		
Introduce a new Urban Design Masterplan requirement in Section 3.0: "A requirement that the development of land directly abutting the established residential properties to the east is designed to include a public pedestrian connection if a lot on Cameron Crescent between Penny and Tydman Courts has been identified for this connection by Council".	Supported subject to a minor revision. Recent discussions with representatives of Dacland confirm support for the Panel recommendation, including the change proposed by Council officers. Both Council and Dacland consider the requirement to be reasonable for both parties	A requirement that the development of land directly abutting the established residential properties to the east is designed to include a public pedestrian connection, if a lot on Cameron Crescent between Penny and Tydman Courts has been identified for this connection by Council prior to certification of the relevant stage of subdivision, or as otherwise agreed by Council and the Proponent.	f)
Revise the fencing related Urban Design Masterplan requirement in Section 3.0 to: "Avoid back fencing to front roads and as appropriate, rear yard treatments or dwelling frontages should interface to open space reserves".	Supported, subject to a revision of the wording to improve the clarity and intent of the requirement, and to discourage back fences bordering open space.	<i>A general subdivision pattern that:</i> - <u>ensures roads are not edged by back fencing.</u> - <u>ensures open space reserves are primarily interfaced by roads and dwelling frontages.</u>	g)
Make terminology and administrative changes identified during the Hearing.	Supported.	Refer to DPO Schedule 29 in Appendix 1.	h)
Post exhibition Amendment C285 changes not referred to in Panel Report			
n/a	Schedule to the General Residential Zone to be inserted into the GGPS following advice from the DTPLI.	As shown in Appendix 1.	n/a
n/a	Development Contributions Plan and Overlay Schedule 5 to be	As shown in Appendix 1.	n/a

Panel Recommendation Greater Geelong Planning Scheme - Amendment C285	Summary Council Response/ Position	Adopted Council Position	Exec Sum mary Rec 1#
	amended as outlined in report.		
n/a	Amended DPO Schedule showing the removal of two requirements in the <i>Open Space and Landscape Masterplan</i> . These were in relation to further investigation to retain native grasslands and the location of service infrastructure.	Removed from DPO29.	n/a
n/a	DEPI endorsed changes to the draft Manzeene Village Native Vegetation Precinct Plan.	As shown in Appendix 1.	n/a
n/a	Amended DPO Schedule requirement in the Urban Design Masterplan (2 nd dot point, sub-point 3).	<i>A general subdivision pattern that:</i> - <u>provides for restricted access to lots off Kees Road.</u>	n/a

Lara West Development Contributions Plan

CITY OF GREATER GEELONG

FINAL VERSION – C246/C285

MARCH 2014

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1. INTRODUCTION

1.1. BACKGROUND

This Lara West Development Contributions Plan (DCP) has been developed to support the funding of infrastructure in the Lara West Precinct Structure Plan area and surrounding land identified for future urban development.

The Lara West Precinct Structure Plan (PSP) has been prepared by SMEC Urban in conjunction with the City of Greater Geelong (COGG).

The PSP sets the long - term strategic framework for the development of the Precinct in relation to:

- Land use (such as residential and commercial development of varying densities and types, open space and community facilities);
- Transport (such as the road network and proposed public transport); and
- Open space and environmentally sensitive areas.

Contributions are required from all private landowners/developers in the Main Catchment Area identified in Section 1.3. Public land is excluded from the Net Developable Area and therefore development contributions.

Improved social, economic, environmental and urban design outcomes are achieved through the provision of infrastructure early in the development of a new community. The delivery of key infrastructure in a timely and efficient manner is fundamental to sustainable outcomes in urban growth areas such as Lara West.

This DCP was previously exhibited for Amendment C246 and was re-exhibited for Amendment C285 to include the following infrastructure project:

- DI_RO_9 - LAC Intersection Signals (O'Hallorans Rd and EW Connector Rd).

1.2. INFRASTRUCTURE DELIVERY

This DCP will collect levies to ensure that the infrastructure identified in planning for Lara West is funded to enable COGG to provide the infrastructure. However, this DCP is not the sole source of funding for all infrastructure in the area. The full range of infrastructure identified will only be delivered if infrastructure is provided by a variety of funding sources.

The infrastructure items will be provided through a number of mechanisms including:

- Subdivision and development construction works by developers;
- Development contributions (community infrastructure levy and development infrastructure levy as shown in this DCP);
- Utility service provider contributions; and
- Capital works projects by Council, state government agencies and community groups.

Decisions have been made about the type of infrastructure which will be funded by this DCP, and these decisions are in line with the *Ministerial Direction for Development Contributions*.

This DCP document has been developed in accordance with the provisions of Part 3B of the *Planning and Environment Act* (1987) and the Victorian State Government *Development Contributions Guidelines* (2007).

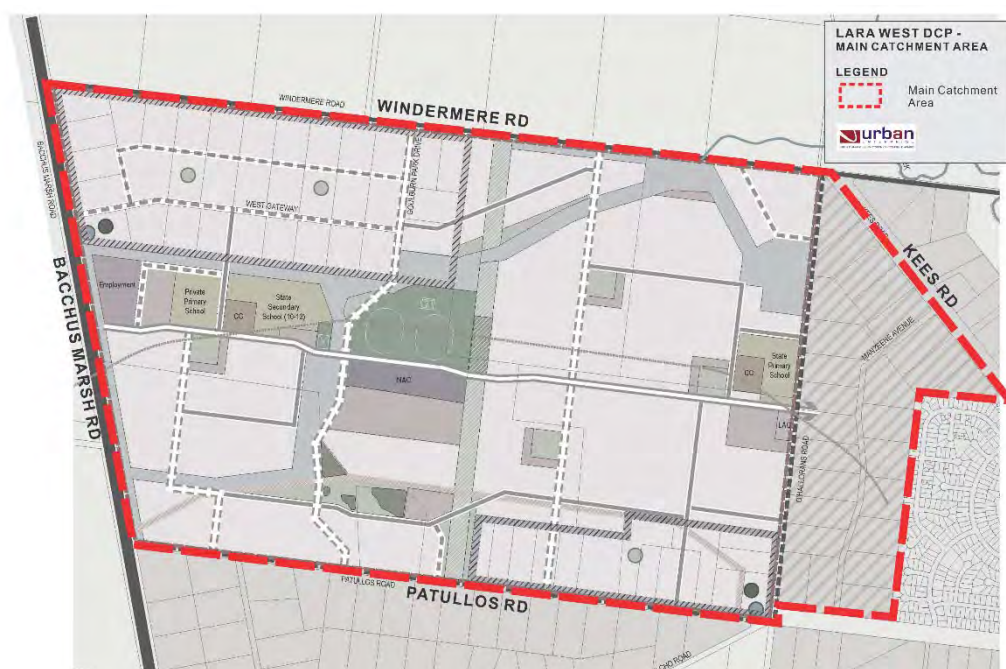
1.3. THE DCP AREA

The Main Catchment Area (MCA) of this DCP includes land shown in Figure 1, generally:

- The Lara West Precinct Structure Plan Area, bounded by Bacchus Marsh Road to the west, Patullos Road to the south, O'Hallorans Road to the east and Windermere Road to the north; and
- The Manzeene Avenue Development Area, bounded by O'Hallorans Road to the west, Patullos Road to the south, existing residential development to the east, and Kees Road to the north-east.

For the purposes of cost apportionment, the Main Catchment Area is divided into five Charge Areas. Details of these Charge Areas are provided in Section 4.

FIGURE 1 LARA WEST DCP MAIN CATCHMENT AREA



Source: SMEC Urban, 2012, annotated by Urban Enterprise.

1.4. DCP TIMEFRAME

For the purposes of the DCP a 20 year life has been adopted. This period commences from the date that the DCP is incorporated into the Greater Geelong Planning Scheme.

2. STATUTORY FRAMEWORK

2.1. PLANNING AND ENVIRONMENT ACT 1987

Part 3B of the *Planning and Environment Act 1987* outlines the statutory provisions relating to development contributions. In summary, Part 3B provides for, amongst other things:

- The inclusion of a DCP in the planning scheme, for the purpose of levying contributions for the provision of works, services and facilities (section 46I);
- The provision to impose either a development infrastructure levy or a community infrastructure levy (section 46J);
- The contents required of a DCP (Section 46K);
- The setting of limits in respect of a community infrastructure levy. In the case of the construction of a dwelling, the community levy must not exceed \$900 per dwelling (section 46L);
- The provision for the Minister to issue written directions relating to the preparation and content of a DCP (section 46M);
- The collection of a development infrastructure levy, by way of a condition on a planning permit either requiring the payment of a levy within a specified time, or entering into an agreement to pay the levy within a specified time (section 46N).

2.2. STATE PLANNING POLICY CONTEXT

The Minister's Direction dated 15 May 2003 outlines what may be funded with a development contribution levy, namely:

- Acquisition of land for roads, public transport corridors, drainage, public open space, community facilities;
- Construction of roads, including bicycle, footpaths and traffic management devices;
- Construction of public transport infrastructure, including fixed rail infrastructure, railway stations, bus stops and tram stops;
- Basic improvements to public open space, including earthworks, landscaping, fencing, seating and playground equipment;
- Drainage works;
- Buildings and works for maternal and child health centre, child care centre, kindergarten or a combination of these.

A second Minister's Direction was released on 25 January 2012, which specifies that: "*a development contributions plan must not impose a development infrastructure levy or a community infrastructure levy in respect of the development of land for a non-government school.*"

GUIDELINES

The Victorian State Government has published a set of documents which make up the *Development Contributions Guidelines (2007)*. The *Development Contributions Guidelines (2007)* are available through the Department of Transport, Planning and Local Infrastructure website. These documents

provide guidance as to how DCPs are to be prepared and administered including the matters that DCPs are to consider.

3. LOCAL STRATEGIC CONTEXT

3.1. LOCAL PLANNING CONTEXT

A number of strategic planning documents have been prepared by, or on behalf of COGG that identify the need, standard and costs for the infrastructure items that are included in this DCP.

The documents that have informed the provision of infrastructure items to be financed by the DCP are:

- *Lara West Precinct Structure Plan*, SMEC Urban (25 September 2013);
- *Lara West Growth Area Developer Contributions Plan Costing*, Prowse Quantity Surveyors (1 March 2014);
- *Lara West Precinct Structure Plan Development Contributions Plan Assessments*, Bertacco Ferrier Property Consultants (16 October 2012);
- *Lara West Transportation Assessment*, O'Briens Traffic (June 2012); and
- *Lara Transport Management Plan*, John Piper Traffic (JPT) (July 2002).

This DCP has been prepared in close consultation with Council officers from relevant departments of the City of Greater Geelong. Council officers have also provided strategic planning information and advice regarding costs for this DCP where appropriate.

4. NEED AND NEXUS

4.1. INTRODUCTION

Council has identified a need for each of the community and development infrastructure items that have been included in this DCP. Council has identified that each item is needed in order to provide for the wellbeing, health and safety of the future community.

The cost apportionment methodology adopted in this DCP relies on the nexus principle. The Main Catchment Area (MCA) for this DCP is deemed to have a nexus with an infrastructure item if the occupants of the MCA are likely to make use of the infrastructure item.

In order to fairly levy developers achieving varying densities while maintaining financial certainty for Council, a standard 'per hectare of net developable land' demand unit is used. A standard 'per dwelling' demand unit is used for the assessment of the community infrastructure levy.

4.2. LAND BUDGET

Table 1 shows the budget of allocated land uses for the MCA. A detailed land budget by title boundary is shown in Appendix A, along with a map showing the location of each title.

The estimate of Net Developable Area for Manzeene Avenue is based on an adopted Council estimate and preliminary discussions with the developer of this area.

TABLE 1 LAND BUDGET SUMMARY

Lara West	Ha
Total Precinct Area	389.40
Road Reserves	3.42
Drainage Reserve	34.45
Powerline Easement	14.38
Environmental Conservation Area	28.72
Road Widening	0.69
Education	12.00
Community facilities	2.45
Gross Developable Area	293.29
Active Open Space - unencumbered	10.56
Passive Open Space - unencumbered	16.00
Net Developable Area	266.73
Residential	258.89
Activity Centres	4.04
Employment	3.80
Manzeene Avenue	Ha
Total Precinct Area	59.01
Net Developable Area	44.63*

* Net Developable Area (NDA) for Manzeene Avenue has been reduced by 5% to accommodate any variance in developable land due to detailed native vegetation assessment and flood modelling. The NDA is therefore 46.98 ha less 5% = 44.63ha.

Source: City of Greater Geelong, compiled by Urban Enterprise, 2014.

4.3. CHARGE AREAS AND DEMAND UNITS

DEMAND UNITS

In this DCP, one 'net developable hectare' equates to one demand unit (for the Development Infrastructure Levy), and one dwelling equates to one demand unit for the Community Infrastructure Levy. The total number of demand units is shown in Table 2.

All development (residential and commercial) contributes to roads, intersections and planning items. Only residential development contributes to open space, trails and community items.

CHARGE AREAS

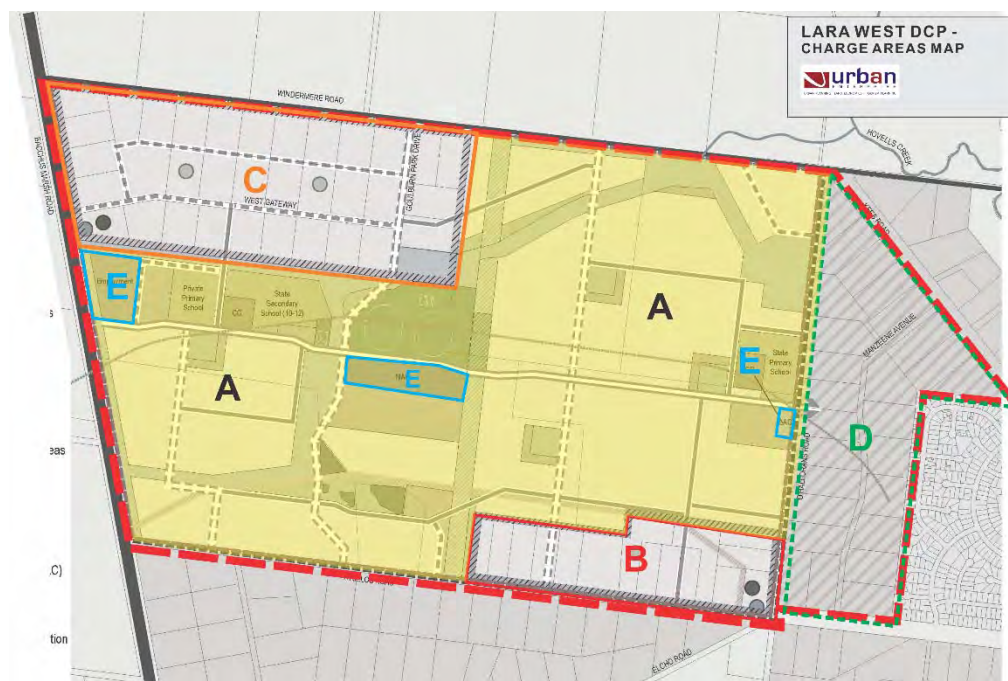
Five charge areas have been established within the Main Catchment Area. These Charge Areas have been established to reflect the varying land ownership patterns, likely development densities and likely development timeframes. The number of demand units (Net Developable Area) within each Charge Area is shown in Table 2 and the location of each Charge Area is shown in Figure 2.

TABLE 2 CHARGE AREAS AND DEMAND UNITS

Charge Area	Description	Demand Units	
		Development Infrastructure Levy (ha)	Community Infrastructure Levy (dwellings)
Charge Area A	Lara West central (residential)	195.19	3,020
Charge Area B	Patullos Road	15.33	230
Charge Area C	West Gateway	48.37	726
Charge Area D	Manzeene Avenue	44.63	669
Charge Area E	Lara West central (commercial)	7.84	0
Total		311.36	4,645

Source: City of Greater Geelong, compiled by Urban Enterprise, 2014.

FIGURE 2 LOCATION OF CHARGE AREAS



Source: SMEC Urban, 2012, annotated by Urban Enterprise.

CHARGE AREA A

Charge Area A includes the residential development within the central section of the Lara West PSP Area. The central section of the PSP area is controlled by various owners and is predominantly vacant and cleared. This area is expected to be developed in the short term at standard urban growth area densities (approximately 15 dwelling per hectare).

CHARGE AREA B

Charge Area B includes the south-eastern section of the Lara West PSP Area shown in the PSP as the Patullos Road Area. Land and ownership in this Charge Area is relatively fragmented, with the majority of properties containing a low density residence. This area is considered to have development potential for standard density residential use, dependent on the consolidation of land into more sizeable development holdings. The average lot size in this area is approximately 2.0ha. This area is expected to be developed in the medium term.

CHARGE AREA C

Charge Area C includes the north-western section of the Lara West PSP Area shown in the PSP as the West Gateway Area. Land and ownership in this Charge Area also relatively fragmented, with the majority of properties containing a low density residence, with some vacant lots and others used for horticulture. This area is considered to have development potential for standard density residential use, dependent on the consolidation of land into more sizeable development holdings. The average lot size in this area is approximately 2.1ha. This area is expected to be developed in the long term.

CHARGE AREA D

Charge Area D includes land outside the Lara West PSP Area known as Manzeene Avenue. Manzeene Avenue is controlled by a single developer and is currently in the planning phase. This area is proposed to be developed in the short term for residential purposes (approximately 15 dwellings per hectare).

CHARGE AREA E

Charge Area E includes land identified for commercial land uses within the Lara West PSP Area, including:

- A Neighbourhood Activity Centre (central to the PSP area);
- A Local Activity Centre (at the eastern edge of the PSP area on O'Hallorans Road); and
- An employment area (at the south-western corner of the PSP area at the intersection of Patullos Road and Bacchus Marsh Road).

4.4. RESIDENTIAL DWELLING YIELD AND POPULATION

The Main Catchment Area is expected to contain a significant number of dwellings, commercial and community facilities at full development. Table 3 shows the dwelling projections for the Precinct.

TABLE 3 DWELLING PROJECTIONS

Total Dwelling Yield	Residential Area (ha)	Average Dwellings per ha	Dwellings
Lara West	258.89	15.36	3976
Manzeene Avenue	44.63	15.00	669
Total	303.52	15.31	4645

Source: City of Greater Geelong, compiled by Urban Enterprise, 2014.

5. INFRASTRUCTURE ITEMS TO BE FUNDED BY THE DCP

5.1. DISTINCTION BETWEEN COMMUNITY AND DEVELOPMENT INFRASTRUCTURE

In accordance with the *Planning and Environment Act* (1987) and the Minister's Direction on Development Contributions, the DCP is required to make a distinction between "development" and "community" infrastructure.

Items of infrastructure of a community or social nature are to be classified as community infrastructure, whilst all other infrastructure required under the DCP is classified as development infrastructure.

Contributions relating to community infrastructure are to be made by the land owner at the time of building approval. Contributions relating to community infrastructure will be paid for at a "per-dwelling" rate. The *Planning and Environment Act* (1987) stipulates that the amount that may be contributed under a community infrastructure levy is no more than \$900 for each dwelling. If this cap is increased by the State Government in the future, Council may collect the un-capped Community Infrastructure Levy specified in this DCP up to the new cap amount.

COGG strongly encourages landowners/developers to pay the Community Infrastructure Levy before the Statement of Compliance stage.

Contributions relating to development infrastructure are to be made by developers at the time of subdivision. Contributions relating to development infrastructure will be paid at a per-hectare of Net Developable Area rate in respect of the subdivision of residential land.

5.2. EXTERNAL DEMAND

The strategic planning undertaken to determine the requirement for infrastructure items within the DCP area has identified that one infrastructure item within the DCP will generate usage demand from outside the Precinct (the multi-purpose stadium).

Additional information including the apportionment of costs for each infrastructure item is provided in Appendix B: DCP project infrastructure sheets.

Where there is external demand not recovered by a DCP, funds will be sought from alternative sources, including general rates, and Federal and State government funding.

5.3. COMMUNITY INFRASTRUCTURE ITEMS

Strategic planning undertaken by the City of Greater Geelong has identified a requirement for the following community infrastructure items:

- CI_CF_1 Lara Town Centre Library Construction (part contribution); and
- CI_OS_1 District Active Open Space Community Pavilion Construction.

The project number and description of these items has been summarised in Table 8 of this document.

5.4. **DEVELOPMENT INFRASTRUCTURE ITEMS**

Strategic planning undertaken by the City of Greater Geelong has identified a requirement for 18 development infrastructure items. These development infrastructure items can be divided into four infrastructure categories, being:

- Community Facilities;
- Open Space
- Roads and intersections; and
- Planning.

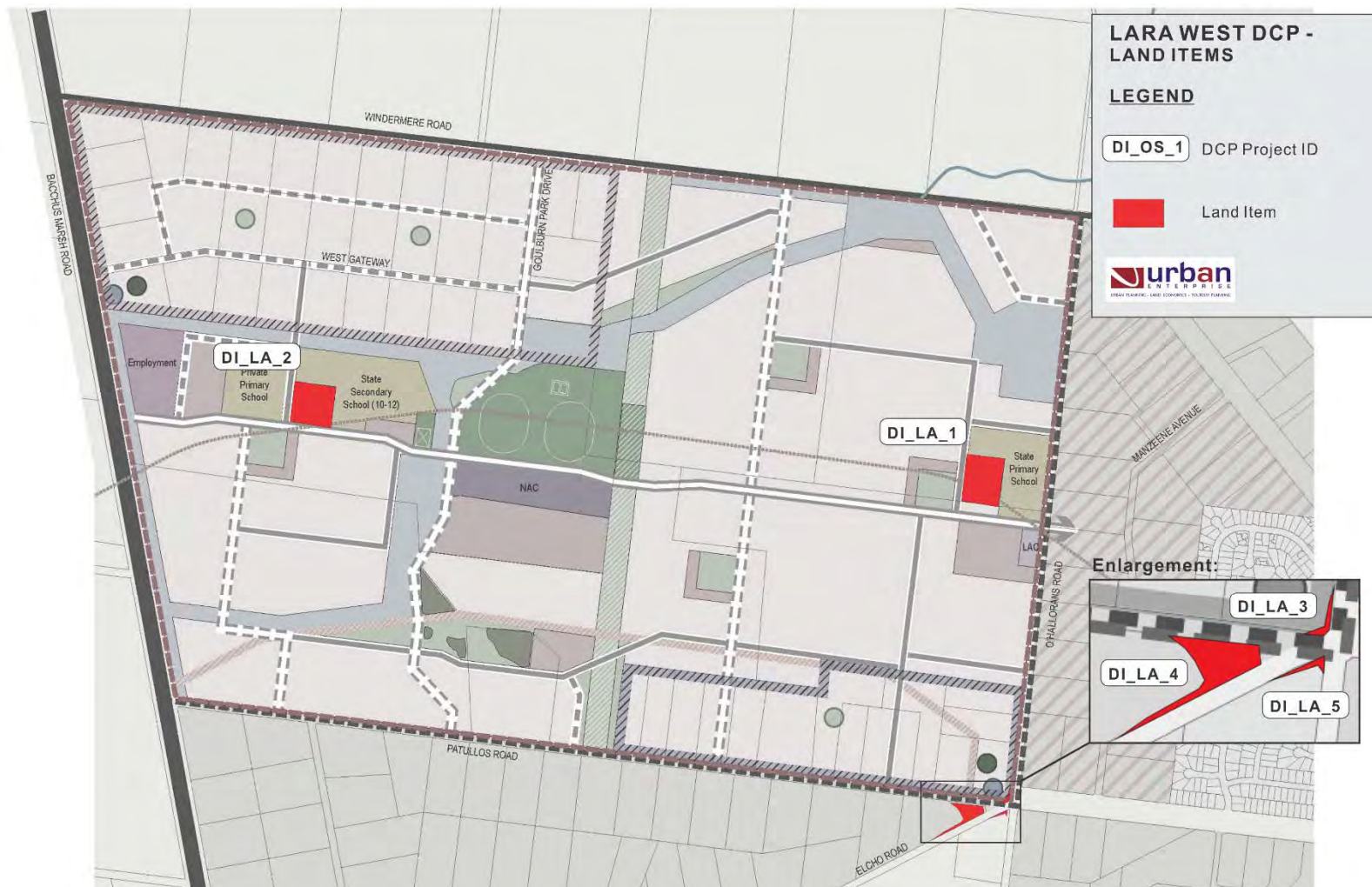
The project number and description of each item has been summarised in Table 7.

5.5. **INFRASTRUCTURE LOCATION MAPS**

The location of each infrastructure project is shown on the maps in Figure 3 and Figure 4.

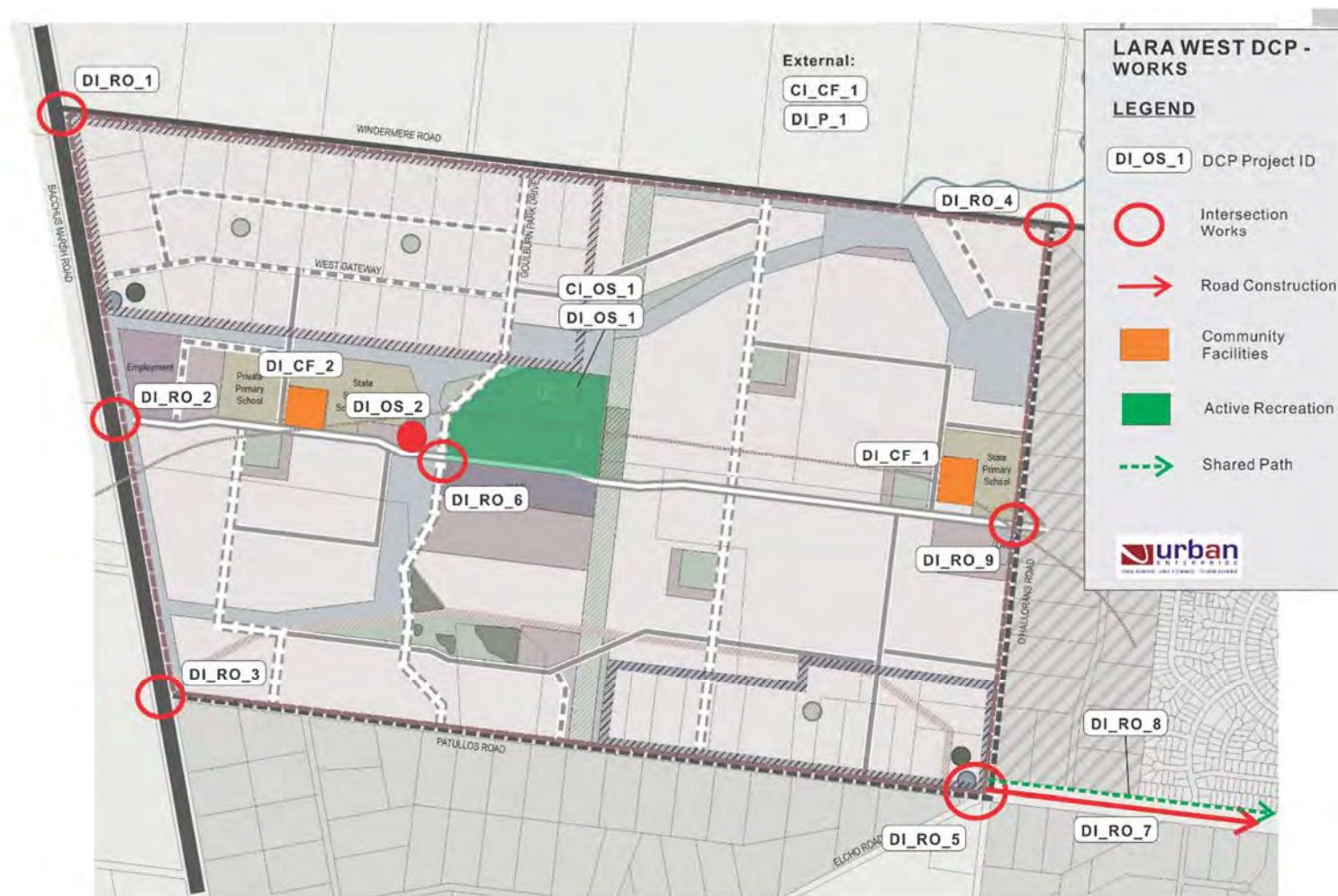
Appendix B - DCP Infrastructure Project Sheets provides further detail on each of these projects in terms of the costing, apportionment and strategic justification of each item.

FIGURE 3 LOCATION OF LAND ITEMS



Source: SMEC Urban, 2012, annotated by Urban Enterprise.

FIGURE 4 LOCATION OF CONSTRUCTION ITEMS



Source: SMEC Urban, 2012, annotated by Urban Enterprise.

6. CALCULATION OF LEVIES

6.1. METHOD OF CALCULATING LEVIES

The DCP Infrastructure Project Sheets in Appendix B identify the levies assigned to each infrastructure item. The method of calculation is described in this section.

6.1.1. PROJECT COSTS

Each item in the DCP has a cost specified for either land, construction or planning. These costs are listed in Appendix B - DCP Infrastructure Project Sheets. The costs have been calculated as at July 2012 and will be indexed annually in accordance with the method specified in this DCP.

6.1.2. EXTERNAL USAGE

For some infrastructure projects there is a proportion of usage generated from areas external to the Main Catchment Area of the DCP. For each item in the DCP, the proportion of usage attributable to the external area has been specified in the DCP Infrastructure Project Sheets.

The proportion of costs attributable to external use is subtracted from the total project cost of an infrastructure item to give the cost attributable to the Main Catchment Area for each infrastructure item.

6.1.3. COST APPORTIONMENT METHODS

The cost of each of the infrastructure items has been apportioned based upon the likelihood that an item will be used by residents and employees of each Charge Area within the Main Catchment Area of the DCP.

The method and justification for the cost apportionment that has been used for each infrastructure item is outlined in the DCP Infrastructure Project Sheets (Appendix B).

6.2. DEVELOPMENT CONTRIBUTION RATES PER DEMAND UNIT

A summary of the community and development contributions that are required to be made are outlined in Table 4 and Table 5. These contributions are in July 2012 dollars. Table 4 and Table 5 will be indexed annually in accordance with the method specified in this DCP.

The required Community Infrastructure Levy (CIL) is outlined in Table 4. The Community Infrastructure Levy is subject to the \$900 cap per dwelling if the indexed amount exceeds \$900 during the life of the DCP.

The required Development Infrastructure Levy payable by infrastructure type per demand unit is outlined in Table 5.

All development is subject to the Development Infrastructure Levy. Only residential dwellings are subject to the Community Infrastructure Levy.

TABLE 4 COMMUNITY INFRASTRUCTURE LEVY PER DWELLING

	Cost to MCA	Levy per dwelling
Community Infrastructure Levy	\$4,026,990	\$866.95

Source: Urban Enterprise, 2014.

TABLE 5 DEVELOPMENT INFRASTRUCTURE LEVY PER DEMAND UNIT

Charge Area	DIL per ha	CIL per dwelling
Charge Area A	\$125,716.34	\$866.95
Charge Area B	\$83,745.84	\$866.95
Charge Area C	\$80,662.17	\$866.95
Charge Area D	\$80,594.86	\$866.95
Charge Area E	\$37,932.59	N/A

Source: Urban Enterprise, 2014.

7. DCP ADMINISTRATION

7.1. INDEXATION OF LEVIES

Land values and construction costs listed in this DCP are in July 2012 dollars. They will be indexed annually according to the following specified method:

The Development Contribution for each demand unit must be adjusted as follows:

- In relation to the costs associated with all infrastructure items other than land, the cost must be adjusted and the contribution amounts recalculated according to the following method:
 - The capital costs of each infrastructure item must be adjusted by reference to the *Producer Price Indexes Australia, Victoria Table 17. Output of the Construction industries, subdivision and class index numbers - Road and Bridge Construction Victoria (for roads, bridges, trails, drainage and open space items) and Building Construction Victoria (for buildings) published by the ABS (Series 6427.0)* or similar index;
 - The revised infrastructure costs and the adjustment of the contributions must be calculated as at 1 July in each year.
- In relation to the cost of land required under the DCP, the land value must be adjusted by adopting a revised land value for each parcel to be acquired based on the same valuation principles.
- The revised land value and the adjustment of the contributions must be calculated as of 1 July in each year.
- Within 14 days of the adjustments being made, the Responsible Authority must publish a notice of the amended contributions on its website.

If the Community Infrastructure Levy (CIL) cap (currently \$900 per dwelling) is ever increased, the Responsible Authority reserves the right to increase the CIL in this DCP to allow for cost escalation in accordance with the indexation methods in this DCP up to the new CIL cap. The higher levy will be collected from the date the new CIL cap is introduced.

7.2. VALUATION OF LAND

Valuations for land to be acquired under this DCP were provided by a qualified independent valuer (Bertacco Ferrier Property Consultants). Land to be acquired was valued based on the 'before and after method' assuming that all usual services (reticulated water, sewerage, electricity, gas, drainage, telecommunications) will be available when the development proceeds.

7.3. COLLECTING AGENCY

The City of Greater Geelong is the Collecting Agency pursuant to section 46K of the *Planning and Environment Act* (1987).

7.4. DEVELOPMENT AGENCY

The City of Greater Geelong is the development agency for all infrastructure items pursuant to section 46K of the *Planning and Environment Act* (1987).

7.5. COLLECTION OF LEVIES

The Community Infrastructure levy will be collected by the City of Greater Geelong at the Building Approval Stage in accordance with section 46(0) of the *Planning & Environment Act* (1987). However, developers/landowners are strongly encouraged to pay the Community Infrastructure Levy before the issue of a Statement of Compliance to simplify collection of development contributions, reduce the administrative burden on COGG and facilitate the early provision of community infrastructure.

The Development Infrastructure Levy will be collected by the City of Greater Geelong as follows:

- For the subdivision of residential land, before the issue of a Statement of Compliance under the Subdivision Act 1988 in respect of the subdivision creating any new residential lot;
- In relation to the development of commercial land (or residential land not requiring subdivision), a planning permit condition must require the payment of the development contribution prior to the commencement of works unless there is an agreement with the Responsible Authority to secure the payment of the development contribution by some other means or other timeframe.

The Development Infrastructure Levy will be collected by the Responsible Authority (City of Greater Geelong) before the issue of a Statement of Compliance. A statement of compliance must not be issued until the development infrastructure levy is paid.

The Responsible Authority will impose conditions on a planning permit for subdivision or for the development of commercial land to collect the levies generally as follows:

FOR SUBDIVISIONS OF RESIDENTIAL LAND

A development infrastructure levy must be paid to the Responsible Authority in accordance with the provisions of the approved Development Contribution Plan for the land within the following specified time, namely after Certification of the relevant plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance in respect of that plan.

Where the subdivision is to be developed in stages the development infrastructure levy for that stage only may be paid to the Responsible Authority within the time specified provided that a Schedule of Development Contributions is submitted with each stage plan of subdivision. The schedule must show the amount of development contributions payable for each stage and paid in respect of prior stages to the satisfaction of the Responsible Authority.

FOR A PERMIT FOR THE DEVELOPMENT OF COMMERCIAL LAND

Unless some other arrangement has been agreed to by the Responsible Authority in a section 173 agreement, prior to the commencement of any development, the development infrastructure levy must be paid to the Responsible Authority in accordance with the provisions of the approved DCP for the land.

NO PERMIT REQUIRED FOR THE DEVELOPMENT OF LAND

Where no planning permit is required for the development of land, unless some other arrangement has been agreed to by the Responsible Authority in a section 173 agreement, prior to the commencement of any development, the development infrastructure levy must be paid to the Responsible Authority in accordance with the provisions of the approved DCP for the land.

7.6. ADMINISTRATIVE PROCEDURES

The City of Greater Geelong's Financial Services Department will undertake ongoing accounting and review of this DCP in terms of:

- The relevance of projects listed in the DCP;
- The level of contributions collected;
- The construction costs of infrastructure projects;
- The land costs of infrastructure projects;
- Updating the DCP to reflect any relevant amendments to the *Planning and Environment Act* (1987), or any new Ministerial Directions relating to development contributions.

The City of Greater Geelong Strategic Planning Department will be required to undertake a formal review of this DCP every five years during the lifespan of the DCP.

Funds collected through development contributions will be held in a specific interest-bearing reserve account in accordance with the provisions of the *Planning and Environment Act* (1987). All monies held in this account will be used solely for the provision of infrastructure as itemised in this DCP.

If Council resolves not to proceed with any of the infrastructure projects listed in this Development Contribution Plan, the Responsible Authority will comply with section 46(Q) of the *Planning & Environment Act* (1987).

7.7. METHOD OF PROVISION

Responsibility for the delivery of infrastructure works as described in this DCP resides with the City of Greater Geelong.

Infrastructure works may be provided by developers with a credit provided against their development contribution, subject to the agreement of the Responsible Authority. The process by which developers may receive this credit is outlined in Section 8 - Implementation Strategy.

8. IMPLEMENTATION STRATEGY

8.1. INTRODUCTION

This section provides further details of the implementation of the DCP following on from the Method of Provision outlined in Section 7, particularly with regards to the provision of Land and Works In-Kind.

8.2. PROVISION OF LAND AND WORKS IN-KIND

As outlined in Section 7, payment of development contributions is to be made in cash.

Alternatively, infrastructure works and land may be provided by developers with a credit provided against their development contribution, subject to the agreement of the Responsible Authority.

Council may enter into Section 173 Agreements with landowners to formalise details of infrastructure items to be provided in-kind. All development and community infrastructure can be provided in-kind under this agreement.

Where a developer intends to construct a building under this DCP in-kind, this must first be agreed to by the Responsible Authority. Any buildings constructed in-kind must be to the satisfaction of the Responsible Authority.

In determining whether to agree to the provision of works in lieu of cash the Responsible Authority will have regard to the following:

- Only works or land identified in the DCP can be provided in lieu of cash;
- Works must be provided to a standard that generally accords with the DCP unless agreed between the Responsible Authority and the developer;
- Detailed design must be approved by the Responsible Authority and generally accord with the standards outlined in the DCP unless agreed by the Responsible Authority and the developer;
- The construction of works must be completed to the satisfaction of the Responsible Authority.
- The impact on the DCP must be cost and revenue neutral.

Where the Responsible Authority agrees that works are to be provided by a developer in lieu of cash contributions:

- The credit for the works provided shall equal the value identified in the DCP taking into account the impact of indexation;
- The value of works provided in accordance with the principles outlined above, will be offset against the development contributions liable to be paid by the developer;
- The developer will not be required to make cash payments for contributions until the value of any credits for the provision of agreed works-in-kind are exhausted;
- Where credit for works-in-kind can't be offset against future levy payments, the developer shall be reimbursed by the Responsible Authority for any excess credit at the time of provision in the DCP;
- Where a developer chooses to bring forward works ahead of the scheduled time in the DCP, this can be done provided the impact on the DCP is cost and revenue neutral;

- Where a developer is in credit against their development contributions liability, this credit will be indexed annually in accordance with the annual increase in the Development Contributions Levy.

8.3. LAND

Council wishes to obtain land required under the DCP, as an off-set against a developer's development contributions. As with works-in-kind, the provision of land would be agreed in an agreement between the developer and the Responsible Authority pursuant to Section 173 of the *Planning and Environment Act* (1987). The value of the off-set for providing land will equal the value shown in the DCP, subject to indexation.

8.4. INFRASTRUCTURE ALLOCATION AND STRATEGIC JUSTIFICATION

Table 6 provides a summary of the infrastructure items in the DCP, the determination of cost apportionment to the Main Catchment Area and the strategic justification for the item.

8.5. DETAILED CALCULATION OF INFRASTRUCTURE LEVIES

Tables 7 and 8 provide details of the levy calculations for each infrastructure item.

TABLE 6 INFRASTRUCTURE ITEMS, COST APPORTIONMENT AND STRATEGIC JUSTIFICATION

Project ID	Project Summary	Capital Cost	Cost apportionment	Strategic Justification
Community Facilities				
CI_C_1	Library - Construction	\$1,200,000	Project cost apportioned to all dwellings in the development area.	Contributions required to meet the basic needs of the future community via the delivery of a central Lara library
DI_C_1	Eastern Multipurpose Community Centre - Construction	\$9,040,500	Project cost apportioned to Charge Areas A, B and D.	Community Facilities required to serve the new resident population in line with projected dwelling yields.
DI_LA_1	Eastern Multipurpose Community Centre - Land	\$562,500	Project cost apportioned to Charge Areas A, B and D.	Land required to provide Community Facilities to serve the new resident population in line with projected dwelling yields.
DI_C_2	Western Multipurpose Community Centre - Construction	\$6,594,797	Project cost apportioned to Charge Areas A and C.	Community Facilities and land required to serve the new resident population in line with projected dwelling yields.
DI_LA_2	Western Multipurpose Community Centre, Civic and Cultural Facilities - Land	\$540,000	Project cost apportioned to Charge Areas A and C.	Land required to provide Community Facilities to serve the new resident population in line with projected dwelling yields.
Community Sub-Total		\$17,937,797		
Open Space				
CI_OS_1	District Active Open Space - Community Pavilion	\$2,826,990	Project cost apportioned to all dwellings in the development area.	Active Open Space fields and facilities required to serve the new resident population in line with projected dwelling yields.
DI_OS_1	District Active Open Space - Play Fields - construction	\$4,438,027	Project cost apportioned to Charge Areas A, B, C and D.	Active Open Space fields and facilities required to serve the new resident population in line with projected dwelling yields.
DI_OS_2	Construction of a multi-purpose stadium (2 courts)	\$5,404,063	DEECD contributes 25% as part of school works and CoGG contributes 40%. Remaining 35% of the project cost is apportioned to charge areas A, B, C and D.	Stadium required by DEECD and council as required to serve the new population and school requirements. CoGG or other to fund a 3rd court when required
Open Space Sub-Total		\$12,669,080		

Project ID	Project Summary	Capital Cost	Cost apportionment	Strategic Justification
Roads and Intersections				
DI_LA_3	Intersection - O'Hallorans Rd /Patullos Rd /Elcho Rd - 165 Patullos Road - land acquisition	\$2,500	Project cost apportioned to Charge Areas A, B, C, D and E.	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012)
DI_LA_4	Intersection - O'Hallorans Rd /Patullos Rd /Elcho Rd -180 Patullos Road - land acquisition	\$109,200	Project cost apportioned to Charge Areas A, B, C, D and E.	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012)
DI_LA_5	Intersection - O'Hallorans Rd /Patullos Rd /Elcho Rd - 5 Elcho Road- land acquisition	\$1,500	Project cost apportioned to Charge Areas A, B, C, D and E.	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012)
DI_RO_1	Intersection - Bacchus Marsh Road/Windermere road	\$640,000	Project cost apportioned to Charge Areas A, C and E.	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012)
DI_RO_2	Intersection - Bacchus Marsh Road/main East-West road	\$710,000	Project cost apportioned to Charge Areas A, C and E.	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012)
DI_RO_3	Intersection - Bacchus Marsh Road/Patullos Road	\$620,000	Project cost apportioned to Charge Areas A and E.	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012)
DI_RO_4	Intersection - Windermere Road/ O'Hallorans Road and Kees Road	\$530,000	Project cost apportioned to Charge Areas A, C, D and E.	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012)
DI_RO_5	Signalised Intersection - O'Hallorans Road/PatullosRoad/Elcho Road	\$3,350,000	Project cost apportioned to Charge Areas A, B, C, D and E.	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012 and JPT, 2002)
DI_RO_6	NAC Intersection Signals	\$500,000	Project cost apportioned to Charge Areas A and E.	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012)
DI_RO_7	Patullos Road (east) - road widening	\$1,978,800	Project cost apportioned to Charge Areas A, B, C, D and E.	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012 and JPT 2002)
DI_RO_8	Patullos Road (east) - Shared Path	\$291,200	Project cost apportioned to Charge Areas A, B, C, D and E.	Item required to meet the basic needs of the future community and provide critical link between Lara and the new Growth Area
DI_RO_9	LAC Intersection Signals (O'Hallorans Rd and EW Connector Rd)	\$500,000	Project cost apportioned to Charge Areas A, B, D and E.	Intersection identified as part of Amendment C246 (Lara West Growth Area PSP / DCP) to support the Manzeenes Ave C285 Amendment road network and traffic management for the growth area
Roads Sub-Total		\$9,233,200		
Planning				
DI_P_1	PSP/DCP Preparation	\$1,318,000	Project cost apportioned to Charge Areas A, B, C and E.	Item required for comprehensive planning for the precinct and implementation of the PAO for item DI_RO_5.
Planning Sub-Total		\$1,318,000		
TOTAL		\$41,158,077		

TABLE 7 DEVELOPMENT INFRASTRUCTURE LEVY CALCULATION BY INFRASTRUCTURE ITEM

Project ID	Project Summary	Cost to MCA	Demand Units	Levy	DIL Charge A	DIL Charge B	DIL Charge C	DIL Charge D	DIL Charge E
Community Facilities									
DI_C_1	Eastern Multipurpose Community Centre - Construction	\$9,040,500	255.15	\$35,432	\$35,432	\$35,432	\$0	\$35,432	\$0
DI_LA_1	Eastern Multipurpose Community Centre - Land	\$562,500	255.15	\$2,205	\$2,205	\$2,205	\$0	\$2,205	\$0
DI_C_2	Western Multipurpose Community Centre - Construction	\$6,594,797	243.56	\$27,077	\$27,077	\$0	\$27,077	\$0	\$0
DI_LA_2	Western Multipurpose Community Centre, Civic and Cultural Facilities - Land	\$540,000	243.56	\$2,217	\$2,217	\$0	\$2,217	\$0	\$0
Open Space									
DI_OS_1	District Active Open Space - Play Fields - construction	\$4,438,027	303.52	\$14,622	\$14,622	\$14,622	\$14,622	\$14,622	\$0
DI_OS_2	Construction of a multi purpose stadium (2 courts)	\$1,891,422	303.52	\$6,232	\$6,232	\$6,232	\$6,232	\$6,232	\$0
Roads									
DI_LA_3	Intersection - O'Hallorans Rd /Patullos Rd /Elcho Rd - 165 Patullos Road - land acquisition	\$2,500	311.36	\$8	\$8	\$8	\$8	\$8	\$8
DI_LA_4	Intersection - O'Hallorans Rd /Patullos Rd /Elcho Rd -180 Patullos Road - land acquisition	\$109,200	311.36	\$351	\$351	\$351	\$351	\$351	\$351
DI_LA_5	Intersection - O'Hallorans Rd /Patullos Rd /Elcho Rd - 5 Elcho Road-land acquisition	\$1,500	311.36	\$5	\$5	\$5	\$5	\$5	\$5
DI_RO_1	Intersection - Bacchus Marsh Road/Windermere road	\$640,000	251.40	\$2,546	\$2,546	\$0	\$2,546	\$0	\$2,546
DI_RO_2	Intersection - Bacchus Marsh Road/main East-West road	\$710,000	251.40	\$2,824	\$2,824	\$0	\$2,824	\$0	\$2,824
DI_RO_3	Intersection - Bacchus Marsh Road/Patullos Road	\$620,000	203.03	\$3,054	\$3,054	\$0	\$0	\$0	\$3,054
DI_RO_4	Intersection - Windermere Road/ O'Hallorans Road and Kees Road	\$530,000	296.03	\$1,790	\$1,790	\$0	\$1,790	\$1,790	\$1,790
DI_RO_5	Signalised Intersection - O'Hallorans Road/PatullosRoad/Elcho Road	\$3,350,000	311.36	\$10,759	\$10,759	\$10,759	\$10,759	\$10,759	\$10,759
DI_RO_6	NAC Intersection Signals	\$500,000	203.03	\$2,463	\$2,463	\$0	\$0	\$0	\$2,463
DI_RO_7	Patullos Road (east) - road widening	\$1,978,800	311.36	\$6,355	\$6,355	\$6,355	\$6,355	\$6,355	\$6,355
DI_RO_8	Patullos Road (east) - Shared Path	\$291,200	311.36	\$935	\$935	\$935	\$935	\$935	\$935
DI_RO_9	LAC Intersection Signals (O'Hallorans Rd and EW Connector Rd)	\$500,000	262.99	\$1,901	\$1,901	\$1,901	\$0	\$1,901	\$1,901
Planning									
DI_P_1	PSP/DCP Preparation	\$1,318,000	266.73	\$4,941	\$4,941	\$4,941	\$4,941	\$0	\$4,941
TOTAL		\$33,618,446			\$125,716	\$83,746	\$80,662	\$80,595	\$37,933

TABLE 8 COMMUNITY INFRASTRUCTURE LEVY CALCULATION BY INFRASTRUCTURE ITEM

Project ID	Category	Project Summary	Capital Cost	External	Cost to MCA	Dev. type contributing	Demand Units	Levy (per dwelling)
CI_C_1	Community facilities	Library - Construction	\$1,200,000.00	0%	\$1,200,000.00	Residential Only	4,645	\$258.34
CI_OS_1	Recreation	District Active Open Space - Community Pavilion	\$2,826,990.00	0%	\$2,826,990.00	Residential Only	4,645	\$608.61
Total CIL								\$866.95

8.6. DCP SUMMARY TABLES

The following summary tables serve as a quick reference guide. For more detail on any of these items refer to the appropriate section of this document. All dollar values shown in this table are current as of July 2012 and are subject to indexation and review in accordance with the methods outlined within Section 7 of this document.

TABLE 9 SUMMARY OF LAND USE

Charge Area	Description	NDA (ha)	Dwellings
Charge Area A	Lara West central (residential)	195.19	3,020
Charge Area B	Patullos Road	15.33	230
Charge Area C	West Gateway	48.37	726
Charge Area D	Manzeene Avenue	44.63	669
Charge Area E	Lara West central (commercial)	7.84	0
Total		311.36	4,645

TABLE 10 SUMMARY OF LEVIES PAYABLE (JULY 2012 VALUES)

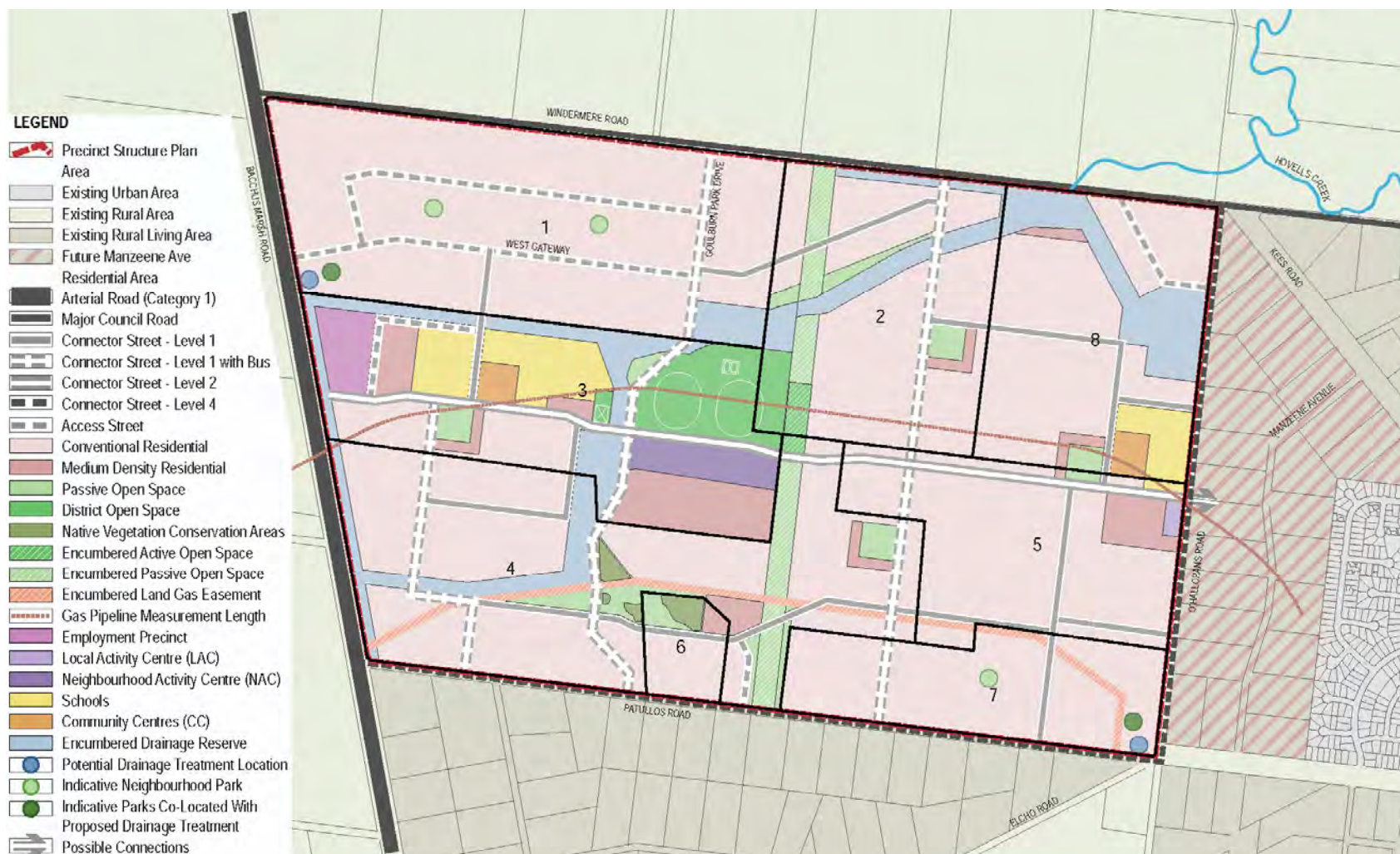
Charge Area	DIL per ha	CIL per dwelling
Charge Area A	\$125,716.34	\$866.95
Charge Area B	\$83,745.84	\$866.95
Charge Area C	\$80,662.17	\$866.95
Charge Area D	\$80,594.86	\$866.95
Charge Area E	\$37,932.59	N/A

TABLE 11 SUMMARY OF COSTS APPORTIONED AND FUNDS TO BE COLLECTED (JULY 2012 VALUES)

	Internal	External	Total
Development Infrastructure			
Total DIL Cost Apportioned	\$33,618,446	\$3,512,641	\$37,131,087
Total DIL Funds to be Collected under the DCP	\$33,618,446	\$0	\$33,618,446
Community Infrastructure			
Total CIL Cost Apportioned	\$4,026,990	\$0	\$4,026,990
Total CIL Funds to be Collected under the DCP	\$4,026,990	\$0	\$4,026,990
All Infrastructure			
Total Cost Apportioned	\$37,645,436	\$3,512,641	\$41,158,077
Total Funds to be Collected under DCP	\$37,645,436	\$0	\$37,645,436

APPENDICES

Appendix A. DETAILED LAND BUDGET



Source: Plan 6 - Land Use Budget, Lara West PSP.

Table 1: Summary Land Use Budget

Property Number	Total Area (Hectares)	TRANSPORT	ENCUMBERED LAND					COMMUNITY		UNENCUMBERED LAND OPEN SPACE		Total Net Developable Area	OTHER USES		Total Net Residential Area	CONVENTIONAL DENSITY (15 Dwellings/NRHa)		MEDIUM DENSITY (20 Dwellings/NRHa)		TOTAL COMBINED		
		Road Reserve	Drainage Reserve	Powerline Easement	Gas Easement	Environmental Conservation Area	Road Widening	Community Facilities	Schools	Active Open Space	Passive Open Space (Local Parks)		Activity Centre (Retail, Office, Mixed Use)	Industrial/Commercial		NRHa (Conventional)	Indicative Dwellings	NRHa (Medium Density)	Indicative Dwellings	NRHa	Indicative Dwellings/NRHa	Indicative Dwellings
		Not Included in NDA	Not Included on OS%	Not Included on OS%	Not Included on OS%	Not Included on OS%	Not Included on OS%	Not Included in NDA	Not Included in NDA	Not Included in NDA	Not Included in NDA											
PROPERTY 1	76.22	3.42	2.83	0	0	16.76	0	0	0	0	4.84	48.37	0.00	0.00	48.37	48.37	726	0	0	48.37	15	726
PROPERTY 2	48.46	0.00	5.85	4.69	0.00	0.00	0.00	0.00	0.00	1.96	2.41	33.56	0.00	0.00	33.56	32.87	493	0.69	14	33.56	15	507
PROPERTY 3	60.00	0.00	9.02	0.00	0.00	0.00	0.00	1.20	8.50	8.60	1.45	31.23	4.04	3.30	23.89	12.21	183	11.68	234	23.89	17	417
PROPERTY 4	79.59	0.00	6.51	4.87	3.22	0.80	0.19	0.00	0.00	0.00	3.97	60.02	0.00	0.00	60.02	58.26	874	1.77	35	60.02	15	909
PROPERTY 5	40.48	0.00	0.00	0.00	0.34	0.00	0.07	0.00	0.33	0.00	0.28	39.46	0.00	0.50	38.96	36.21	543	2.75	55	38.96	15	598
PROPERTY 6	6.54	0.00	0.00	0.00	0.00	0.84	0.04	0.00	0.00	0.00	0.80	4.86	0.00	0.00	4.86	4.35	65	0.50	10	4.86	16	75
PROPERTY 7	29.46	0.00	0.75	0.00	1.26	10.32	0.26	0.00	0.00	0.00	1.53	15.33	0.00	0.00	15.33	15.33	230	0.00	0	15.33	15	230
PROPERTY 8	48.64	0.00	9.49	0.00	0.00	0.00	0.12	1.25	3.17	0.00	0.72	33.90	0.00	0.00	33.90	32.79	492	1.10	22	33.90	15	514
TOTAL	389.40	3.42	34.45	9.56	4.82	28.72	0.69	2.45	12.00	10.56	16.00	266.73	4.04	3.80	258.89	240.39	3606	18.50	370	258.89	15	3976

Note: Property 1 & 7 include environmental conservation areas equalling 27.08 Ha. This includes low rainfall plains grassland, inaccessible & natural temperate grasslands identified in Figure 3 of the Flora and Fauna NGA Report *BL&A April 2012)

Note: Property 1 & 7 require further detail to identify 9% (of the NDA) for medium density housing at master planning stage

Preliminary Land Budget
Manzeene Included in Open Space



1	Site Area	59.01	Ha	
2	Encumbered Land	8.41	Ha	
2.1	Grassland Reserves	1.37		
2.2	Drainage Reserves	3.32		
2.3	Wetland (Retarding Basin)	2.04		
2.4	1.5m Road widening (O'Hallorans Road)	0.23		
2.5	Existing Road Reserve (Part of Manzeene Avenue)	1.45		
3	Gross Developable Area	50.60	Ha	
4	Open Space	3.62	Ha	7.7 %
4.1	Open Space	2.42		
4.2	Open Space Manzeene Avenue	1.20		
5	Net Developable Area (NDA)	46.98	Ha	

** Please note: 5% reduction in NDA to accommodate any variance in developable land due to detailed native vegetation assessment and flood modelling.*

Appendix B. DCP INFRASTRUCTURE PROJECT SHEETS

DI_C_1	Eastern Multipurpose Community Centre - Construction	
Description	Construction of Eastern Community Centre, including preschool, maternal and child health, consulting rooms, meeting and activity rooms and childcare.	
	Infrastructure Type	Infrastructure Category
	Development	Community facilities
Project Cost	\$9,040,500	
Indicative Provision Trigger	1,500 dwellings occupied within the Main Catchment Area or at the discretion of the responsible authority.	
Strategic Justification	Community Facilities required to serve the new resident population in line with projected dwelling yields.	
External Usage Discount	0%	
Project Cost to MCA	\$9,040,500	
Apportionment of Costs	Project cost apportioned to Charge Areas A, B and D.	
Demand Units	255.15	
Levy Amount	\$35,431.96	
Costing Source	Prowse QS, 01/03/14	
Indexation Method	Building Construction Victoria (Series 6427.0)	

The Project Cost is expressed in July 2012 dollars.

Final Version - C246/C285

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DI_LA_1	Eastern Multipurpose Community Centre - Land	
Description	Land acquisition for eastern Multi-purpose community centre - Land acquisition (1.25ha)	
	Infrastructure Type	Infrastructure Category
	Development	Community facilities
Project Cost	\$562,500	
Indicative Provision Trigger	As subdivision occurs or when the trigger for development of the facility is reached.	
Strategic Justification	Land required to provide Community Facilities to serve the new resident population in line with projected dwelling yields.	
External Usage Discount	0%	
Project Cost to MCA	\$562,500	
Apportionment of Costs	Project cost apportioned to Charge Areas A, B and D.	
Demand Units	255.15	
Levy Amount	\$2,204.58	
Costing Source	Bertacco Ferrier 16/10/12	
Indexation Method	Annual Revaluation	

The Project Cost is expressed in July 2012 dollars.

Final Version - C246/C285

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DI_C_2	Western Multipurpose Community Centre - Construction	
Description	Construction of Western Community Centre, including preschool, maternal and child health, consulting rooms, meeting and activity rooms.	
	Infrastructure Type	Infrastructure Category
	Development	Community facilities
Project Cost	\$6,594,797	
Indicative Provision Trigger	3,000 dwellings occupied within the Main Catchment Area or at the discretion of the responsible authority.	
Strategic Justification	Community Facilities and land required to serve the new resident population in line with projected dwelling yields.	
External Usage Discount	0%	
Project Cost to MCA	\$6,594,797	
Apportionment of Costs	Project cost apportioned to Charge Areas A and C.	
Demand Units	243.56	
Levy Amount	\$27,076.68	
Costing Source	Prowse QS, 01/03/14	
Indexation Method	Building Construction Victoria (Series 6427.0)	

The Project Cost is expressed in July 2012 dollars.

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DI_LA_2	Western Multipurpose Community Centre, Civic and Cultural Facilities - Land	
Description	Land acquisition for Western Multipurpose community centre Civic and Cultural Facilities - Land acquisition (1.2 ha)	
	Infrastructure Type	Infrastructure Category
	Development	Community facilities
Project Cost	\$540,000	
Indicative Provision Trigger	As subdivision occurs or when the trigger for development of the facility is reached.	
Strategic Justification	Land required to provide Community Facilities to serve the new resident population in line with projected dwelling yields.	
External Usage Discount	0%	
Project Cost to MCA	\$540,000	
Apportionment of Costs	Project cost apportioned to Charge Areas A and C.	
Demand Units	243.56	
Levy Amount	\$2,217.11	
Costing Source	Bertacco Ferrier 16/10/12	
Indexation Method	Annual Revaluation	

The Project Cost is expressed in July 2012 dollars.

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DI_OS_1	District Active Open Space - Play Fields - construction	
Description	Construction of 2 AFL / soccer fields, 2 netball courts, district playground and landscaping, car parking and associated facilities. Includes 10.56 ha of unencumbered open space but excludes the transmission easement works	
	Infrastructure Type	Infrastructure Category
	Development	Recreation
Project Cost	\$4,438,027	
Indicative Provision Trigger	3,000 dwellings occupied within the Main Catchment Area or at the discretion of the responsible authority.	
Strategic Justification	Active Open Space fields and facilities required to serve the new resident population in line with projected dwelling yields.	
External Usage Discount	0%	
Project Cost to MCA	\$4,438,027	
Apportionment of Costs	Project cost apportioned to Charge Areas A, B, C and D.	
Demand Units	303.52	
Levy Amount	\$14,621.81	
Costing Source	Prowse QS, 01/03/14	
Indexation Method	Road and Bridge Construction Victoria (Series 6427.0)	

The Project Cost is expressed in July 2012 dollars.

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DI_OS_2	Construction of a multi purpose stadium (2 courts)	
Description	Construction of a 2 court multi purpose stadium on land to ultimately provide for 3 courts	
	Infrastructure Type	Infrastructure Category
	Development	Recreation
Project Cost	\$5,404,063	
Indicative Provision Trigger	3,500 dwellings occupied within the Main Catchment Area or once the relevant school enrolment trigger for this type of facility is reached.	
Strategic Justification	Stadium required by DEECD and council as required to serve the new population and school requirements. CoGG or other to fund a 3rd court when required	
External Usage Discount	65%	
Project Cost to MCA	\$1,891,422	
Apportionment of Costs	DEECD contributes 25% as part of school works and CoGG contributes 40%. Remaining 35% of the project cost is apportioned to charge areas A, B, C and D.	
Demand Units	303.52	
Levy Amount	\$6,231.60	
Costing Source	Prowse QS, 01/03/14	
Indexation Method	Building Construction Victoria (Series 6427.0)	

The Project Cost is expressed in July 2012 dollars.

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DI_LA_3	Intersection - O'Hallorans Rd /Patullos Rd /Elcho Rd - 165 Patullos Road - land acquisition	
Description	Land for O'Hallorans Rd / Patullos Rd / Elcho Rd intersection - 165 Patullos Road, area: 100m2	
	Infrastructure Type	Infrastructure Category
	Development	Land
Project Cost	\$2,500	
Indicative Provision Trigger	As subdivision occurs, 1,000 dwellings occupied within the Main Catchment Area or when development occurs in the vicinity of the intersection.	
Strategic Justification	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012)	
External Usage Discount	0%	
Project Cost to MCA	\$2,500	
Apportionment of Costs	Project cost apportioned to Charge Areas A, B, C, D and E.	
Demand Units	311.36	
Levy Amount	\$8.03	
Costing Source	Bertacco Ferrier 16/10/12	
Indexation Method	Annual Revaluation	

The Project Cost is expressed in July 2012 dollars.

DI_LA_4	Intersection - O'Hallorans Rd /Patullos Rd /Elcho Rd -180 Patullos Road - land acquisition	
Description	Land for O'Hallorans Rd / Patullos Rd / Elcho Rd intersection - 180 Patullos Road, area: 5600m2	
	Infrastructure Type	Infrastructure Category
	Development	Land
Project Cost	\$109,200	
Indicative Provision Trigger	1,000 dwellings occupied within the Main Catchment Area or when development commences in the vicinity of the intersection.	
Strategic Justification	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012)	
External Usage Discount	0%	
Project Cost to MCA	\$109,200	
Apportionment of Costs	Project cost apportioned to Charge Areas A, B, C, D and E.	
Demand Units	311.36	
Levy Amount	\$350.72	
Costing Source	Bertacco Ferrier 16/10/12	
Indexation Method	Annual Revaluation	

The Project Cost is expressed in July 2012 dollars.

Final Version - C246/C285

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DI_LA_5	Intersection - O'Hallorans Rd /Patullos Rd /Elcho Rd - 5 Elcho Road- land acquisition	
Description	Land for O'Hallorans Rd / Patullos Rd / Elcho Rd intersection - 5 Elcho Road, area: 100m2	
	Infrastructure Type	Infrastructure Category
	Development	Land
Project Cost	\$1,500	
Indicative Provision Trigger	1,000 dwellings occupied within the Main Catchment Area or when development commences in the vicinity of the intersection.	
Strategic Justification	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012)	
External Usage Discount	0%	
Project Cost to MCA	\$1,500	
Apportionment of Costs	Project cost apportioned to Charge Areas A, B, C, D and E.	
Demand Units	311.36	
Levy Amount	\$4.82	
Costing Source	Bertacco Ferrier 16/10/12	
Indexation Method	Annual Revaluation	

The Project Cost is expressed in July 2012 dollars.

DI_RO_1	Intersection - Bacchus Marsh Road/Windermere road	
Description	Construction of Bacchus Marsh Rd / Windermere Rd intersection	
	Infrastructure Type	Infrastructure Category
	Development	Intersection
Project Cost	\$640,000	
Indicative Provision Trigger	2,000 dwellings occupied within the Main Catchment Area, when urban development commences in the West Gateway area or at the discretion of the relevant authority for early provision.	
Strategic Justification	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012)	
External Usage Discount	0%	
Project Cost to MCA	\$640,000	
Apportionment of Costs	Project cost apportioned to Charge Areas A, C and E.	
Demand Units	251.40	
Levy Amount	\$2,545.74	
Costing Source	Prowse QS, 01/03/14	
Indexation Method	Road and Bridge Construction Victoria (Series 6427.0)	

The Project Cost is expressed in July 2012 dollars.

DI_RO_2	Intersection - Bacchus Marsh Road/main East-West road	
Description	Construction of Bacchus Marsh Rd / main East West Road intersection	
	Infrastructure Type	Infrastructure Category
	Development	Intersection
Project Cost	\$710,000	
Indicative Provision Trigger	3,000 dwellings occupied within the main catchment area, when development commences in the vicinity of the intersection or at the discretion of the relevant authority for early provision.	
Strategic Justification	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012)	
External Usage Discount	0%	
Project Cost to MCA	\$710,000	
Apportionment of Costs	Project cost apportioned to Charge Areas A, C and E.	
Demand Units	251.40	
Levy Amount	\$2,824.18	
Costing Source	Prowse QS, 01/03/14	
Indexation Method	Road and Bridge Construction Victoria (Series 6427.0)	

The Project Cost is expressed in July 2012 dollars.

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DI_RO_3	Intersection - Bacchus Marsh Road/Patullo Road	
Description	Construction of Bacchus Marsh Rd / Patullo Rd intersection.	
	Infrastructure Type	Infrastructure Category
	Development	Intersection
Project Cost	\$620,000	
Indicative Provision Trigger	2,000 dwellings occupied within the Main Catchment Area, when urban development commences in the vicinity of the intersection or at the discretion of the relevant authority for early provision.	
Strategic Justification	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012)	
External Usage Discount	0%	
Project Cost to MCA	\$620,000	
Apportionment of Costs	Project cost apportioned to Charge Areas A and E.	
Demand Units	203.03	
Levy Amount	\$3,053.74	
Costing Source	Prowse QS, 01/03/14	
Indexation Method	Road and Bridge Construction Victoria (Series 6427.0)	

The Project Cost is expressed in July 2012 dollars.

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DI_RO_4	Intersection - Windermere Road/ O'Hallorans Road and Kees Road	
Description	Construction of Windermere Rd / O'Hallorans Rd and Kees Road intersections	
	Infrastructure Type	Infrastructure Category
	Development	Intersection
Project Cost	\$530,000	
Indicative Provision Trigger	2,000 dwellings occupied within the main catchment area, when development commences in the vicinity of the intersection or at the discretion of the relevant authority for early provision.	
Strategic Justification	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012)	
External Usage Discount	0%	
Project Cost to MCA	\$530,000	
Apportionment of Costs	Project cost apportioned to Charge Areas A, C, D and E.	
Demand Units	296.03	
Levy Amount	\$1,790.35	
Costing Source	Prowse QS, 01/03/14	
Indexation Method	Road and Bridge Construction Victoria (Series 6427.0)	

The Project Cost is expressed in July 2012 dollars.

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DI_RO_5	Signalised Intersection - O'Hallorans Road/PatullosRoad/Elcho Road	
Description	Construction of O'Hallorans Rd / Patullos Rd / Elcho Rd intersection (signalised) and Patullos Rd/Elcho Rd intersection (unsignalised).	
	Infrastructure Type	Infrastructure Category
	Development	Intersection
Project Cost	\$3,350,000	
Indicative Provision Trigger	1,500 dwellings occupied within the main catchment area, when development commences in the vicinity of the intersection or at the discretion of the relevant authority for early provision.	
Strategic Justification	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012 and JPT, 2002)	
External Usage Discount	0%	
Project Cost to MCA	\$3,350,000	
Apportionment of Costs	Project cost apportioned to Charge Areas A, B, C, D and E.	
Demand Units	311.36	
Levy Amount	\$10,759.22	
Costing Source	Prowse QS, 01/03/14	
Indexation Method	Road and Bridge Construction Victoria (Series 6427.0)	

The Project Cost is expressed in July 2012 dollars.
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DI_RO_6	NAC Intersection Signals	
Description	Construction of NAC intersection signals (junction of East West Rd and extension of Goulburn Park Drive)	
	Infrastructure Type	Infrastructure Category
	Development	Intersection
Project Cost	\$500,000	
Indicative Provision Trigger	Upon connection of the 4th leg of the intersection or at the discretion of the Responsible Authority.	
Strategic Justification	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012)	
External Usage Discount	0%	
Project Cost to MCA	\$500,000	
Apportionment of Costs	Project cost apportioned to Charge Areas A and E.	
Demand Units	203.03	
Levy Amount	\$2,462.69	
Costing Source	Prowse QS, 01/03/14	
Indexation Method	Road and Bridge Construction Victoria (Series 6427.0)	

The Project Cost is expressed in July 2012 dollars.

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DI_RO_7	Patullos Road (east) - road widening				
Description	Patullos Road (east) road widening (construction) - from limit of works of RO_5 (approximately O'Hallorans Road) to Kees Road.				
	<table> <tr> <th>Infrastructure Type</th><th>Infrastructure Category</th></tr> <tr> <td>Development</td><td>Road</td></tr> </table>	Infrastructure Type	Infrastructure Category	Development	Road
Infrastructure Type	Infrastructure Category				
Development	Road				
Project Cost	\$1,978,800				
Indicative Provision Trigger	2,500 dwellings occupied within the Main Catchment Area or at the discretion of the Responsible Authority.				
Strategic Justification	Intersection identified in transport and engineering planning as required for appropriate traffic management in the precinct (OBT, June 2012 and JPT 2002)				
External Usage Discount	0%				
Project Cost to MCA	\$1,978,800				
Apportionment of Costs	Project cost apportioned to Charge Areas A, B, C, D and E.				
Demand Units	311.36				
Levy Amount	\$6,355.32				
Costing Source	Prowse QS, 01/03/14				
Indexation Method	Road and Bridge Construction Victoria (Series 6427.0)				

The Project Cost is expressed in July 2012 dollars.

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DI_RO_9	LAC Intersection Signals (O'Hallorans Rd and EW Connector Rd)	
Description	Construction of LAC intersection signals (junction of O'Hallorans Rd and East West Connector Rd)	
	Infrastructure Type	Infrastructure Category
	Development	Intersection
Project Cost	\$500,000	
Indicative Provision Trigger	Upon connection of the 4th leg of the intersection or at the discretion of the Responsible Authority.	
Strategic Justification	Intersection identified as part of Amendment C246 (Lara West Growth Area PSP / DCP) to support the Manzeenes Ave C285 Amendment road network and traffic management for the growth area	
External Usage Discount	0%	
Project Cost to MCA	\$500,000	
Apportionment of Costs	Project cost apportioned to Charge Areas A, B, D and E.	
Demand Units	262.99	
Levy Amount	\$1,901.21	
Costing Source	Prowse QS, 01/03/14	
Indexation Method	Road and Bridge Construction Victoria (Series 6427.0)	

The Project Cost is expressed in July 2012 dollars.

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DI_P_1	PSP/DCP Preparation				
Description	PSP/DCP Preparation - This includes \$1,268,000 for Structure Planning and Development Contributions costs (funded by Lara Lakes P/L controlling Properties 3,4,5 and 6 as identified in the PSP Land Use Budget), and \$50,000 for PAO administration cost (yet to be completed; for Council use only)				
	<table> <tr> <th>Infrastructure Type</th><th>Infrastructure Category</th></tr> <tr> <td>Development</td><td>Other</td></tr> </table>	Infrastructure Type	Infrastructure Category	Development	Other
Infrastructure Type	Infrastructure Category				
Development	Other				
Project Cost	\$1,318,000				
Indicative Provision Trigger	PSP/DCP Preparation complete (value \$1,268,000). PAO administration (value \$50,000) triggered at 1,000 dwellings.				
Strategic Justification	Item required for comprehensive planning for the precinct and implementation of the PAO for item DI_RO_5.				
External Usage Discount	0%				
Project Cost to MCA	\$1,318,000				
Apportionment of Costs	Project cost apportioned to Charge Areas A, B, C and E.				
Demand Units	266.73				
Levy Amount	\$4,941.33				
Costing Source	Prowse QS, 01/03/14				
Indexation Method	Consumer Price Index (All Groups Melbourne)				

The Project Cost is expressed in July 2012 dollars.

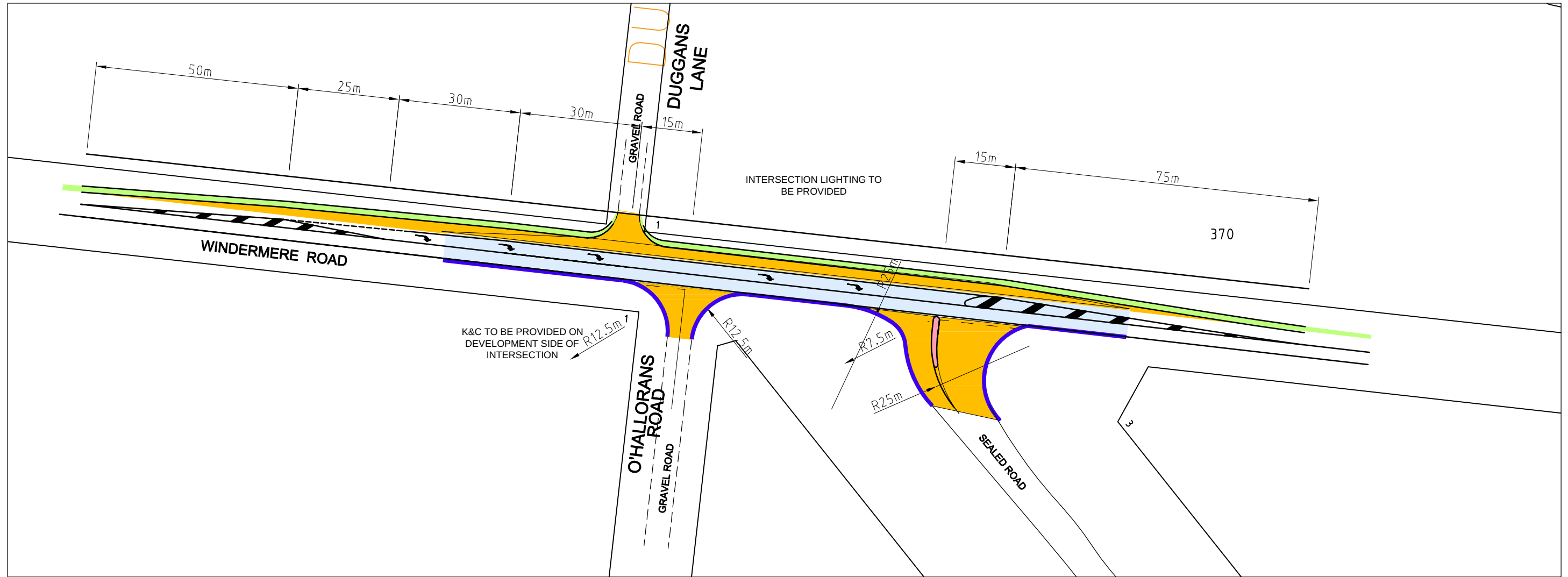
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Appendix C. INTERSECTION PLANS



- LEGEND**
- ASPHALT OVERLAY OVER EXISTING
 - SHOULDER
 - FULL DEPTH PAVEMENT
 - CONCRETE ISLANDS
 - KERB & CHANNEL

REVISION	DATE	DES/DT	APP/D
F	14.2.14	CB/CB	JG
E	2/11/12	CB/CB	JG
D	24.9.12	SK/SK	JG
C	14.9.12	SK/SK	JG
B	22.8.12	SK/SK	JG
A	17.8.12	SK/SK	JG

Principal
-
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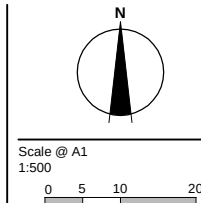
Designed
C.Barker

Drawn
S. Knott

Checked
J. Golden

Authorised
J. Golden

Date
August 2012



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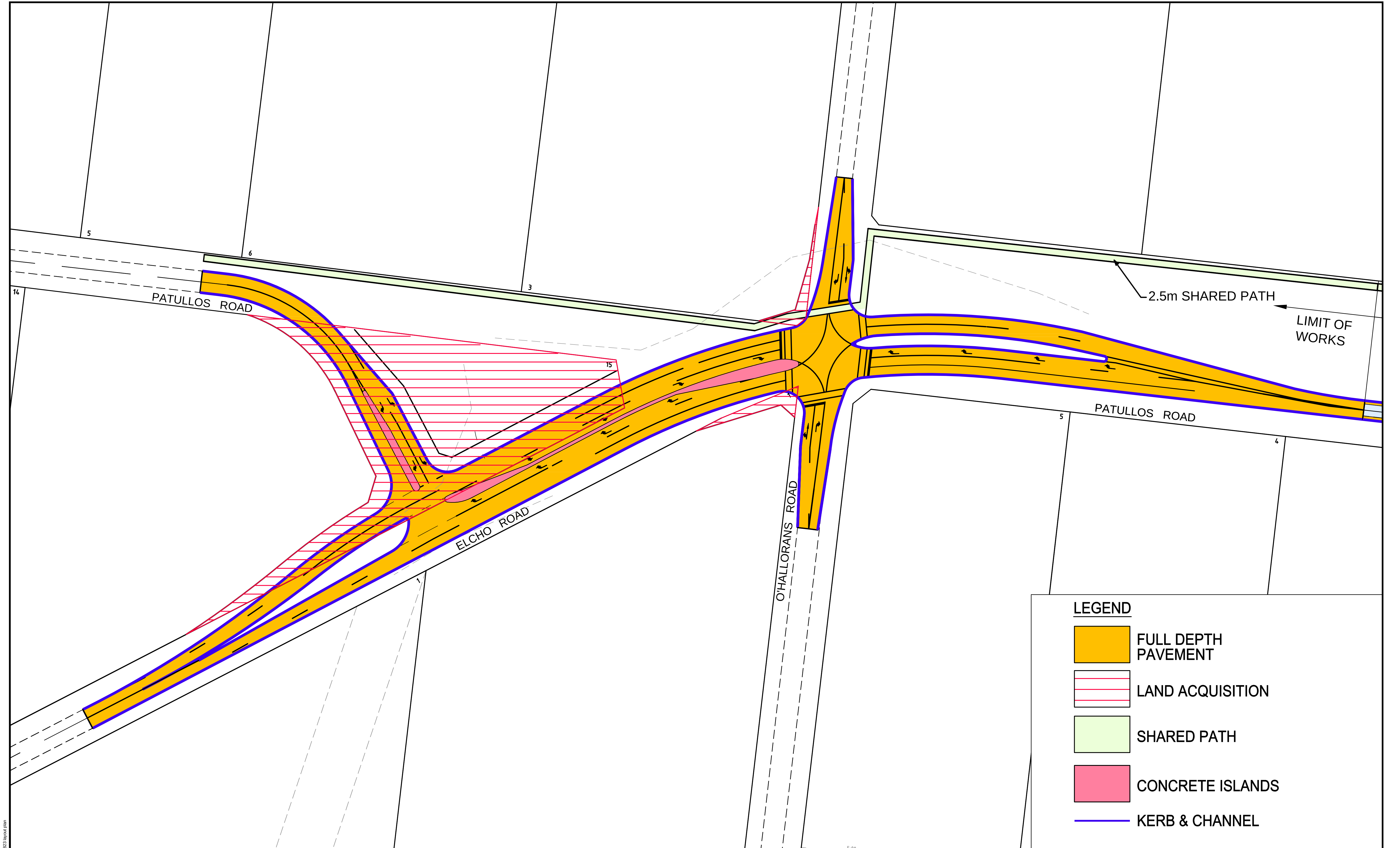
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Canberra +61 2 6326 1000 Taranaki +61 3 5173 0100

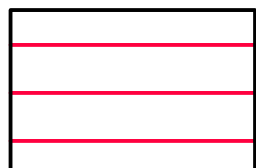
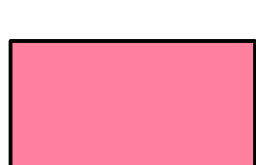
Lara West UGA
Development Contribution Plan
City of Greater Geelong
Windermere Road, Intersection with
O'Hallorans and Keys Roads, including Duggans Lane

Drawing No. 3440359ELL-DCP1 **Rev** F
Sheet No. 1 of 5

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LEGEND

-  FULL DEPTH PAVEMENT
-  LAND ACQUISITION
-  SHARED PATH
-  CONCRETE ISLANDS
-  KERB & CHANNEL

REVISION	DATE	DESIGNER	APP'D
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C	18.9.12	SK/SK	JG
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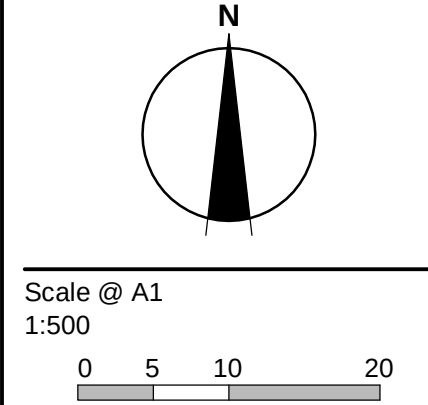
Designed
C. Barker

Drawn
S. Knott

Checked
J. Golden

Authorised
J. Golden

Date
August 2012



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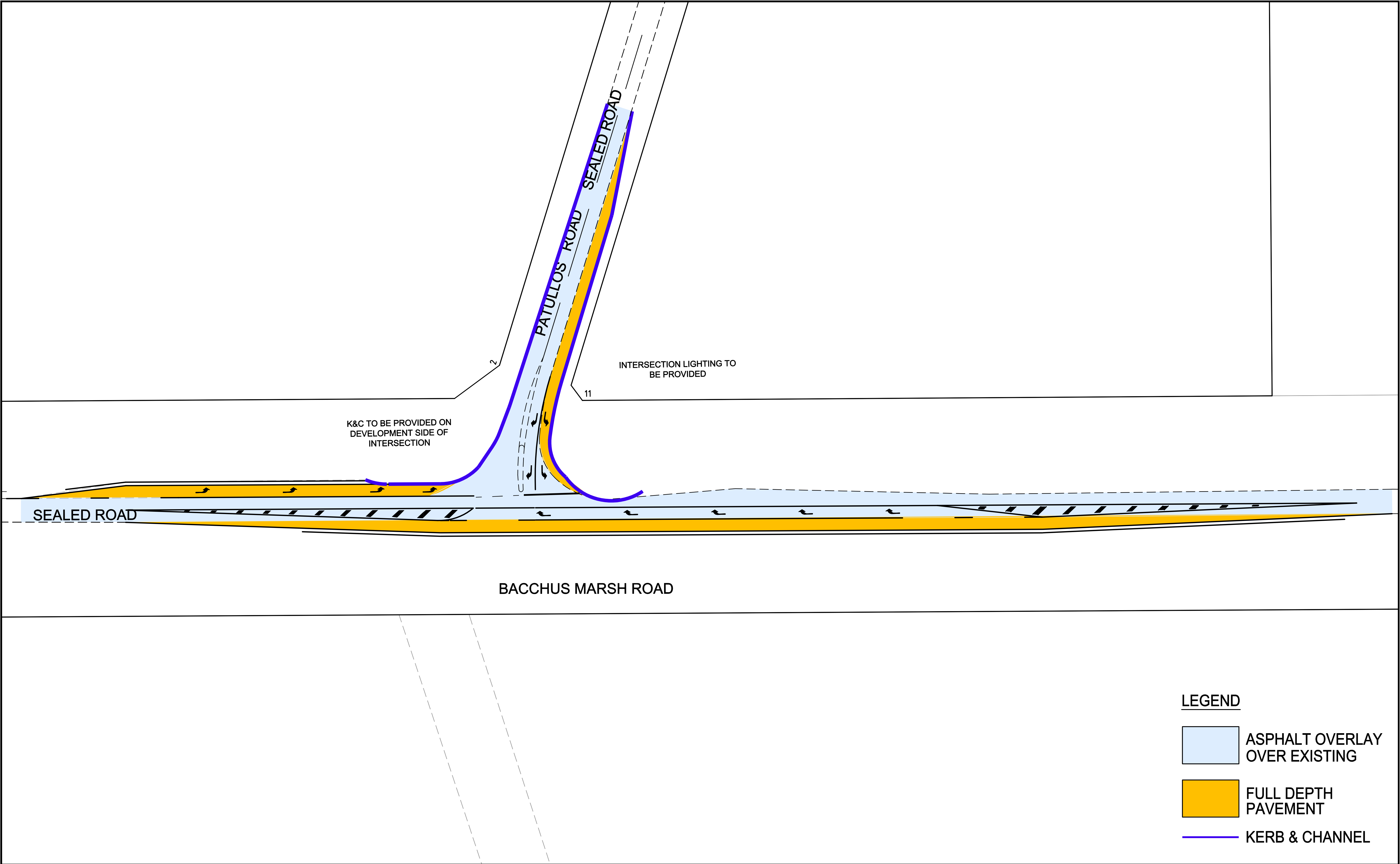
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Canberra +61 2 6126 1900

Gold Coast +61 7 5578 0222
Melbourne +61 3 9869 0800
Traralgon +61 3 5173 0100

Lara West UGA
Development Contribution Plan
City of Greater Geelong
O'Hallorans Road, Intersection with
Patullos and Elcho Road

Drawing No. 3440359ELL-DCP2 Rev F
Sheet No. 2 of 5

Subject to Approval
Not to be used for construction



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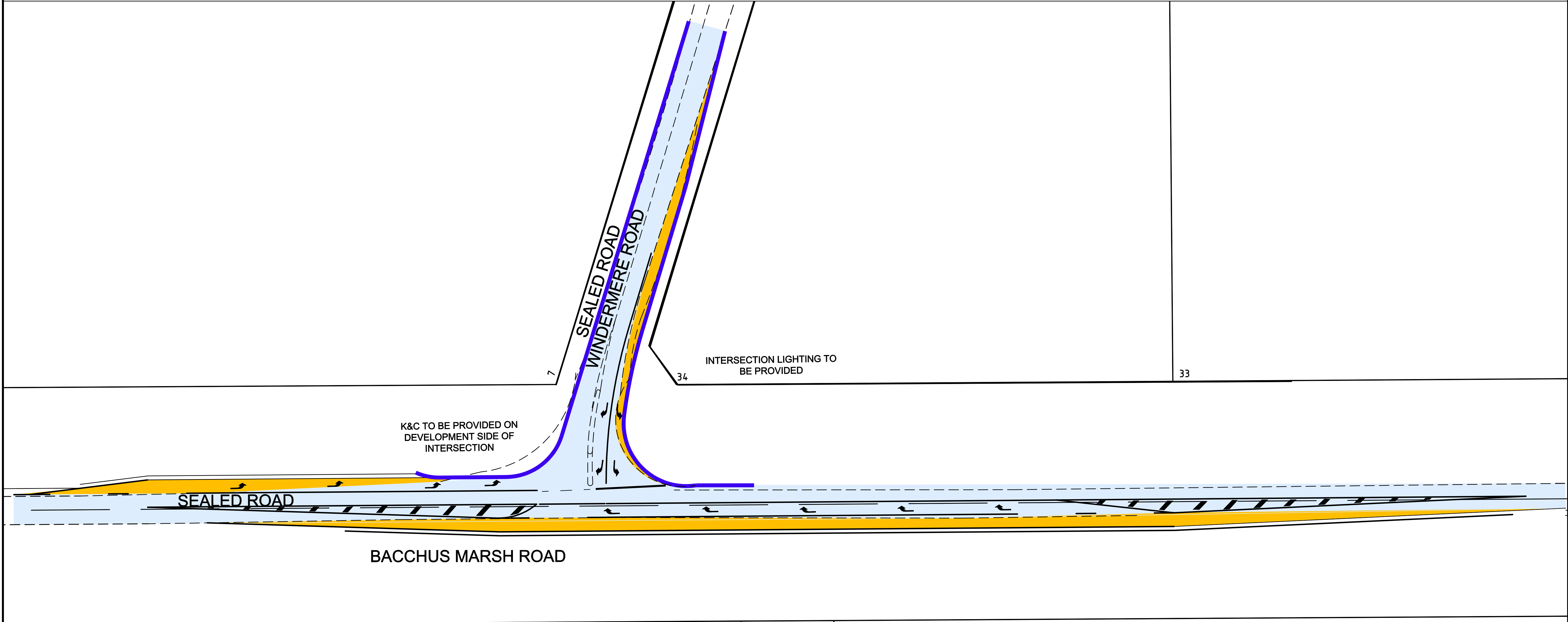
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2. CENTRAL GEELONG PARKING AND ACCESS STRATEGY

Portfolio: Central Geelong – Cr Heagney
Source: City Services
General Manager: Gary Van Driel
Index Reference: Parking, Central Geelong

Purpose

The purpose of this report is to submit the Central Geelong Parking & Access Strategy to Council for adoption.

Summary

- In June 2013 Engineering Services engaged O'Brien Traffic to produce a Central Geelong Parking & Access Strategy.
- The Strategy was referred to the Central Geelong Taskforce who requested 6 scenarios be further considered and a response to these was provided as a supplementary report.
- The consultants found that car parking in Central Geelong is being managed effectively to meet demands along similar lines to most other Councils.
- The consultants recommended that a parking hierarchy be adopted to manage growth in accordance with Central Geelong Action Plan.
- Eliminating or dramatically reducing fees will have a number of serious consequences, including;
 - sending the wrong message to the community resulting in a significant increase in demand, in particular long term parking;
 - increasing non compliance with time restrictions and reducing the effectiveness of parking management;
 - undermining the viability of off-street parking by deterring potential private parking investment;
 - undermining the viability of public transport, cycling and walking initiatives;
 - having, in the long term, an overall negative and not positive effect on the traders.
- In order to manage parking in a high demand environment, Council needs to adopt an evidence based approach to inform policy and direction.
- Best practice suggests that income from parking management programs is used to support and grow public and active transport access options which will support ongoing development and growth in Central Geelong

Cr Heagney moved, Cr Fisher seconded -

That Council:

- 1. Adopt the recommendations in the Central Geelong Parking & Access Strategy as outlined in Part 10 Practical Short Term Options.**
- 2. Adopt a revised Parking User Hierarchy as follows:**
 - a. Public Transport (including taxis) / Loading & Delivery vehicles / Disabled Users**
 - b. Shoppers, customers and patrons to Central Geelong**
 - c. Businesses with a genuine operational need in commercial areas**

- d. **Residential Parking – periphery to Central Geelong**
 - e. **Residential Parking – relevant to new developments and where parking cannot be reasonably accommodated on site**
 - f. **Foreshore Visitors**
 - g. **Commuters.**
3. **Continue to work with Central Geelong Taskforce to further develop actions supporting the options.**

Carried.

Background

Parking in Central Geelong has been very topical in recent times. As Central Geelong is in the midst of change with respect to its demographics and strategic directions, the City needs to be well prepared with a vision and parking strategy that is sympathetic with such change.

The central Geelong footprint is unique in its diversity of stakeholders and volumes of users compared to other activity centres such as Pakington Street, Geelong West; High Street, Belmont or Waurin Ponds shopping Centre. Stakeholders include retail, tourism, professional, medical, education, government, hospitality and workers and the associated supporting services.

Drawing parallels between Central Geelong and these other precincts is unrealistic due to their differences and the intensity of demand in Central Geelong.

Council decided to undertake an independent assessment of parking and access within Central Geelong with reference to future demands on the City in 2025.

Discussion

In order to manage growth in the City of Greater Geelong and in particular the emphasis of emerging development within Central Geelong a coordinated approach is needed to balance the short and long term opportunities that may assist people accessing central Geelong.

In June 2013 Engineering Services engaged O'Brien Traffic to produce a Central Geelong Parking & Access Strategy. The consultant contacted other Local Authorities across Australia for comments on their parking regimes and management.

The initial draft report was received in September 2013 and was submitted to the Central Geelong Taskforce working group to review. Six scenarios were put to the consultants to further develop and include in a supplementary report.

The scenarios and their feasibility are summarised below:

	Scenario	Commentary
1	Pay on exit off street parking (boom gate at Civic Centre Carpark)	Costs of installation potentially out way benefits. Loss of spaces to accommodate infrastructure.
2	Introduce more longer stay pay options	Generally supported as long as satisfies immediate needs of parking demand.
3	Free first hour parking	Not possible with current machines, undermines regime of parking management. Financial impost.

4	All day ticket parking with sliding scale rates	Not supported. Generally problematic, not suited to an on-street environment recommended for off-street application.
5	Hybrid of previous options	Extremely difficult to manage.
6	Establish a recovery levy of parking income towards City improvements	Generally supported, quantum of income to be sufficient to support proposed improvements.

The preferred options arising from the scenarios are Option 2 (progressively applied and in practice for the last few years) and Option 6.

The consultants have indicated a range of practical short term options that Council could pursue to improve parking and access in Central Geelong. The current parking trials in Central Geelong will act as a timely test for some of these options.

The Strategy recommends a Parking User Hierarchy be established and adopted by Council to deal with increasing demand on parking. This will need to be managed so as to give priority access to those whose need for parking is deemed to deliver the greatest benefit in meeting Central Geelong Action Plan objectives.

The recommended parking user hierarchy:

1. Public Transport (including taxis) / Loading & Delivery vehicles / Disabled Users – as of right users
2. Residential Parking – periphery to Central Geelong
3. Shoppers, customers and patrons to Central Geelong – short to medium term parking
4. Businesses with a genuine operational need in commercial areas
5. Residential Parking – relevant to new developments and where parking cannot be reasonably accommodated on site
6. Foreshore Visitors
7. Commuters

Officers have reviewed the hierarchy and determined the order be amended to move Residential parking below Shoppers and Businesses. This is based on day to day management of parking, feedback from shoppers and businesses, and reflects the strategic direction of Central Geelong Action Plan.

The Strategy indicated that there is no evidence that the existing parking regime is problematic for most people. There is also no evidence that the current fees are excessive.

Free parking is often associated with an increase in shoppers however it has numerous consequences in the long term for example;

1. Sends the wrong message to the community in that there is no disincentive to drive vehicles into a congested area which impacts on accessibility, turnover, customer satisfaction and economic benefit.
2. The opportunity for private investors to build carparking infrastructure is diminished and the ability to effectively manage parking compliance and turnover is significantly decreased. This leads to lower accessibility, lower turnover, lower customer satisfaction and lower economic benefit.

3. Increasing free parking disperses the cost of parking management away from the users to the general ratepayer.

Also, the conclusion of the Strategy states that there is no evidence to show that significantly reducing or eliminating parking fees would attract more people to Central Geelong.

The full document is attached to this report.

Environmental Implications

Not applicable to this report

Financial Implications

O'Brien Traffic was engaged to undertake this comprehensive parking and access review of central Geelong at a cost of \$35,000. Funds were allocated from the Engineering Services Studies program. If there are infrastructure works or other projects that emerge as a result of this report they will need to be considered in future budgets.

Policy/Legal/Statutory Implications

The outcomes of this strategy form a platform for policy development

Alignment to City Plan

This report aligns with City Plan via the Sustainable Built and Natural Environment strategic direction

Officer Direct or Indirect Interest

There is no Council Officer direct or indirect interest involved in this report.

Risk Assessment

Not applicable to this report.

Social Considerations

Not applicable to this report

Human Rights Charter

Not applicable to this report.

Consultation and Communication

The content of this strategy has been taken into account as part of the development of the City's Integrated Comprehensive Transport Plan.

Central Geelong

Car Parking & Access Strategy

February 2014

Client:
Engineering Services
Greater Geelong City Council
100 Brougham Street
Geelong VIC 3220



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Suite 2, 22 Gillman Street
Hawthorn East VIC 3123
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EXECUTIVE SUMMARY

This study investigates the management of car parking within Central Geelong. Through the review of past and current studies, visits to the study area and meetings with relevant Council Officers, O'Brien Traffic has identified a range of recommendations for consideration by Council.

Geelong is currently a very car dominated city however with the growth scenarios envisaged the current level of reliance on private cars will become increasingly unsustainable. There will need to be a modal shift toward public transport and walking and cycling if Central Geelong is to increasingly become a vibrant place to live and visit – not just work. This is a central pillar of the G21 Geelong Region Alliance planning work currently in progress.

However there will continue to be a need for more car parking (and other transport infrastructure). Based on recent experience with the contemplated Geelong CAA Parking Precinct Plan it will not be possible to fund additional car parking unless it is heavily subsidised by Council. Other consultants have previously come to the same conclusion.

Central Geelong has been the subject of numerous previous studies in relation to traffic, transport and car parking. The findings of these studies consistently support the use of pay parking as a parking management tool and the dedication of at least some of parking revenues to transport improvements.

Surveys of seven other Councils undertaken as part of this study indicate that all are currently using pay parking at least as a parking management tool and that the \$2.00/hr currently being charged for premium on-street parking in Geelong is reasonable in the context of the fees for the same parking in those cities.

Paid parking and fines currently generate approximately \$13M pa which constitutes around 5% of total Council revenue. This gives Council a substantial amount of funding (and options) that it would not otherwise have.

The availability and cost of parking is routinely raised by some in every city large or small. However it is recommended that Council adopt an evidence based approach to the management of parking.

There is no evidence that existing parking regime is problematic for most people. There is very little objective information in relation to community attitudes to parking but only a tiny proportion of all parkers currently receive fines.

There is no evidence that the current fees are excessive.

There is no evidence that significantly reducing or eliminating parking fees would attract more people to Central Geelong. Aside from resulting in a substantial drop in existing revenue it is our view that this would have a number of other undesirable

consequences, in particular significantly reducing the effectiveness of existing enforcement.

Based on our investigations and observations, car parking in Central Geelong is being professionally managed along similar lines to most other Councils.

Unfortunately there is no simple solution to the question of how to provide car parking to facilitate the development of shop-top housing. We recommend against Council becoming involved in this in anything other than a minor way because it involves significant risks to facilitate what amounts to only a very small proportion of future housing needs. Shop-top housing without car parking is likely to become more viable in time as a result of initiatives to improve sustainable transport modes and to make Central Geelong more vibrant and attractive.

However there are a range of practical short term options that Council could pursue to improve parking and access in Central Geelong as outlined in **Section 10** of this report.

1. INTRODUCTION

O'Brien Traffic has been engaged by Greater Geelong City Council to provide a broad framework for the management of access to, and utilisation of public car parking within Central Geelong.

The study area is bounded by Latrobe Terrace, Kilgour Street and Fitzroy Street, as indicated in **Figure 1**.



Figure 1: Study Area

The study was fundamentally initiated in response to concerns that the current management of car parking (particularly parking fees) is undermining the revitalisation of the city centre.

In the course of preparing this report we have:

- reviewed past and current studies (some of which are still in progress);
- reviewed other relevant background materials;
- inspected the study area (on several occasions); and
- met with relevant Council officers to discuss the various issues.

This report summarises our findings and includes a range of recommendations for consideration by Council. Many of the recommendations are not new but rather reiterate the previous findings of O'Brien Traffic and various other consultants.

2. BACKGROUND

2.1 O'Brien Traffic

O'Brien Traffic has been closely involved with much of the previous strategic work undertaken in relation to car parking in Central Geelong. We undertook the Geelong CAA Parking Strategy in 2005 (based on the same study area).

To our knowledge the 2005 study includes the last comprehensive surveys of public car parking (both on and off-street), which were undertaken by Ashton Traffic Pty Ltd in November 2002.

We subsequently worked with SGS Economics & Planning to develop the Central Geelong Parking Precinct Plan in 2006.

O'Brien Traffic also has extensive first-hand experience managing car parking. We have provided all traffic engineering services to the City of Glen Eira for the past 15 years, which includes the design and management of public parking (excluding enforcement).

2.2 Previous Consultant Studies

Central Geelong has been the subject of numerous previous traffic, transport and parking related studies and strategies. These include:

- Central Geelong Car Parking Strategy – Ratio Consultants, August 1994;
- Review of Out-Sourcing of Off-Street and On-Street Metered Car Parking in the Geelong Central Activities Area: Stage 1 Report – Murray F. Young & Associates Pty Ltd, 1996;
- Urban Growth Strategy – Perrott Lyon Mathieson Pty Ltd, 1996;
- Steampacket Place Transport Study – Sinclair Knight Merz, 1996;
- Central Activities Area Revitalisation Program Study – Hansen Partnership and Team, 1998;
- City of Greater Geelong Retail Strategy – Essential Economics Pty Ltd with Australian Retail Solutions, 1998;
- City of Greater Geelong – Geelong CAA Stage 5 – Traffic Analysis Draft – Sinclair Knight Merz, April 2001;

- Central Geelong City Management Visitor Perception Survey Report – Leonie Collins Presentations Unlimited, Dec 2002;
- Central Geelong – Planning by Design Pty Ltd, February 2003;
- Geelong Transport Strategy, September 2003;
- Geelong Central Activities Area Traffic Study: Summary of Consultation – Ashton Traffic Services Pty Ltd, September 2003;
- Geelong Central Activities Area Traffic Study – John Piper Traffic Pty Ltd, October 2003;
- CAA Travel Demand Management Study – Booz Allen Hamilton, April 2004;
- Walking More: Walking Safely – City of Greater Geelong, May 2004;
- Central Geelong: Looking Forward – Structure Plan, July 2007;
- Greater Geelong Cycling Strategy – City of Greater Geelong, March 2008.

These studies represent a very substantial body of work with a collective financial value of hundreds of thousands of dollars.

In many cases they cover similar ground and where that occurs there is remarkable consistency in relation to their findings and recommendations. These include:

Income generated by parking fees in new parking buildings will fall well short of the funds needed to build them – Sinclair Knight Merz (1996)

The policy should be to provide a level of parking to meet general demand (not the peak demand) whilst imposing a fee for parking. The fee imposes a travel cost to recognise provision of necessary infrastructure as well as impact of car travel, generates revenue to provide for future parking facilities and fund road/pedestrian/cyclist improvements, promotion and general improvements within the CAA. Parking fees and the relative fee structure are a means to manage the demand to meet or reinforce desired travel objectives – Hansen Partnership and Team (1998)

Use car parking revenue to fund car park improvements and CAA revitalisation – Council/Department of Infrastructure/VicRoads and Maunsell (2003)

Our analysis puts forward a clear case for continued use of parking pricing as a means of encouraging turnover of premium parking locations.....Where possible Council should consider the use of funds derived from parking for funding other transport initiatives in the CAA – Booz Allen Hamilton (2004)

2.3 Current Studies

There are a number of studies relevant to future planning of Central Geelong. There are a number of studies relevant to future planning of Central Geelong that are currently in progress. These comprise:

- G21 Regional Growth Plan: Implementation Plan – G21;
- G21 Public Transport Strategy – G21;
- Central Geelong Vision II – Council; and
- Geelong Central Transportation Links Study – DoT.

G21 Geelong Region Alliance is a formal alliance of government, business and community organisations across five member municipalities. G21 in partnership with State Government has developed the G21 Regional Growth Plan which establishes a framework for growth to 2050. G21 has recently completed the development of the G21 Regional Growth Plan – Implementation Plan which includes an infrastructure plan to cater for future growth.

Central Geelong has been identified by G21 as an area that will need to accommodate new jobs and residents.

The *G21 Public Transport Strategy* is being developed to support future growth. Submissions on the final strategy are being sought in February to March 2014, with the release of the final report planned for April 2014. Some key themes and priorities identified through consultation were:

- The need for ‘efficient’, ‘direct’ and simple public transport services and timetables
- Desire for more innovative services, in particular the use of smaller buses; and
- Integration of services with access modes such as between bicycles and buses (in terms of access routes, facilities at stops, and storage on buses);

To address these issues a network of principal grid bus services for urban Geelong is being investigated, which would simplify the bus network and enlarge the Moorabool Street interchange to facilitate increased service levels.

Central Geelong Vision II is a partnership between the City of Geelong Council, State Government, Deakin University and Committee for Geelong. The focus is on regenerating and rejuvenating Central Geelong, which has identified Malop Street as a possible “green spine” through reducing or removing vehicle traffic (i.e. cars, motorbikes and trucks but allowing pedestrians and cyclists).

The *Geelong Central Transportation Links Study* is a joint Department of Transport (DoT), VicRoads and Council study to assess and quantify the changes to freight movements in and around Central Geelong and to develop a road hierarchy to

improve conditions for sustainable transport modes. This study recommended that trucks be banned from Malop Street, thus supporting Vision II. In October 2013 Council resolved to implement a six-month trial under which heavy vehicles will be banned from using Mercer and Malop Streets in Central Geelong.

3. EXISTING CONDITIONS

3.1 Land Use

Land use within Central Geelong essentially comprises retail and office use within the Central Business District (CBD) fringed by institutional (educational and medical uses) with predominantly residential uses in the outer area (refer **Figure 1**).

3.2 Road Network

Central Geelong has a strong grid network of roads that provides high levels of permeability and facilitates wayfinding. The major roads have wide road reserves that accommodate 90 degree centre of the road car parking with parallel or angle parking both sides. Even the narrower minor streets typically have parallel parking on at least one side of the road.

This means that the road network provides a high 'yield' of on-street parking in comparison to cities with narrow road reserves.

Some of the major roads feature bicycle lanes or what appear to be bicycle lanes. However, in some cases the design intent is unclear as the lanes are too narrow to safely function as bicycle lanes.

3.3 Public Transport

Central Geelong has 21 urban bus services with most services operating from the railway station and Moorabool Street between Ryrie Street and Malop Street. The frequency and directness of the routes varies, with some having convoluted routes and infrequent services.

Taxis are provided by Geelong Taxi Network. Taxi ranks are located within Central Geelong on the eastern side of Moorabool Street, between Malop Street and Little Malop Street.

At this point in time there are no share car services in Geelong.

Six regional bus services operate to the outlying towns on the Bellarine Peninsula. These are quite affordable (around \$4 each way), but services are infrequent and there are no express services so they take a long time to reach Central Geelong.

V-line rail services operate from Geelong Railway Station (in the north-western corner of the study area) to Warrnambool and Melbourne, with the majority of services being to Melbourne.

V/Line bus services also depart from the railway station to inter-regional locations such as Ballarat and Bendigo.

3.4 Mode Split

Greater Geelong has the higher proportion (5.1%) of residents travelling to work by public transport when compared to other regional Victorian cities (for example Ballarat and Bendigo). However, this reflects the high proportion of residents (15%) who travel outside of Geelong to work (primarily to Melbourne) as a result of good rail connections. Greater Geelong has a similar proportion of people travelling to work by car as other regional cities.

Within Central Geelong the number of residents travelling to work by car is considerably lower (56%), with the second most utilised mode being walking (16%). Travel by bicycle (2.1%) is higher than the Victorian average, but lower than in the inner metropolitan areas of Melbourne.

3.5 Parking Supply

Within the Study Area (refer **Figure 1**) there are approximately 5,400 on-street and 3,750 off-street car spaces. Of the former, 3,400 are subject to paid parking between the hours of 9:00 am and 5:30 pm Monday to Saturday charged at a rate of \$2 per hour, and include time restrictions within the core area.

In the periphery of the study area, there is both free and paid all day parking. To encourage all day parking in areas which were not previously highly utilised, Council also introduced capped parking charges of \$4 or \$5 in some areas. No fee is currently payable on Sundays or public holidays.

Since 2002, Council has invested \$2.99M in pay parking technology with the most recent upgrade to ticket machines completed in June 2011. The new machines provide customers with the ability to report faulty machines thereby alerting a technician to immediately rectify. Useful data can also be obtained in relation to the number and approximate duration of stay of parkers.

The new machines have the capability to be upgraded to alert parkers that they are on the verge of running out of time, allow payment by phone and provide access to 'apps' for real time guidance on parking availability.

Introduced simultaneously with the capped parking charges, Council also subsidises a shuttle bus operating between the free all day car park at Hearne Parade and Central Geelong. The service costs users \$2 for a return ticket and operates every 10 minutes from 7:30 to 10.00 am and from 4:30 to 6:30 pm weekdays. We understand this service is subsidised by Council.

3.6 Parking Demand

Since there has been no comprehensive survey of the utilisation of public parking since 2002 it is not possible to comment on the overall demand situation (both on and off-street). However, data sourced from the ticket machines within Central Geelong in January and March 2013 supported by our observations, indicates that there is:

- very heavy demand for long term car parking around the institutional uses at the fringe of the CBD such that it is hard to find a space; but
- moderate to heavy demand for parking elsewhere i.e. it is not generally difficult to find a space within a short walk;

We also observed that there is very heavy demand from commuters for the free all day parking in the residential areas that comprise the outer part of the study area.

3.7 Parking Management

Council officers advise this endeavours to balance the competing needs of a wide variety of stakeholders, and to effectively utilise available resources.

This comprises the provision of short term, pay parking in the premium parking area approximating the CBD, and some areas of lower cost capped fees in non-residential areas outside the CBD. This encourages the turnover of spaces (and thereby access) to the commercial core, while providing parking for longer duration stays further away, where short term demand is not as high.

Moving further outward into the residential areas at the periphery of the study area, most streets have unrestricted parking on one side (generally fully occupied on weekdays by commuter vehicles) with two hour parking on the other side to accommodate residents and their visitors (by way of parking permits).

3.8 Parking Permit System

Council has a basic resident parking permit scheme under which residents are allowed two free permits regardless of whether or not they have off-street parking.

These permits are issued free of charge and are not tied to any vehicle registration number. They allow residents and their visitors to park for an unlimited period subject to the time limit being in excess of one hour and the area not being subject to

parking fees. Properties are only ineligible for parking permits if there is a specific planning permit condition to that effect.

Business permits are issued to some business persons to use the Little Ryrie Street and Western Beach off-street car parks at a cost of \$1,200 per annum.

3.9 Enforcement

Enforcement is provided by 12 full-time officers working 9:00 am to 5:30 pm Monday to Saturday i.e. generally coinciding with the periods during which timed parking restrictions are effective. Parking officers are on call at other times.

Currently 0.45% of parkers (i.e. less than 1 in 200) receive a fine (Source: Council officers). This includes those who patently did the wrong thing (e.g. parking in No Stopping areas or on nature strips) not just those who overstay the time restriction or fail to display a parking ticket.

This suggests the vast majority of motorists are not finding the existing parking regime to be problematic.

3.10 Revenue

Paid parking and fines in Geelong currently generates annual income to Council as shown in **Table 1**.

Parking Revenue Source	Revenue (per annum)
On-street parking fees	\$6.5M
Off-street parking fees	\$2M
Fines (citywide)	\$4.5M
Total	\$13M

Table 1: Car Parking Revenue (Source: Council Officers)

To put this in context, Council's total annual revenue from all sources is approximately \$280M. Accordingly, parking revenues account for 4.6% of total income.

3.11 Wayfinding

Street nameplates at key intersections and wayfinding signage to key attractions are typically small and/or not well located, which makes navigating the CAA challenging for those unfamiliar with the area.

3.12 Community Attitudes

It is understood that there is some community pressure to reduce or eliminate parking fees within Central Geelong based on the supposition that this is resulting in shoppers migrating to outlying centres with free parking such as Waurin Ponds and Belmont.

However very little objective data exists in relation to community attitudes to parking in Central Geelong.

3.13 Comparison with Other Cities

As part of this study we thought it would be useful to undertake a simple survey of the parking situation and practices in other cities.

In our opinion the most directly comparable cities to Geelong are Ballarat, Bendigo and Launceston. The reason why we favour these cities is because, notwithstanding their smaller population they all have comparatively low levels of public transport and stand-alone centres outside the city centre. Some key characteristics of these cities are presented in **Table 2** below.

City	Area (sq km)*	Population*
Ballarat	114	85,900
Bendigo	146	82,800
Launceston	95	76,000
Geelong	115	143,000

*2011 ABS Census data for Urban Centres

Table 2: Characteristics of Geelong relative to similar cities

Council added Maribyrnong, Gold Coast, North Sydney and Perth to the survey.

Maribyrnong is part of the broader Melbourne metropolitan area. The central activities area is Footscray which has much higher levels of public transport than Geelong.

Gold Coast comprises ribbon development along the coast and is heavily influenced by tourism.

North Sydney largely comprises the commercial heart of the city and Perth is much larger than Geelong.

Nevertheless the results of the surveys are informative particularly in relation to the matter of pay parking.

Each of the seven Councils surveyed was asked to answer the same ten questions. The questions and a summary of the responses are presented in **Appendix A**. It is apparent that:

- all the surveyed Councils responded parking was considered by their respective communities to be a problem either in terms of there not being enough parking and/or that it is too expensive;
- all the surveyed Councils experience some spill over of commuter parking into adjacent residential areas;
- all the surveyed Councils have a similar approach to managing parking which includes using paid parking predominantly to facilitate turnover with measures to manage (but not prohibit) commuter parking in affected residential areas;
- the cost of premium on-street parking varies between Councils, with the larger Councils having higher fees;
- all the surveyed Councils have some form of hierarchy in terms of the priority assigned to accommodating the various parking user groups;

Based on the results of the survey and our own observations and discussions with Council officers it is our view that:

- car parking in Geelong is being managed in a professional manner along similar lines to most other Councils;
- the current fee of \$2.00 per hour for premium on-street parking is reasonable in the context of what is being charged for the same space in other cities.

3.14 General Context

In our experience parking is considered by locals to be “a problem” in every city and town that we have encountered no matter how large or small - typically that there is not enough parking, and (where there is a fee) that it is too expensive.

We generally find that where the availability of car parking is raised as an issue, it is often motivated by a resistance to walking even short distances. It is our view that a proportion of many communities expect to be able to park directly outside whatever it is that they are seeking to visit.

Even in small towns this is generally an unrealistic expectation. For example, a typical single fronted shop with a frontage of around 10 metres can only accommodate two vehicles parked parallel, or four vehicles parked at a 90 degree angle. If there were three to four customers and two staff in the store at any given time and they all drive it is apparent that all the vehicles could not be parked directly in front of the premises.

In cities such as Geelong, the higher plot ratios (the ratio of total floor space to site area) mean that it is impractical to have everyone that occupies a particular building park directly adjacent to it.

3.15 Overview of Current Situation in Geelong

There is no evidence that we have seen to suggest Geelong is significantly better or worse off from a parking perspective in comparison to the comparable cities.

As a general observation Geelong appears to have a *lot* of long term car parking which is no bad thing as it provides the scope to progressively convert some of this to short term parking if required.

However, we think that Council would benefit from undertaking a general comparison of changes in land use/floor space versus car parking at (say) five yearly intervals. The reason for this is that the demand for car parking is largely driven by land use. Without this information it is difficult to objectively assess future car parking needs.

4. PROJECTED GROWTH & IMPLICATIONS FOR CENTRAL GEELONG

Central Geelong is projected to grow in many diverse ways. The key trends that will impact car parking and access are outlined in **Table 3**

	2005 (approx)	2025 (est)
Residential Population	4,000 persons	8,000 persons
Workers	12,000 persons per day	18,000 persons per day
Visitors*	20,000 persons per day	30,000 persons per day
Overnight Stays	300 persons per night	500 persons per night
Station Usage	2,600 persons per day	5,000 persons per day

*visitors' includes local and regional visitation for the use of retail and other services/activities

Table 3: Future Growth Estimates (Source: Central Geelong Structure Plan, 2007)

It is highly unlikely that this level of growth can be accommodated based on the existing car dominated mode split. The associated increase in car based trips would require a significant increase in the number of car spaces if adverse impacts are to be avoided. Based on past experience it is very unlikely that Council could fund an increase in parking provision on this scale even if enough suitable sites could be identified (which would likely prove challenging).

A substantial increase in the number of car based trips also has the potential to result in increased traffic congestion, and vehicle delay. Like most cities, the road reserves

in Geelong are constrained by the existing built form. Therefore, it is not possible to substantially increase roadway capacity without land acquisition the cost of which is likely to be prohibitive and have negative consequences in terms of the impact on business and heritage buildings.

To avoid these problems, people will need to be increasingly moved by more efficient and sustainable modes than private cars.

Geelong is currently a very car dominated city for most trips. Changes to this culture are not likely to happen in the short term. However transportation systems (and community attitudes) evolve over time.

There will be an ongoing need for more car parking strategically located. However, more road space will increasingly need to be turned over to other transport modes (i.e. public transport, bicycles and pedestrians).

The other implication is that since there will not be enough car parking for everyone who might conceivably desire to drive, this will increasingly need to be managed so as to give priority access to those whose need for parking is deemed to deliver the greatest good. This will mean that Council will increasingly need to take steps to accommodate some users at the expense of others.

5. RECOMMENDED PARKING USER HIERARCHY

Given the above, we propose that the parking user priority for on-street parking space within Central Geelong (from highest to lowest) would comprise:

1. **Public transport (including taxis)** – These vehicles move people more efficiently than private vehicles and require parking, stopping and standing at a limited number of strategically important locations;
2. **Loading/delivery vehicles** – This is an integral part of the operation of many businesses. New uses should make every reasonable effort to accommodate loading on-site, however, there are many smaller sites and older premises where this is impractical. Inadequate provision for loading also has the potential to result in traffic operational or safety issues. Wherever practicable on-street loading should be strategically located so as to serve multiple premises rather than as discrete space for an individual business.
3. **Disabled users** – Disabled persons have a greater need for convenient access than able bodied persons. Wherever practicable disabled parking should be strategically located to serve multiple premises.
4. **Residents and their visitors in Residential Zones** – Many existing residences on the periphery of the CAA have a built form that does not include on-site parking, and there is a need for parking associated with these properties to be

accommodated on-street. However resident parking in particular should not be provided on-street if it can be reasonably accommodated on the site.

5. **Shoppers, customers and patrons in Business and Mixed Use zones** – This group of users are vital to the survival of business, and in the short to medium term it is anticipated that these trips will continue to be predominantly undertaken by car.
6. **Businesses with a genuine operational need in commercial areas** – Some businesses have a regular operational need for car parking. These users may include travelling maintenance and sales people, but do not include persons who may go out to the occasional meeting etc. On-street parking would only be considered in circumstances where it cannot reasonably be provided on the site and then only in the form of time restricted parking i.e. not dedicated or permit parking for specific businesses or individuals.
7. **Residents and their visitors not located in Residential Zones** – This group includes residents of existing developments in mixed use zones, but only to the extent that parking cannot be reasonably accommodated on site.
8. **Foreshore visitors** – This group is recognised due to their importance to the local economy. However, the seasonal aspect of this demand means that they are considered below most regular users.
9. **Commuters** – Low occupancy private cars, typically travelling significant distances and parked all day represent the most negative impact in terms of the environment, traffic congestion and parking demand.

The adoption of such a hierarchy is expected to simplify the process of dealing with competing demands for parking.

6. THE WAY FORWARD

O'Brien Traffic was represented at the recent (August 2013) Australian Institute of Traffic Planning and Management (AITPM) conference in Perth. One of the key themes of this conference was long term transport planning. This included an interactive workshop session with the guest speakers including senior executives of the Department of Transport (or equivalent) responsible for each of the cities of Perth, Adelaide, Melbourne, Sydney and Brisbane who shared their experience in relation to the long term transport challenges and opportunities facing their respective cities.

It was apparent that every city is dealing with very much the same problems and challenges. These include:

- Areas of low population density that are difficult to cost effectively service by public transport;

- Limited funding for transport projects;
- The impacts of increasing traffic congestion, noise and air pollution;
- Negative community perceptions in relation to the above; and
- The inability of authorities to build their way out of congestion and parking problems by constructing more roads and car parking (on account of limited funding and space).

Universally the approach that is being applied in response to these challenges comprises:

- Creating vibrant attractive cities which encourage people to visit and live - not just a place to work;
- An emphasis on 'place making' and urban design;
- The need to make better use of existing infrastructure, particularly road space and to encourage the shared use of car parking assets;
- An emphasis on moving people rather than vehicles;
- Reallocating road space to give increased priority to public transport, cycling and walking and to provide better opportunities for streetscaping;
- Use of demand management techniques (including parking fees) in support of the above; and
- Improved wayfinding to assist all transport modes.

7. REDUCING / ELIMINATING PARKING FEES

It is understood that some Councillors have recently been giving consideration to the idea of either reducing the period during which parking fees are payable, reducing fees or eliminating fees altogether in the hope that that might somehow assist in attracting more people to Central Geelong.

In our view such a course of action, particularly dramatically reducing, or eliminating fees would have a number of serious (negative) consequences:

- **It sends entirely the wrong message to the community** – Low cost or free parking implies that there is no issue with people continuing to travel to and from Central Geelong by car and that car parking can be endlessly expanded to accommodate the demand. This is not sustainable.
- **It would result in a significant increase in demand particularly for long term parking** – Without the disincentive of parking fees more parkers (particularly commuters) will seek to squeeze into the same number of spaces. This would

have a flow on effect to two and three hour parking as those that cannot find an all-day space instead move their car throughout the day.

- **It would increase non-compliance with time restrictions and reduce the effectiveness of enforcement** – Pay parking is fundamentally about management of parking demand not raising revenue. The fees are pitched at a level to ensure that it is unaffordable for most people to move their car from one space to another. The time stamped parking tickets also facilitate enforcement and hence turnover of spaces. Without this, one hour parking is effectively 1 – 2 hour parking because the time starts from the time the car is marked by the parking officer. This is typically a significant time after the vehicle is initially parked. Most motorists know this and happily take advantage of it. Ultimately this adversely impacts business.
- **It would reduce existing Council revenue that is critical to funding other initiatives** – Although revenue is not the pre-eminent consideration, any significant reduction in fees is going to have a significant impact on Council revenue. Further, under a no fee scenario not only will fees decline, but so too will fines unless enforcement is significantly increased (at a cost) to offset the inevitable reduction in efficiency.
- **It would undermine the viability of off-street parking** – Any reduction in fees for on-street parking has a likely flow on effect to off-street car parking. It could potentially deter investment in private car park infrastructure.
- **It would undermine the viability of public transport and cycling and walking initiatives** – Very cheap or free parking reduces the relative attractiveness of other transport modes.
- **A free parking regime would essentially represent an abandonment of the recent investment in ticket machines and Council officers would lose the ability to use the machines to readily obtain the data they need to efficiently manage parking** – This is self-explanatory.
- **It would have an overall negative, not positive effect on traders.** – More car drivers and longer average duration of stay means that overall parking demand will increase thereby reducing the availability of parking for customers.
- **It will be very difficult to revert to the status quo** – Once having reduced or eliminated fees, it would be very difficult and unpopular if it subsequently proved necessary to reinstate them (and we think the strong likelihood is that it would). Going from a regime of fees to no fees and back again would be confusing for the public.

However, we submit that at least some of the revenue that Council currently derives from parking should be reinvested in parking and other transport initiatives such as improved public transport and bicycle facilities.

On this point, our previous work for Geelong in relation to the contemplated CAA Parking Precinct Plan established that with construction costs of around \$30 – 40K per multi-storey car parking space, it is not viable to expect applicants to contribute

100% of the cost of parking that they cannot provide on the site. Therefore provision of additional parking will need to be substantially subsidised by Council and the most logical way of doing so is (in part) via parking revenues.

We also note that establishing a free parking regime would involve significant costs in terms of changes to parking signs and decommissioning of the existing ticket machines.

In our opinion it is highly unlikely that free parking in outlying centres has any significant effect on the relative attractiveness and viability of Central Geelong.

Central Geelong offers a different shopping experience with a wider range of services. For most people, travel to outlying centres involves additional time and fuel costs that would typically match or exceed the fee currently being charged for premium parking in Central Geelong.

The most likely explanation as to why some retail is struggling is the economic climate and the growing use of internet shopping. The cost of parking fees pales into insignificance in comparison to the cost (and time) savings that can be achieved by undertaking transactions and business on-line.

Faced with mounting job losses and a struggling retail sector it can be tempting to adopt simple 'solutions' to what appears anecdotally to be 'a problem'.

However, as previously discussed, there is very little objective data in relation to community attitudes to parking (and presumably retailing) in Central Geelong. There is nothing unusual in relation to some individuals expressing dissatisfaction in relation to car parking but it does not necessarily follow that those views are shared by the broader community. This can really only be properly assessed by representative surveys of a randomly selected target group.

For this reason we recommend Council adopt an evidence based approach to the management of car parking based on representative parking surveys and interview surveys of both traders and shoppers.

8. RESIDENTIAL PARKING PERMIT SCHEME

The emphasis on growing inner city resident numbers will increasingly focus attention on car parking requirements and the deficiencies of the existing parking permit scheme.

In our opinion the current requirements of the Planning Scheme as they apply to residential development are generally reasonable, although the requirements in relation to visitor parking are arguably too onerous in the sense that they require all

visitor parking on the site, whereas where availability exists, much of this occurs on-street.

In our view the current resident permit scheme is overly generous in terms of the numbers of permits available, the range of properties they are available to, and the absence of fees. The fact that permits are not tied to any particular vehicle is also a weakness in terms of enforcement and makes the system vulnerable to being rorted.

This situation creates a range of problems:

- Residents and their visitors using permits to park on-street when there is car parking provided on the site;
- Permits being obtained largely because they are free;
- Permits being passed on/sold to unauthorised users; and
- Increased administration costs.

In our opinion Greater Geelong should follow in the footsteps of most City Councils by:

- Refusing to issue any resident parking permits to new residential development in Central Geelong (as distinct from the refurbishment of existing buildings). This will also assist in ensuring that developers provide appropriate levels of on-site resident parking; and
- Impose fees for permits to reflect administration costs and act as some disincentive to parking on-street where the availability of on-site parking normally exists.

The 'traceability' of permits also needs to be improved to discourage misuse.

9. SHOP-TOP HOUSING

Discussion of the resident parking permit scheme also precipitates consideration of the how to deal with the issue of shop-top housing.

There are numerous older multi-level buildings predominantly along Ryrie Street between Gheringrap Street and Yarra Street that originally provided accommodation or offices for the shopkeepers of the retail premises below. These have long been underutilised and in many cases are in mediocre condition.

Council desires to see the shop-tops used for residential purposes. The area in question is relatively small.

The key challenge is car parking. Prospective purchasers are reportedly telling developers that they want car parking which the developers cannot provide within the limitations of the existing built form. Consequently developers are pressuring Council to facilitate a solution by way of:

- permits allowing residents to park on-street; or
- provision of off-site car parking

Facilitating on-street resident parking in reasonable proximity to the dwellings by way of permits would, for the most part, require allowing residents to park in one hour and/or ticket parking spaces, which would be contrary to the current conditions of issue for resident permits.

We strongly recommend against giving shop-top residents permits to use on-street parking on terms more favourable than the rest of the community. Aside from being inequitable this would reduce the availability of parking for customers, which would inevitably adversely impact local traders and limit the redevelopment potential of the existing ground floor commercial uses. We note the area in question is zoned Activity Centre 1 and that under our recommended parking user hierarchy this would put business parking needs above those of residents.

We also note that Ryrie Street is flagged in other studies as a designated freight traffic route and for future bus priority measures. Therefore any action to enshrine resident parking on-street is likely to become highly problematic as there is a distinct likelihood that space may be required for other purposes e.g. express bus lane at some times of the day.

The potential to provide new off-street parking in this area of Geelong appears to be very limited and involves significant risks (bearing in mind developers could attempt this themselves). In our opinion it is not prudent for Council to assume this responsibility particularly given it is likely to also involve a substantial drain on resources to facilitate what would amount to a small amount of the overall future housing target.

A potential option would be to grant new residents of shop housing parking permits to use existing off-street parking (i.e. Little Ryrie Street car park) although this is not without issues either. There would need to be an analysis of the likely demand and the ability of the existing car park to accommodate more parkers. The significant walk between car and home is a potential security issues as is the security of vehicles left in the car park. The other issue is that under the existing arrangements, there would be a glaring anomaly in the cost of permits to residents (free) and traders (\$1,200 per annum) to park in the same car park notwithstanding that the trader permits represent fair value in comparison to other pay parking alternatives.

However shop-top housing without associated car parking is likely to become more viable in time as a result of initiatives to improve sustainable transport modes and to make Central Geelong more vibrant and attractive. Provision of quality bicycle

storage by developers would assist in this regard i.e. secure, undercover and at ground floor level.

10. PRACTICAL SHORT TERM OPTIONS

As discussed, significantly reducing or eliminating car parking fees is likely to have an overall negative rather than positive impact on the viability of Central Geelong.

Although car parking will remain important into the foreseeable future (and Council should continue to plan for it) it does not in itself represent a sustainable forward plan for the future of Geelong (and other cities).

As previously discussed, Central Geelong has an excellent grid road network with wide road reserves and low levels of congestion (at least by Melbourne standards). It is also generally flat.

Central Geelong is at something of a turning point. There will never be an easier time to make the following changes that are necessary to secure a more sustainable future:

- Implementation of a road hierarchy to get vehicle traffic onto a smaller number of designated traffic routes thereby improving the amenity of the balance of Central Geelong; and
- Reallocation of road space to create bus and bicycle lanes to give people real alternatives to travelling by car. Geelong has a good opportunity to create world class conditions for cyclists.

We see these initiatives, in conjunction with planned urban design improvements as being critical to attracting more people to Central Geelong – particularly to live without the necessity for private cars.

This is best done (even if only at a planning stage) before Geelong experiences the next surge in growth because the more car traffic increases, the more difficult it will become to find the road space for other modes. Indeed these changes are critical to slowing the need for costlier upgrades to road capacity and building more car parking.

We also endorse the following short term initiatives (noting that some of these are already under way or have previously been recommended):

- Dedicate at least some of the revenues from car parking to transport initiatives (including car parking) – and make this known to the community;
- Adopt the recommended Parking User Hierarchy (it may be prudent to initially trial this and then fine tune if required);

- Review and update Council's bicycle strategy in respect to a finer grain network within Central Geelong. Implement the findings as a matter of priority;
- Develop and implement a Pedestrian/Walking Strategy including consideration of DDA requirements;
- Review existing car parking both on and off-street with a view to ascertaining whether more car spaces can be provided within the same space. For example by shortening parallel bays;
- Consider expanding the existing shuttle bus to better service Central Geelong on a year round basis;
- Improve street and tourist information signage to make it more prominent;
- Improve publicity in terms of existing parking opportunities and what Council is doing to improve Central Geelong and why;
- Consider conducting representative surveys of stakeholder views to provide a more robust basis for future planning;
- Review the existing resident parking permit scheme in terms of the availability and cost of permits;
- Explore the potential for facilitating shop-top housing by way of provision of high quality bicycle facilities and encouraging the establishment of share car services;
- Consider utilising the capability of the existing parking ticket machines to provide an increased range of services to parkers e.g. time alerts, payment alternatives, navigation;
- Investigate the use of web based technology to improve the level of service to parkers and facilitate monitoring e.g. 'apps' and in-ground technology.

Appendix A

Local Authority

Parking Questionnaire Responses

Central Activities Area Questionnaire Summary

	CITY:	Ballarat	Bendigo	Launceston	Maribyrnong	Gold Coast	North Sydney	Perth
1	Is car parking in your Central Activities Area (CAA) considered by the community to be a problem? in terms of: - Availability - Cost (if applicable) - Comment (optional)	Yes Perception is not enough parking. Truth is drivers want more free parking in CBD,	Yes There used to be a lot of media attention regarding shortage of parking supply. Last year a new municipal multi deck car park was opened and things have quietened down. To assist in making the car park viable for Bendigo Council, there are two anchor tenants	Yes There is a general perception in Launceston that parking in the area you describe as the CAA is expensive. We have two major retail areas in outlying suburbs that have free parking and there is a perception this provides retailers in these areas with an advantage over CBD businesses	Yes General shortage of parking on-street. Community resist paying.	Yes -	Yes Parking demand exceeds supply in CBD and other areas. Whilst some users object to paying for parking it is generally acknowledged that it is required as a demand management mechanism.	Yes At times car parks are full,therefore parking may be difficult to find . There is sometimes a misconception that parking fees in Perth are high .
2	Does commuter parking associated with the CAA spill over into adjacent residential areas? - if so, how is this managed?	Yes Some timed areas introduced with residential permits. Actively respond to complaints also.	Yes There are residential parking permits available to dwellings that have parking restrictions in their street. max of two permits per dwelling for no off street parking provision, one for one, and no permits for two or more off street parking provision. There are not many permits as most dwellings have off street parking	Yeses We have introduced a number of initiatives in recent years to address this issue. We had three areas where residential parking was being disrupted by commuters. These were near our major hospital, our aquatic centre and some areas of the outer CAA. To address the issue of the hospital, the state government (with the hospital)built a new, multi-level car park within the hospital itself. The eight streets near the aquatic centre were changed to 3 hour, residential zones and in one case, residents only parking. We introduced a FREE Tiger Bus that runs a shuttle service from a car park just outside the CAA. This service is free and runs commuters every 15 minutes into and out of the CBD. We still have some residential areas that experience issues with commuter parking and we have a team that drive through these on a regular basis to ensure vehicles are turning over and not parking all day.	Yes Necessary to introduce restrictions in adjacent areas of the CAA.	Yes Depends on specific area, usually managed by timed parking restrictions and residential permits.	Yes Mostly with timed parking and residential parking schemes. CBD and bordering areas also have metered parking.	Yes It happens to a limited extent in East and West Perth . It is managed by placing restrictions on time allowed to park in these areas .
3	Does Council have a land use/floor space inventory for the CAA? - If so, what is the approximate total commercial floor area?	? -	Yes 55,695 sq m	Yes 105,870 sq m	Yes 500,000 sq m	No -	Yes 860,000 sq m	Yes 1,788,000 sq m
4	Approximately how many 'public' car spaces are located in the Central Activities Area? i.e. spaces available to, and ordinarily used by public notwithstanding that some of these may be located on private property	Approximately 3,000 to 4,000	Approximately 5,000 Including off street car parks, two of which are multideck	Approximately 5,700	6,025	Approximately 10,000 plus (Council), 16,000 plus (Private)	On-street 343, Ward St car park 498, plus private car parks (North Sydney CBD). NB: There are several privately operated car parks in CBD.	Approximately 23,000
5	Does pay parking form a key element of the management of parking in your CAA? - If so, why?	Y Discourages long-term parking by staff and owners of businesses etc, combined with timed areas.	Y Yes, self enforcement/regulating. Users tend not to over stay parking limit if they are in a paid space	Y Paid parking has been in Launceston for decades. Launceston is unique in that there are another 3 municipalities within 20 kilometres from the Town Hall. The Launceston municipality has approximately 65,000 people and the greater city has approximately 110,000 people. Launceston is the regional economic hub and many people from these municipalities visit the city on a daily basis. A user pays system for parking minimises the financial burden on our rate payers and ensures people from surrounding municipalities contribute to the recurrent cost of	Y Approximately one third of spaces are paid parking spaces.	Y In high demand areas paid parking is needed to ensure adequate availability and turnover of parking.	Y Demand exceeds supply. Metered parking was introduced to help reduce demand /increase turnover.	Y It generates income for the City in order to improve the infrastructure as per the needs of the residents . It also helps traffic flow .
6	What is the typical rate (\$/hr), for ON STREET parking in the CAA in 'premium' areas?	\$1.40/hr	\$ 1.4/hr	• 70 cents per hour for the 9 hours meters; • \$1.60 per hour for the 3 hour meters; and • \$2.20 per hour for the 1 hour meters.	\$1.60/hr	\$1.40 to \$2.90	\$5.70 to \$6.60 /hr (Scale of fees refer to Council website for more info).	\$3.80/hr
7	Approximately how many EFT staff are involved in enforcement ON THE ground? i.e. excluding staff primarily in administration roles?	8-10 EFT	6.8 EFT Staff	17 EFT Staff	4 EFT Staff	24 EFT Staff	28 EFT staff	40 EFT Staff
8	Over what days/hours is enforcement provided (other than by call out)?	Monday to Friday, 8:15am - 5:00pm, Saturday, 9:00am - 12:00pm	Monday to Sunday, 8:30am - 5:30pm	Monday to Friday, 9:00am - 5:30pm, Saturday, 9:00am - 4:00pm	Monday to Sunday, 8:00am - 6:00pm	Monday to Sunday, 9:00am - 7:00pm (though mainly Monday to Friday)	Monday to Sunday, 5:30am to 12:00 midnight	Monday to Thursday, 7:15am - 10:00pm, Friday, 7:15am - 11:00pm, Saturday, 8:00am to 11:00pm, Sunday - 8:00am - 5:30pm

CITY:		Ballarat	Bendigo	Launceston	Maribyrnong	Gold Coast	North Sydney	Perth
9	Does Council have a hierarchy of users in terms of priority of access to parking? E.g. that the highest priority is disabled parking followed by customers and so on.	Yes	Current hospital redevelopment – staff and trades people overflow into residential area Meeting community expectations and supply of car parks	Disability parking is provided throughout the CAA and patrolled regularly to ensure compliance. Ensuring loading zones, no stopping and clearway zones are clear is also a priority. For metered parking, the priority is on short term parking within the absolute CBD to ensure turn over. There are 3 hour meters further out and 9 hour meters further out again. All commuter parking is on the periphery of the CAA. Disability parking is provided throughout the CAA and patrolled regularly to ensure compliance. Ensuring loading zones, no stopping and clearway zones are clear is also a priority. For metered parking, the priority is on short term parking within the absolute CBD to ensure turn over. There are 3 hour meters further out and 9 hour meters further out again. All commuter parking is on the periphery of the CAA.	Yes	Yes	Yes	Yes
10	What are the 3 biggest challenges facing your Council in terms of the management of public car parking within and in close proximity to the CAA over the next 5-10 years? - Challenge 1 - Challenge 2 - Challenge 3	Public perception that paid parking drives customers away. Demands for more free parking in CBD areas. Pressures on surrounding residential areas from displaced vehicles parking due to enforcement and upgrades/replacement of long term faulty meteres.	- - -	Finding the balance between financial and environmental sustainability for the business while complimenting economic sustainability and viability within the city centre. Improving the public perception of what we do, why and how we do it. Technology.	Introduction of more pay parking. Multi-deck car park provision Providing enough parking to meet demand.	Impact of Gold Coast Rapid Transit (Light Rail) and informal park and ride in streets. Shifting to a local area approach rather than a "one sign here helps" approach to parking pricing and management. Shift from unconstrained parking and car dominated areas to managing parking to support other transport modes in public transport precincts.	Increase in commercial and residential development, but finite on-street parking resource. Lobbying State Governement fro improvements to public transport infrastructure and improved pedestrian and cycling facilities/links to encourage increased use of public and active travel modes. Behaviour change for commuters to shift from private vehicles to public and active transport modes.	Providing enough parking for the growing demand . Managing parking for "carbon using" vehicles vs "a green city " Keeping parking costs down .
INFO	Name of person completing survey: Position: Contact Tel: E-mail address:	James Smail Parking Officer 53205714 jamesmail@ballarat.vic.gov.au	John Hasty j.hasty@bendigo.vic.gov.au	Andrew Frost Manager: Parking Operations and Car Villa Mer (03) 6323 3162 Andrew.Frost@launceston.tas.gov.au	Mal McDonald Coordinator Transport 9091 5621 malcolm.mcdonald@mariByrnong.vic.gov.au	Jason Brook Parking Strategy Officer (07) 5582 8276 jbrook@goldcoast.qld.gov.au	Michaela Kemp Traffic and Transport Engineer (02) 9936 8243 michala.kemp@northsydney.nsw.gov.au	Jeremy Clapham Assistant Manager - Off Street Parking 08 9461 3719 jeremy.clapham@cityofperth.wa.gov.au

3. PARKING TRIAL REPORT

Portfolio: Central Geelong – Cr Heagney
Source: City Services
General Manager: Gary Van Driel / Jenny McMahon
Index Reference: Parking

Purpose

The purpose of this report is to outline the results of the trial of parking changes in central Geelong between January and March 2014.

Summary

- It has been observed that there has been an increase in pedestrians and vehicles within the inner Central Geelong precinct.
- It is unsure whether this has translated to additional spending within Central Geelong these figures were not available at the time of this report.
- Although this is only a two month review, it is noted that there has been a significant increase in overstay of vehicles. Observations are that they are primarily business operators or workers.
- There has been a decrease in infringements, but this does not reflect the increase in level of overstay offences.
- Ample parking remains underutilised in the fringe areas of Central Geelong.
- In some circumstances 2 hour parking zones may need to be reviewed to decrease the time duration to assist specific businesses aligned to short customer visits.
- Given the trends towards increased occupancy in inner Central Geelong, extending the trial will allow further validation of data and will provide greater evidence to inform decision making.
- In order to provide greater turnover there is a necessity to increase patrols and this will impact on operational costs.

Cr Heagney moved, Cr Harwood seconded -

That Council note the report and support the:

- 1) Adoption of free parking on Saturdays;**
- 2) Adoption of the 15 minute grace period;**
- 3) Extension of the trial of changed time limits for a further three months to the 30 June 2014;**
- 4) Change of selected 2P parking areas to shorter time periods to encourage turnover;**
- 5) Promotion of the proper intended application of the 15 minute grace period and the application of time limits;**
- 6) Investigation into the installation of parking machines in selected Central Geelong unmetered areas;**
- 7) Investigation of technology options to enable the management of parking turnover in free parking scenarios; and**
- 8) Continue to seek feedback and collate data up to the 30 May 2014.**

Carried.

Division Requested:

For: Clrs Ansett, S Kontelj, Nelson, E Kontelj, Lyons, Harwood, Richards, Heagney, Farrell, Irvine

Against: Clrs Ellis, Fisher, Macdonald

Background

On the 28th of January 2014 Council adopted the Central Geelong Action Plan which has been developed by the Central Geelong Task Force Special Committee. The identified actions in the plan seek to achieve three principles: more people living, working, learning and playing in Central Geelong; great infrastructure; and smart investment.

The action plan identifies a number of inter related projects and actions aimed at connecting people and places and achieving the other action theme objectives including: creating more flexible parking arrangements which include new parking meter technology, and long term off street parking provision to deliver a revitalised and thriving central Geelong.

Prior to the adoption of the plan, on the 10 December 2013 Council moved a notice of motion to trial the following three initiatives:

That Council, for a trial period between January 1 and March 31, 2014

- 1) Increase all current Central Geelong 1 hour parking limits to 2 hours except for those areas adjacent to the emergency sections of the Geelong Hospital;
- 2) Extend and publicise the grace period to 15 minutes free on top of the purchased ticket or signed time allowance;
- 3) Trial free Saturday parking;
- 4) Establish a feedback process, 2 months into the trial, through the Central Geelong Place Management Unit to consult with customers, businesses and key agencies such as the Chamber of Commerce and Central Geelong Marketing on the effectiveness and impacts of the changes. A report is to be brought back to Council detailing the outcomes of the trial.

Changes to limits from 1 hour to 2 hours took place on New Years Eve ready for use on New Years Day. Over 2000 stickers were applied to signs covering parking areas bound by Waterfront to Myers Street and Swanston St to Fenwick St including Councils off-street carparks at Lt Ryrie St, Lt Malop St, Civic Centre and Haymarket.

Free parking on Saturdays commenced on the 4 January 2014. Notification to residents occurred via a pink and yellow marketing campaign including media releases, stickers on the footpaths at each parking meter, and messages via social media and radio. This included advice regarding the 15 minute grace period.

Feedback from customers and businesses was sought via the Have Your Say section of the website, contactus@geelongcity.vic.gov.au and face to face surveys undertaken on one week day and one weekend at the end of February.

Discussion

This report provides data obtained from stakeholder feedback, occupancy surveys of parking areas, income from meters and fines with comparisons to previous periods.

The report will also make recommendations on changes to parking arrangements arising from this trial and long term impacts should it continue.

Occupancy

Occupancy of car parks was measured every hour via registration surveys on 6 Saturdays from the 11 January to the 1 March. The results of these surveys showed that parking occupancy across Central Geelong parking increased compared to the same period last year. Changes can probably be explained by a redistribution of parking throughout the City.

On Street parking	% change	Off Street	% change
Malop Street	39% increase	Lt Malop Street	46% increase
Ryrie Street	97% increase	Lt Ryrie Street	17% decrease
Moorabool Street	101% increase	Haymarket	26% decrease
Yarra Street	123% increase	Civic Centre	24% decrease

Business and Customer Surveys

Surveys were undertaken to gauge feedback from businesses and customers over the January to March period on the following dates, 11 January, 8, 20 and 27 February and 22 March 2014.

Traders were asked did the weekend and 2 hour parking affect your business in a positive or negative way. On average 42% of respondents said yes their business did benefit from the changes to parking.

	Traders	positive change	No change	negative change / not sure
11 Jan	37	43%	3%	54%
8 Feb	25	56%	8%	36%
20 Feb	204	32%	3%	67%
22 Mar	25	36%	3%	61%
	291	Average 42%	Average 4%	Average 55%

Customers were asked did free weekend parking influence your decision to come to Central Geelong. On average 59% of respondents said yes, further supporting the introduction of free parking.

	Respondents	Yes	No
11 Jan	92	45%	55%
8 Feb	48	69%	31%
27 Feb	112	60%	40%
22 Mar	45	62%	38%
	Total 297	Average 59%	Average 41%

Over 600 Customers and Traders were interviewed during both week days and on the weekends.

Note a summary of comments and observations by businesses in Central Geelong:

“do our customers have to display a ticket in their car on the weekend? How is the 2 hour free parking monitored in the weekend? We do want customers to park, not residence or shop assistants”

“since new parking initiative at weekends came in trade has suffered as no rotation of parked vehicles”

“overstay of vehicles outside business”

“too soon to tell”

Generally businesses observed the need for shorter parking times of 15 minutes. Those businesses included dry cleaners and chemists that rely on a short turnover period for customers

Note the following comments and observations by customers in Central Geelong:

“any move forward is a great thing. Good job! Hoping this has a positive effect on retail outside of Westfield too ☺ love new fresh ideas”

“Thank You!! :)for introducing free parking in the Geelong cbd on the weekends, love the idea”

“I come in during the week, there is no need to come in on Saturdays”

“good but longer would be better”

“now I cant get a park”

“great to have something free in the city”

Generally customers were in support of the free parking and the extended time limits. However there were times where it was difficult to find a parking space.

Business Turnover

The Chamber of Commerce and Central Geelong Marketing are collating feedback and data in regard to turnover and customer numbers to better inform our management of parking within Central Geelong.

Infringements and Income

The following table outlines the financial impact on Saturdays for the period January to March for both 2013 and 2014.

	Overstay	Failure to Pay	Income from fines	Income from fees
2013	32	385	\$36,111	\$120,000
2014	47 (50% increase)	3 (private carparks)	\$6,654 (80% reduction)	\$0

This translates to a projected deficit for 12 months of \$921,000

It is noted that this is only a two month review, however initial indications are that fringe areas of Central Geelong have not experienced an increase in vehicle occupancy and in some instances a decline has been observed along with closed shops in the adjacent precincts. The inner core of Central Geelong however bound by Yarra St, Brougham St, Moorabool St and Ryrie St has significantly increased in occupancy. This does reinforce the point that people are reluctant to walk further to their destination. A good example is the lower occupancy in Civic Centre Car Park. Due to increased demand of parking in the inner streets of Central Geelong, this actually reduces opportunities to find a parking spot near their destination.

It has been observed that there has been an increase in some vehicles overstaying the time limited areas and in some instances parked all day in a two hour zone. This has not only been observed via the occupancy surveys but also brought to our attention by traders, who whilst being generally supportive of the concept are concerned about the reduced parking turnover and reduced access to parking for their customers.

During free weekend parking, the meter machines are not operational. Without a ticket or additional technology the task of effectively managing parking within this precinct is extremely problematic. The number of breaches detected by officers has reduced by 90%. After receiving parking infringements our parking officers recommended traders park in the off street carparks or outer areas of Central Geelong to create parking turnover for their customers.

Grace Period

The 15 minute grace period has led to some confusion with parkers, who have interpreted it as free 15 minute parking. The grace period has been adopted to enable parkers to get back to their vehicle to avoid overstaying. This has generally been well received. There is still a need however to explain how it is applied and therefore additional marketing is proposed.

Time Limits and Turnover of Spaces

An option available to Council that may not impact on the attraction to coming to Central Geelong would be to have a nominal fee of say 25% of current fee per hour. This would bind the customer to Council for a specified period which would facilitate car park turnover and maintain an affordable and accessible parking experience for the customer. Parking machines can be programmed to set different fees for weekdays compared weekends.

Customer feedback and officer observations have revealed that in some locations that the 2 hour parking periods are counter productive to certain business types that rely on shorter term visits and high turnover of customers. This is compounded on Saturdays when it is free making detection difficult but also translates to the Monday to Friday period which gives rise to the larger number of staff in town shuffling cars. Paid 2 hour parking impacts on businesses with shorter term needs.

There would appear to be justification to review a number of locations with the aim of reintroducing shorter term stays. These "express" parking areas could be further defined in a similar manner to the free parking signs with a "pink and yellow" indicator.

There was also some confusion in regard to time limits on weekends in conjunction with the free parking. Signs at the meters do include the statement "time limits still apply" however the text is quite small. Further marketing of the requirement to adhere to time limits is also proposed.

Environmental Implications

The trial is not supporting increase in public or active transport. An increase in car 'cruising' searching for that closer car space increases congestion and potentially air pollution.

Financial Implications

As noted maintaining free parking on weekends translates to a projected deficit for 12 months of \$921,000.

Requires amendment to budget.

Budget to be amended to account for this change.

Policy/Legal/Statutory Implications

What ever parking changes are introduced they need to favour of the hierarchy outlined in the Central Geelong Action Plan where customers, new businesses and new residents requirements are given priority. Some of the trial parking conditions contradict this hierarchy. There is scope to implement more paid parking areas during the Monday to Friday period.

Alignment to City Plan

This report aligns with Growing the Economy, How we do Business and a Sustainable and Built Environment.

Officer Direct or Indirect Interest

Officers preparing this report have no direct or indirect interest.

Risk Assessment

There is a risk of the City not being able to invest the revenue loss into Central Geelong for the benefit of all.

Social Considerations

May promote a positive message to people to come into Central Geelong to enjoy all it has to offer however may be detrimental to those businesses that require high turnover.

Human Rights Charter

This report has not impact on human rights.

Consultation and Communication

As noted feedback has been received from customers and traders via on line and face to face surveys. The pink and yellow marketing campaign has created awareness of the trial.

4. 2015/16 SPORT & RECREATION VICTORIA FUNDING PROGRAM SUBMISSIONS

Portfolio:	Sport & Recreation - Cr Irvine
Source	Projects, Recreation & Central Geelong
General Manager:	Dean Frost
Index Reference	Subject: Grants & Funding Incoming / Sport & Recreation Grants & Funding- Incoming

Purpose

This report seeks Council's endorsement to proceed with the nominated projects to Sport & Recreation Victoria (SRV) for funding consideration.

Summary

- SRV's funding programs provide an important opportunity for Council to secure much needed funding for sport and recreation projects in the municipality.
- This report outlines a number of projects recommended for submission to the Community Facility Funding Program:
 - Major Facilities
 - Minor Facilities
 - Soccer Facilities
 - Planning
 - Country Football & Netball Program
- Application to the program does not ensure funding and all matching contributions will be referred to the 2015/16 budget for consideration.

Cr Irvine moved, Cr E Kontelj seconded -

That Council:

- 1) endorse the development of submissions for Sport and Recreation Victoria's funding programs for commencement in the 2015/16 financial year as follows:**
 - **Community Facilities Funding Program – Major Facilities Category**
 - **Geelong Regional Bowls facility**
 - **Community Facilities Funding Program – Minor Facilities Category**
 - **Beginner Mountain Bike Course**
 - **Jetty Rd Sub-Regional Playground Re-development**
 - **Community Facility Funding Program – Soccer Facilities**
 - **Hume Reserve Pitch # 1 Lighting**
 - **Community Facilities Funding Program – Planning Category**
 - **Recreation & Leisure Strategy (Local)**
 - **Regional Netball Strategy (Regional)**
 - **Country Football & Netball Program**
 - **Estuary Estate – Change Facilities**
- 2) refer each project to the long term financial plan for future consideration.**

Carried.

Background

Each year, the State Government make funds available for sport & recreation projects through a number of SRV grant programs.

Generally, these funding programs encourage:

- better planning of sport and recreation facilities;
- innovative sport and recreation facilities;
- accessible, inclusive, high-quality & sustainable sport and recreation facilities;
- increasing communities' access to leisure opportunities; and
- strengthening communities through sport and recreation participation.

There are two funding programs that are of particular relevance to this report – Community Facility Funding Program and Country Football Netball Program. Within the Community Facility Funding Program there are four categories that are of relevance to this report (as outlined below).

The below table outlines the government funding ratio, what groups can apply, how many applications are permitted per municipality, the total grant amount available and the total project cost permitted under the funding program.

Grant Program/ Category	Who can apply	No. of Applications	Maximum Amount per Grant	Maximum Total Project Cost	Funding Ratio** (minimum)
Community Facility Funding Program – Major Facilities Category	Sporting clubs, community groups & Councils	One (1)	\$650,000	No limit	1 State : 2 Local
Community Facility Funding Program - Minor Facilities Category	Sporting clubs, community groups & Councils	Up to three (3) – seeking a maximum total of \$200,000	\$100,000*	\$500,000	1.5 State : 1 Local
Community Facility Funding Program – Soccer Facilities	Sporting clubs, community groups & Councils	Up to two (2) – seeking a maximum total of \$100,000	\$100,000	No limit	1.5 State : 1 Local
Community Facility Funding Program – Planning Category (Local)	Councils	One (1)	\$30,000	No limit	1.5 State : 1 Local
Community Facility Funding Program – Planning Category (Regional)	Councils	One (1)	\$50,000	No limit	2 State : 1 Local
Country Football Netball Program	Sporting clubs, community groups & Councils	Up to three (3), seeking a maximum total of \$100,000	\$100,000	No limit	1.5 State : 1 Local

*Applications under the Minor Facilities category for the maximum grant amount need to involve an exceptional project or circumstance.

**Funding ratio is specific for regional cities

*** At the time of the development of this report the 2015/16 SRV Grant Guidelines were unavailable and the recommendations have been made based on the 2014/15 Grant Guidelines.

Discussion

This report refers specifically to the recommended applications for possible funding by SRV under the Community Facility Funding Program (Major Facilities, Minor Facilities, Soccer Facilities and Planning categories) and Country Football & Netball Program. In determining recommended projects, the SRV funding guidelines/criteria and the likelihood of success have been considered.

Projects submitted to SRV for consideration will be eligible for funding in the 2015/16 financial year. Projects that will have commenced prior to the announcement of funding are not eligible and cannot be considered for submission to SRV.

Historically it has been difficult to facilitate full applications to Council for consideration given the tight timeframes permitted from SRV. As the SRV Grant Guidelines for the 2015/16 program had not been released at the time of this report, the application due dates cannot be confirmed. However it is estimated that the applications will be due on the following dates:

9) Community Facility Funding Program (all categories) – April 2014

10) Country Football Netball Program – April 2014 (based on advice from SRV)

Projects submitted through the expression of interest process were reviewed, assessed and considered against the previous grant program criteria. This decision was based on the tight time frames normally permitted from SRV and the time required to have projects considered by Council. This report outlines the Sport & Recreation Departments nominated projects as well as other high priority projects considered as part of the evaluation but not afforded a high enough priority to proceed through to the application phase.

* Please note that the funding program guidelines (including funding criteria) had not been released by the State Government at the time that this report was written.

Community Facility Funding Program - Major Facilities Category

The Major Facilities category provides funding opportunities for projects with significant regional and/or multi-use benefit, as well as providing participation outcomes across wide geographic and demographic populations.

The assessment criteria for this category are as follows:

Why?	Demonstrate the extent to which the project:
20%	Responds to identified community needs and issues and is strategically supported by local or regional plans and/or State Sporting Associations/peak bodies planning.
	Addresses a gap in local/regional provision of facilities.
How?	Demonstrate the extent to which the project:
20%	Clearly identifies the project scope, methodology and how proposed outcomes can be completed within a prescribed timeframe (detailed in a Project Management Framework).
	Includes provision of appropriate project costing and confirmation of funding sources.
	Includes formally endorsed schematic plans that address safety, risk management, Universal Design principles, Environmentally Sustainable

	Design**.
	Demonstrates economic impact during construction and operation, including employment during and after construction.
Who?	Demonstrate the extent to which the project:
10%	Engages, consults and collaborates with a variety of stakeholders.
	Will be managed by an appropriately qualified team.
	Considers inter-municipal linkages and issues where appropriate.
What will the project achieve?	Demonstrate the extent to which the project:
50%	Increases (or in certain cases maintains) participation in sport and recreation. As a result of the project, what will be the additional participation and programming outcomes? Please provide support letters that clearly state how each partner will benefit.
	Encourages the broadest possible community participation in sport and recreation activities.
	Has significant regional/sub-regional and/or multi-purpose benefits.
	Improves the quality and range of sport and recreation opportunities.
	Demonstrates appropriate business planning, which addresses operational and financial sustainability.

A number of projects were considered for the Major Facilities category. The City of Greater Geelong can submit one (1) application for consideration by SRV under this category. In evaluating projects, consideration was given to projects that provide the greatest benefit to the community and meet the assessment criteria for the funding program. Availability of local funding sources was also taken into consideration.

Council staff have had discussions with the SRV regional office to gain feedback on potential projects. The project that is proposed to be submitted to SRV for funding consideration is outlined below:

Project 1: Regional Bowls Facility – Geelong West (Proposed for submission)

Project Description: This project includes the development of a portion of “The Links” estate in Geelong West to incorporate the Drumcondra and Geelong West Bowls Clubs.

The new site will provide both clubs with social facilities and rinks to provide a truly regional hub for bowls. The project also includes the transfer of each club's land to the developer of "The Links" estate.

Total project cost: \$8,150,000

Funding sources: \$650,000 In-Kind: \$7,500,000

Council contribution: \$0

Project: Drysdale & Clifton Springs Sports Precinct – Stage 1 (Not proposed to be submitted)

Project Description: Development of a green field site.

This includes the construction of one multi-use sports field, sports lighting, car parking, temporary pavilion, road works, shared pathways and a power sub-station/kiosk at the Drysdale & Clifton Springs Sports Precinct on Grubb Rd, Drysdale. This project will provide much needed infrastructure for football and soccer on the Bellarine.

As this is currently a green-field site, substantial earthworks are required to enable the development of the precinct to occur. Council was approached by an earthmoving company which proposed an arrangement whereby they would manage the site as a commercial clean fill receivable facility and would deliver the bulk earthworks at no cost to Council.

Over the course of the bulk earthworks it is estimated to save Council in excess of \$4 million across the total precinct. This project is aligned to the 10 Year Financial Plan and was identified to receive funding in 2012/13, 2013/14 and 2014/15. This is a Council owned parcel of PPRZ land. The development of this site is supported by the Drysdale & Clifton Springs Sports Precinct Master Plan and the Bellarine Peninsula Recreation & Leisure Needs Study.

Total project cost: \$6,310,000

Funding sources: \$650,000 In-Kind: \$700,000*

Council contribution required: \$4,960,000

* Council's contribution excludes a cost saving of \$700,000 for bulk earthworks to be carried out by a contractor through a separate arrangement.

Community Facility Funding Program - Minor Facilities and Soccer Facilities Categories

The Minor Facilities and Soccer Facilities categories provide funding opportunities for locally significant projects that increase participation in sport & recreation and improve community access to facilities. While these two grant categories are separate, they share common assessment criteria. The Minor Facilities category is for all sport and recreation activities, whereas the Soccer Facilities category is for soccer facilities only.

The assessment criteria for these categories are as follows:

Why?	Demonstrate the extent to which the project:
20%	Responds to identified community needs and issues, based on consultation and addresses a gap in the provision of local facilities.
	Is strategically supported by local or regional plans and/or State Sporting Associations/peak bodies plans.

How?	Demonstrate the extent to which the project:
20%	Clearly identifies the project scope, methodology and that proposed outcomes can be completed within a prescribed timeframe.
	Includes the provision of quotations/internal cost estimates, and schematic plans (endorsed by the project partners) for the project.
	Includes confirmation of funding contributions (both financial and in-kind) with letters detailing level and type of in-kind contribution provided.
	Addresses issues around safety, risk management, Universal Design Principles and Environmentally Sustainable Design.
	Includes project costs provided by a certified quantity surveyor, tender price or independent qualified expert for projects with a total project cost of more than \$500,000 (excluding GST). (For Soccer Facilities only).
Who?	Demonstrate the extent to which the project:
10%	Consults and collaborates with a variety of stakeholders.
What will the project achieve?	Demonstrate the extent to which the project:
50%	Increases (or in certain cases maintains) participation in sport and recreation. As a result of the project, what will be the additional participation and programming outcomes? Please provide support letters that clearly state how each partner will benefit.
	Encourages the broadest possible community participation in sport and recreation activities.
	Considers multi-use and improves the quality and range of sport and recreation opportunities.

Minor Facilities Category

A number of expressions of interest were submitted to Council by sporting clubs and community groups that are eligible for the Minor Facilities category. The City of Greater Geelong can submit up to three (3) applications for consideration by SRV under this category. In evaluating expressions of interest, consideration was given to projects that provide the greatest benefit to the community and meet the assessment criteria for the funding program. Availability of funding contributions from local sources was also taken into consideration.

Council staff held discussions with the SRV regional office to gain feedback on the proposed projects. In total 22 projects were discussed regarding the Minor Facilities category. The projects that are proposed to be submitted to SRV for funding consideration are outlined below:

Project 1: Beginner Mountain Bike Course (Proposed for submission)

Project Description: This project involves the redevelopment of the Marnock Rd, Newtown site into a beginner mountain bike course, incorporating an urban forest. The concept design incorporates three major elements; cross country trails, a pump track and a skills track.

This project closely aligns to the Greater Geelong Cycle Strategy regarding the development of cycling infrastructure and making Geelong a cycling destination. This is a Council owned parcel of land.

Total project cost: \$400,000

Funding sources: \$100,000

Council contribution required: \$300,000

Project 2: Jetty Rd Sub-Regional Playground Re-development (Proposed for submission)

Project Description: Upgrade of the playground at Clifton Springs on Jetty Rd. This was identified as a sub-regional playground in the Geelong Play Strategy. The playground is due for upgrade works to provide greater opportunities for informal recreation. Mass participation outcomes are associated with the development of sub-regional playgrounds as they provide a cost free recreational activity for the community to enjoy. Sub-regional playgrounds within Geelong are designed to provide unique play experiences throughout the municipality. This will be a public facility on Council owned PPRZ land.

Total project cost: \$250,000

Funding sources: Grant \$100,000

Council contribution required: \$150,000

Based on our evaluation against the funding criteria, the following projects were the most highly regarded outside of the projects recommended for submission to SRV for funding consideration:

Project 3: King Lloyd Reserve Sports Lighting (Not proposed for submission)

Project Description: Installation of light towers at King Lloyd Reserve for the Geelong Touch Association. Installation of 100lux sports lighting to enable four football fields to be played on. The installation of light towers will also allow the Association to increase participation by providing competition during the winter season. This is a Council owned parcel of PPRZ land.

Total project cost: \$300,000

Funding sources: Grant \$70,000 Club Contribution \$20,000

Council contribution required: \$210,000

Project 4: Target Rifle Geelong – Range Upgrade Works (Not proposed for submission)

Project Description: Historically, Target Rifle Geelong hosted Australian National Championships, Victorian State Championships, eliminations for international team selection, training camps for juniors and ladies as well as host of regional competitions. In 2013 Target Rifle Australia implemented new regulations regarding the standard of rifle ranges.

Only ranges that meet their amended criteria will be eligible to host these events in the future. This project will bring this facility up to the required standard and allow the target rifle community to continue to grow. This is a Council owned parcel of PPRZ land.

Total project cost: \$325,000

Funding sources: Grant \$30,000 In-Kind: \$34,000

Council contribution required: \$261,000

Soccer Facilities Category

A number of expressions of interest were received by Council that are eligible for the Soccer Facilities category. The City of Greater Geelong can submit up to two (2) applications for a total of \$100,000 for consideration by SRV under this category. In evaluating project registrations, consideration was given to applications that provide the greatest benefit to the community and addressed the assessment criteria.

Council staff held discussions with the SRV regional office to gain feedback on the proposed project. In total, 8 projects were discussed regarding the Soccer Facilities category.

The project that is proposed to be submitted to SRV for funding consideration is outlined below:

Project 1: Hume Reserve Pitch # 1 Lighting (Proposed for submission)

Project Description: Installation of sports lights to pitch one at Hume Reserve to enable night matches to occur. This project will allow increased use of the playing field for soccer. Installation of sports lighting will allow for multi-use of this facility and align with the strategic direction intended in the G21 Regional Football (Soccer) Strategy. This is a Council owned parcel of PPRZ land.

Total project cost: \$350,000

Funding sources: Grant \$100,000

Council contribution required: \$250,000

Based on our evaluation against the funding criteria, the following project was the most highly regarded outside of the projects recommended for submission to SRV for funding consideration:

Project 2: North Geelong Soccer Club Change room Upgrade (Not proposed for submission)

Project Description: Upgrade of the soccer change rooms at Elcho Park. The project includes an upgrade to the player change rooms to cater for both male and female players, an extension to the social rooms and increase to toilet amenities. This is a private parcel of land.

Total project cost: \$500,000

Funding sources: Grant \$100,000 Club: \$50,000 In-kind: \$150,000

Council contribution required: \$200,000

Community Facility Funding Program - Planning Category

Council has an opportunity to apply for funding through the Planning Category to undertake a recreation planning or facility feasibility project. Planning projects are generally required to address a Council/region-wide project and/or provide solutions to complex sport and recreation issues. Council may submit one application for a local planning/feasibility project, as well as a separate application for a regional planning project that would be developed in collaboration with other Councils within the region.

The assessment criteria for this category are as follows:

Why?	Demonstrate how the planning process:
20%	Responds to identified community needs and issues and is supported by local organisations and/or Sporting Associations/peak bodies planning.
How?	Demonstrate the extent to which the project:
20%	Clearly identifies the project scope, methodology and proposed outcomes in a draft project brief.
	Encourages innovative approaches to address issues such as risk management, Universal Design, multi-use and environmental sustainability.
Who?	Demonstrate the extent to which the project:
10%	Will consult and collaborate with a variety of project partners and stakeholders.
	Considers inter-municipal linkages and issues (where appropriate).
What will the project achieve?	Demonstrate the extent to which the project:
50%	Proposes outcomes that would increase (or in certain cases maintain) participation in sport and recreation.
	Plans for projects that encourage the broadest possible community participation in sport and recreation activities.
	Considers multi-use and improves the quality and range of sport and recreation facilities and programming outcomes.

The following project is considered the highest priority amongst potential planning projects.

Planning Category – Local

Project 1: Recreation & Leisure Strategy (Proposed for submission)

Project Description: A strategy to review the delivery of recreation and leisure services and facilities across the municipality.

The strategy would involve the development of a vision underpinned by principles to improve access to and participation in, recreation and leisure activities. The strategy would bring together and prioritise all strategic sport, recreation and planning work undertaken to date and underpin all future planning activities to ensure the focus of all facility and participation investment is directed to the areas of highest need.

Total project cost: \$80,000

Funding sources: Grant \$30,000

Council contribution required: \$50,000

Based on our evaluation against the funding criteria, the following project was the most highly regarded outside of the projects recommended for submission to SRV for funding consideration;

Project 2: Indoor Stadium Feasibility and Business Plan (Not proposed for submission)

Project Description: A feasibility and business plan for the development of a major new indoor sports facility at Brearley Reserve in Marshall, as identified in the draft Geelong Indoor Recreation Facilities Strategy.

The project outcomes would include a recommended management/operational structure, potential sporting association tenants, a business plan, demand modelling and an investigation of facility components.

Total project cost: \$60,000

Funding sources: Grant \$30,000

Council Contribution required: \$30,000

Planning Category - Regional

Project 3: Regional Netball Strategy (Proposed for submission)

Project Description: A strategy to guide the development of netball across the G21 region to ensure its high participation rates are supported to enable further growth. Facility requirements and the competing models of provision would be assessed and recommendations for provision, development, partnerships and support across the region would be made.

Total project cost: \$60,000

Funding sources: Grant \$12,447 Grant: \$40,000

Council contribution required: \$7,553

Country Football & Netball Program

The Country Football & Netball Program provides funding opportunities for football and/or netball facility projects that increase participation in football and netball and improve community access to facilities.

The assessment criteria for this category are as follows:

Why?	Demonstrate the extent to which the project:
20%	– Responds to identified community needs and issues and is supported strategically by other local or regional plans and/or State Sporting Associations/peak bodies planning.
	– Responds to identified community needs and issues, based on consultation and addresses a gap in the provision of local facilities.
How?	Demonstrate the extent to which the project:
20%	– Clearly identifies the project scope, methodology and proposed outcomes that can be completed within a prescribed timeframe.
	– Includes the provision of quotations/internal cost estimates, concept/schematic plans for the project and confirmation of funding contributions (both financial and in-kind).
	– Encourages innovative approaches to address items such as risk management, universal design principles, multi-use and environmental sustainability.
Who?	Demonstrate the extent to which the project:
10%	– Consults and collaborates with a variety of stakeholders including relevant peak bodies.

What will it achieve?	Demonstrate the extent to which the project:
50%	– Increases, or in certain cases maintains participation and addresses the demand for facilities.
	– Considers multi-use and improves the quality and range of sport and recreation opportunities.
	– Improves access to those groups traditionally disadvantaged, for example, people with a disability, women, young people, older adults, people from non-English speaking backgrounds, Indigenous people and those rurally isolated.

A number of expressions of interest were received by Council that are eligible for the Country Football & Netball Program. The City of Greater Geelong can submit up to three (3) applications for a total of \$100,000 for consideration by SRV under this category. In evaluating expressions of interest, consideration was given to applications that provide the greatest benefit to the community and addressed the assessment criteria.

Council staff held discussions with the SRV regional office to gain feedback on the proposed project. In total 15 projects were discussed regarding the Country Football & Netball category. The project that is proposed to be submitted to SRV for funding consideration is outlined below:

Project 1: Estuary Estate Change Facilities (Proposed for submission)

Project Description: This project involves the development of modular change facilities at the newly developed sporting reserve within Estuary Estate, Leopold.

The project includes allowances for site investigation, permits, escalations and a project contingency. The development of change facilities will address the immediate needs of the sporting community (specifically AFL) however will also cater for the wider sporting community. This is a Council owned parcel of PPRZ land.

Total project cost: \$320,000

Funding sources: \$100,000

Council contribution required: \$220,000

Based on our evaluation against the funding criteria, the following project was the most highly regarded outside of the projects recommended for submission to SRV for funding consideration.

Project 2: Bakers Oval Sports Lighting (Not proposed for submission)

Project Description: Upgrade of the sports lights at Bakers Oval, Geelong West. This project will allow Geelong West Sporting Club and Geelong West St Peters to have a full capacity training venue to alleviate the pressure on West Oval. This is a Council owned parcel of PPRZ land.

Total project cost: \$130,000

Funding sources: Grant \$60,000

Council contribution required: \$70,000

Preferred Applications

A summary of the projects, costs and funding contributions is provided below:

COMMUNITY FACILITIES FUNDING PROGRAM: MAJOR FACILITIES CATEGORY				
PROJECT / GRANT NAME	PROJECT COST	GRANT AMOUNT REQUESTED	PROJECTED COUNCIL CONTRIBUTION	PROJECTED COMMUNITY CONTRIBUTION
Drysdale & Clifton Springs Sports Precinct – Stage 1	\$6,310,000	\$650,000	\$4,960,000	\$700,000 (IN KIND)

COMMUNITY FACILITIES FUNDING PROGRAM: MINOR FACILITIES CATEGORY				
PROJECT / GRANT NAME	PROJECT COST	GRANT AMOUNT REQUESTED	PROJECTED COUNCIL CONTRIBUTION	PROJECTED COMMUNITY CONTRIBUTION
Beginner Mountain Bike Course	\$400,000	\$100,000	\$300,000	NIL
Jetty Rd Sub-Regional Playground Re-development	\$250,000	\$100,000	\$150,000	NIL

COMMUNITY FACILITIES FUNDING PROGRAM: SOCCER FACILITIES CATEGORY				
PROJECT / GRANT NAME	PROJECT COST	GRANT AMOUNT REQUESTED	PROJECTED COUNCIL CONTRIBUTION	PROJECTED COMMUNITY CONTRIBUTION
Hume Reserve Pitch	\$350,000	\$100,000	\$250,000	NIL

# 1 Lighting				
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COMMUNITY FACILITIES FUNDING PROGRAM: PLANNING CATEGORY				
PROJECT / GRANT NAME	PROJECT COST	GRANT AMOUNT REQUESTED	PROJECTED COUNCIL CONTRIBUTION	PROJECTED COMMUNITY CONTRIBUTION
Recreation & Leisure Strategy (Local)	\$80,000	\$30,000	\$50,000	NIL
Regional Netball Strategy (Regional)	\$60,000	\$40,000	\$7,553	\$12,447

COUNTRY FOOTBALL & NETBALL PROGRAM				
PROJECT / GRANT NAME	PROJECT COST	GRANT AMOUNT REQUESTED	PROJECTED COUNCIL CONTRIBUTION	PROJECTED COMMUNITY CONTRIBUTION
Estuary Estate Change Facilities	\$320,000	\$100,000	\$220,000	NIL

Environmental Implications

There are no foreseeable environmental implications associated with this report, however during the assessment process projects that included environmentally sustainable design initiatives were highly regarded.

Financial Implications

There are no immediate financial implications associated with adopting the recommendations of this report.

If funding submissions to SRV are successful, Council shall have to make a commitment to relevant projects for the 2015/16 financial year which would be determined via the budgetary process.

Support for projects within the Community Facility Funding Program (Minor Facilities & Soccer categories) and Country Football Netball Program has been confirmed by the relevant portfolio holder.

Policy/Legal/Statutory Implications

There are no legislative or legal ramifications associated with adoption of this report.

Alignment to City Plan

The various projects nominated provide recreational opportunities that support Council's Community Wellbeing, Growing Our Economy and Sustainable Built and Natural Environment objectives.

Officer Direct or Indirect Interest

No Council staff or persons engaged in the evaluation of expressions of interest, development of recommendations or development of this report have a direct or indirect interest in the matters considered within the report.

Risk Assessment

There are no immediate risks associated with this report. A component of some projects may entail relevant risk management matters pertaining to the projects.

Social Considerations

The recommended projects will encourage the development of innovative community sport and leisure facilities. The expected population growth within the municipality necessitates the increased and improved provision of community sport facilities that provide a social outlet for the local community.

Participation in sport and recreational activities has long been recognised as an important contributor to community health and well being.

Benefits of physical exercise and recreation are well documented and include improved health and fitness, development of social skills, increased community connectedness and enhanced self-esteem. Thus an application for SRV funding for community recreation projects has significant social benefits.

Human Rights Charter

This report has no direct impact on the human rights of the residents of the City of Greater Geelong.

Consultation and Communication

Council's expression of interest process for the various funding opportunities discussed in this report was opened to sporting clubs and community groups on 18 September 2013. Following advice from SRV on the proposed due dates for applications to the State Government, the closing date for expressions of interests from clubs to Council for this round of funding opportunities was determined as 24 February 2014. The closing date was advertised between 27 January 2014 and 24 February 2014.

Council has used a range of communication methods to inform clubs and community groups of the process for projects to be registered and the associated timeframe (as outlined below).

- Email correspondence was sent to club contacts on 30 January 2014, 18 February 2014 and 21 February 2014. A link to the online registration form was included in the email.
- A webpage was established on Council's website, with information on relevant grant programs and a link to the online application process.
- Council advertised the expression of interest process in the Geelong Advertiser "City News" on 25 January 2014, 1 February 2014 and 15 February 2014.

On 18 September 2013 Council ran a Grants Forum to provide clubs and community groups with an understanding of the grants process and the opportunities available through the various grant programs. Approximately 50 people attended.

In addition to the expression of interest process, staff from the Sport and Recreation Department of Council have investigated and are aware of potential projects that fit

within the funding programs discussed in this report through liaison with sporting clubs and community groups.

Council staff also discussed projects with a range of sporting clubs and community groups during the expression of interest period to provide advice on developing projects.

The funding program guidelines (including funding criteria) had not been released by the State Government at the time that this report was written.

The expression of interest process is open throughout the year and is closed within three months of the anticipated program announcement to allow for the applications to be assessed and recommendations made and endorsed by Council.

Sporting clubs and community groups can access the expression of interest application throughout the year on Council's website and may submit an expression of interest at any time.

5. OCEAN GROVE PARK AND PERFORMANCE SPACE

Portfolio:	Community Development – Cr Fisher Arts & Culture – Cr Richards
Source	Community Services / Community Development
General Manager:	Jenny McMahon
Index Reference	81-87 The Avenue, Ocean Grove Ocean Grove Park Inc Trust for Nature

Purpose

To provide a progress report on the development of the Ocean Grove Performance Space and to recommend disbursement of Council's contribution of \$200,000 to Ocean Grove Park Incorporated to ensure its development.

Summary

- Ocean Grove Park Inc manages the Ocean Grove Park at 81-87 The Avenue, Ocean Grove on behalf of the Trust for Nature (Vic).
- A Development and Management Strategy was developed in 2000 to guide the management and development of the site, including support for the establishment of a Performance Space.
- A budget of \$200,000 has been allocated in Council's 2013/2014 budget as contribution to the development of the Performance Space on condition that the 2.45 ha parcel of land is transferred to Council.
- Negotiations regarding the transfer of land have been unable to reach a satisfactory conclusion.
- It is recommended that Council continue to support the development of the Performance Space without the transfer of land.
- It is also recommended that Council agree to release the allocation of \$200,000 to ensure the development of the Performance Space. The total cost of the Performance Space is estimated at \$1,003,000.

Cr Farrell moved, Cr Fisher seconded -

That Council:

- 1) continues to support the development of the Ocean Grove Performance Space at Ocean Grove Park without any transfer of land ownership;**
- 2) agrees to release the disbursement of \$200,000 to Ocean Grove Park Incorporated for the development of the Ocean Grove Performance Space subject to entering into a funding agreement with clear milestones.**

Carried.

Background

Ocean Grove Park Incorporated (Inc) was formed in 1996 with the aim of protecting the Ocean Grove Park from potential residential subdivision, and to pursue public ownership and retention of the site as a community resource. In 1997, the then State Government Minister for Planning purchased the land, and in 1999 the ownership of the park was transferred to Trust for Nature (Victoria) with an agreement that maintenance, management and development of the park would be the responsibility of the Ocean Grove Park Inc.

In 2000, Ocean Grove Park Inc, after community consultation and plan exhibition, adopted a Master Plan for the site, which guided remnant vegetation management and any proposals for infrastructure development. The Master Plan has been implemented with the exception of the proposed Performance Space. The Performance Space will provide a flexible performance venue for broad community activities including concerts, workshops, and provide opportunities to nurture local and emerging artists.

Council has allocated, within the current 2013/2014 budget, an amount of \$200,000 towards the construction of the performance space on condition that the land be transferred to Council.

The request for the land to be transferred originated from Trust for Nature, and with the agreement of Ocean Grove Park Inc, the three parties, Council, Trust for Nature and Ocean Grove Park Inc, have been negotiating details of a potential transfer of ownership of land.

A condition of the transfer was that the land would remain in public ownership in perpetuity. All options to ensure that the land could never be sold were explored. While these options ensured a public process, significant controls over the land, and a first right of refusal by Trust for Nature, no solution could be found to ensure it could never be sold.

Therefore, negotiations with Trust for Nature has ceased and it is recommended that Council agrees to release its contribution of \$200,000 to Ocean Grove Park Inc, without a transfer of land ownership occurring.

During the negotiations, significant concern was raised in the local community about the transfer of the land to Council. Membership of Ocean Grove Park Inc has increased with a commitment of this membership to support the existing Committee to ensure that the ongoing management and maintenance of the Park will be managed effectively.

The development of the Performance Space will be the responsibility of Ocean Grove Park Inc and Trust For Nature. Any project cost over-run or shortfalls will be the responsibility of Ocean Grove Park inc and Trust For Nature.

The management of the Performance Space resides with the Ocean Grove Park Inc. This will be a consideration in the development of the funding agreement.

Discussion

A planning permit for the construction of the Performance Space was issued in 2010. A permit for the use of the Performance Space was not required because the use is consistent with the Ocean Grove Development and Management Strategy (June 2000) which is incorporated into the Planning Scheme. Community consultation occurred during the Planning Permit phase with little objection from the community.

The venue is designed as a compact flexible venue to operate in both indoor and outdoor formats. The design offers multiple options for utilisation through differing configurations of a self contained fully enclosed green room facility, a roofed open stage area, kitchen, accessible amenities and deck and open space.

The seating capacity of the venue is 80-150 people and audience capacity for open air performances is in excess of 2000 people.

There has been significant support from the community since 2010 for the development of the performance space.

Ocean Grove Park Inc has worked diligently to achieve funding for the project which was costed in August 2012 at approx \$1,003,000. Ocean Grove Park Inc has itself resolved to set aside \$155,000 towards the project, with additional contributions from Regional Development Victoria, (RDV), Ocean Grove Connected Communities (formerly Ocean Grove Community Enterprise) and Council.

Council officers have been working with Ocean Grove Park Inc representatives through design development to ensure that the performance space is designed to achieve budget and the vision. Initially these discussions were occurring with a view that the land, and therefore the Performance Space itself would be transferred into Council's ownership. However, as this is not recommended to occur, the discussions with the Ocean Grove Park Inc will evolve into one of Council officers supporting Ocean Grove Park Inc in the development of the Performance Space rather than managing the project directly.

Environmental Implications

Any works occurring at Ocean Grove Park must comply with the Ocean Grove Park Management and Maintenance Plan considering remnant vegetation protection and retention of passive recreation opportunities.

Environmentally sensitive design elements have been considered in the design of the performance space venue.

Financial Implications

Council has approved a capital contribution of \$200,000 towards the development of the performance space project in the 2013/2014 financial year conditional on transfer of ownership of the land to Council. Council's agreement to release these funds without the transfer of land will require Council to enter into a funding and service agreement with Ocean Grove Park Inc which will include milestones and payment schedules.

It is expected that the construction of the Performance Space will be met within the available budget. Ocean Grove Park Inc will be responsible for finalising project design and project management. However, Council officers will continue to provide support and advice throughout the project.

Policy/Legal/Statutory Implications

Council will need to ensure it complies with any relevant legal and/or statutory requirements. This will include ensuring that the public funds being made available through Council are spent in accordance with any conditions which may be developed through a funding and service agreement.

Alignment to City Plan

The conservation and retention of the park in public ownership and management aligns with Council's strategic objectives of Community Wellbeing and Sustainable Natural and Built Environment.

Officer Direct or Indirect Interest

No officer direct or indirect interest has been identified.

Risk Assessment

Any risks identified will be managed through appropriate project management arrangements. Council will have a strong presence throughout the project development to ensure any risks are minimised.

Council funds will be disbursed in accordance with Council's Donations and Sponsorship Policy.

Social Considerations

A demand and usage assessment was conducted as part of the Ocean Grove Park Performance Space Report, August 2012, which identified a demonstrable demand for the project through the size of the potential client market, the perceived lack of a purpose designed place for arts performance and presentation in Ocean Grove and the opportunity to provide for arts exhibitions and community gatherings.

Council's Study of Open Space Networks 2001 recommends 'Support the community development of Ocean Grove Park (Ingamells) as an important Landscape and Amenity and Informal Park for community use in accordance with the management plan for this site.

Human Rights Charter

No infringement of human rights has been identified in this matter.

Consultation and Communication

Consultation with the local community occurred during the planning permit process. This was undertaken by Ocean Grove Park Inc.

More recently there has been significant community interest in the project, including emails to Councillors and officers, articles and letters in the local newspaper and various media releases issued by Council, Ocean Grove Park Inc and Trust for Nature.

Any further communication and consultation about the Performance Space will rest with Ocean Grove Park Inc. However, officers will liaise with Ocean Grove Park Inc in the ongoing communications about the project.

6. PROCUREMENT PROCESS FOR ICONIC CHRISTMAS INSTALLATION

Portfolio:	Finance – Cr Lyons (Mayor) Cr S Kontelj & Cr E Kontelj
Source	Corporate Services - Communications and Marketing
A/ General Manager:	Michael Kelly
Index Reference	Corporate Marketing and Promotions

Purpose

The purpose of this report is to provide council with a procurement option to enable the development and delivery of an ‘Iconic Christmas Installation by Christmas 2014.’

Summary

- This report details the factors that need to be considered to accurately scope the project and provides a recommended option that would allow Council to procure an ‘Iconic Christmas Installation’.
- This report seeks confirmation of Council’s intended budget for an ‘Iconic Christmas Installation’.
- The report asks that a tender go to market for design and construct of an ‘Iconic Christmas Installation’ on Corio Bay.

Cr E Kontelj moved, Cr S Kontelj seconded -

That Council:

- 1) resolves to go to tender for a ‘Design & Construct’ contract for the delivery of the ‘Iconic Christmas Installation’ project;**
- 2) allocates \$500,000 for the ‘Iconic Christmas Installation’;**
- 3) appoint a Project Control Group consisting of the Mayor, Finance Portfolio holder Cr S Kontelj and Ward Councillor Cr M Heagney, General Manager Community Services, General Manager Corporate Services, representatives from Marketing & Communications, and Capital Projects.**

Carried.

Division Requested:

For: Ctrs Ansett, S Kontelj, Nelson, E Kontelj, Lyons, Harwood, Macdonald, Heagney, Irvine

Against: Ctrs Ellis, Fisher, Richards, Farrell

Background

At its meeting of 11 March 2014 Council considered a report relating to Christmas in Geelong and approved expenditure to develop concept designs and specifications for a series of Christmas projects.

The report endorsed the development and investigations of an ‘Iconic Christmas Installation’ that is designed to excite and entertain the community.

The Iconic Christmas Installation will serve as a major tourism drawcard for Greater Geelong. It will be a key component of the City’s revamped Christmas decorations.

The Installation will be designed in such a way that support structure can serve as the base for other large scale decorative elements and events to activate Geelong throughout the year.

Officers have developed options for the delivery of each of the components contained in the Christmas in Geelong report.

This report focuses on the delivery and scope detail which is required to enable the delivery of the 'Iconic Christmas Installation' by Christmas 2014.

Discussion

As part of the planning process for the delivery of this project officers have considered a number of key factors including delivery model, procurement, vision, permits, linkages, location, risk, project program and budget.

Clear direction and understanding is required of each of these factors as part of the implementation strategy to ensure that the project is properly scoped and that it delivers the benefits that Council expect in funding the project.

Project delivery models are critically important to the delivery of the project in 2014. For a project of this nature these could include a separate design and delivery package or a single design and construct package. Projects that require a strong design and artistic component lend themselves to a design and construct delivery model due to strong linkages that exist between the design and construct components.

As the project is likely to be in excess of the local government procurement threshold the project will require either a select tender process that includes an Expression of Interest phase, or an open tender. It is important to understand that an EOI & tender process will take approximately 5 months to complete (to appointment) and an open tender approximately 3 months to complete (to appointment).

As with the development of any project Council needs to consider the risks associated with the project. These can include contractual risks that may arise particularly through a separate design and construct approach, permit and approval risks, or financial risks that may present themselves.

Themed and physical linkages between the 'Iconic Christmas Installation', the CBD and the regions will also be an important factor when deciding how to integrate the Christmas program throughout the municipality.

Council should also clearly articulate what its expectations are for the delivery of the 'Iconic Christmas Installation' having consideration of factors such as risk, procurement, cost and budget. Our ability to deliver a project is either affected by, or affects these parameters.

To ensure that the 'Iconic Installation' that's developed is affordable, Council need to set an expectation for the upper limit of initial capital expenditure, together with an understanding of the annual recurrent costs of any Installation that it procures.

Having considered the above factors, it is proposed to recommend:

Open Tender - Design and Construct with Specified Item

This process involves Council tendering for a specific outcome and inviting the market to respond to a detailed brief. This means that Council would need to determine what the 'Iconic Christmas Installation' is and where it is to be located.

It is proposed to go to the market with an 'Iconic Christmas tree' on Corio Bay'.

Benefits

Efficient procurement timeframe

Possible delivery by November 2014

Other considerations

Requires a detailed project brief

To ensure that the Christmas in Geelong program is delivered in accordance with Council's expectations it is appropriate for Council to consider the appointment of a Project Control Group.

The formation of Project Control Groups is standard organisational practice of large projects and generally includes representation by:

- a Councillor(s) generally selected as the ward Councillor or portfolio holder or both
- the General Manager of the responsible division, the Manager of the responsible Service Department (Marketing & Communication)
- the Manager of the delivery department (Capital Projects)
- the Project Manager
- other members the PCG may consider are required.

It is considered appropriate that a PCG be formed to guide the delivery of the 'Iconic Christmas Installation' project.

Environmental Implications

There may be an increase in energy consumption associated with the 'Iconic Christmas Installation.'

Low energy use LED lights could be specified in the design brief to reduce energy consumption and environmental impact.

The project will require some form of anchoring system that may impact on the seabed in Corio Bay.

Financial Implications

There is currently \$40,000 allocated to the design works which were approved by Council on 11 March 2014.

In order to develop a proposal that is within Council's budget expectation and meet procurement guidelines for the 'Iconic Christmas Installation' a 2014-2015 budget allocation is required to be confirmed.

This figure is important as it ensures that design and proposals can be evaluated with a clear understanding of Council's intended financial parameters.

Policy/Legal/Statutory Implications

The delivery of any project or program of works is governed by a series of policy, legal and statutory obligations. This report proposes the development of a governance framework that will allow the delivery of the project in a controlled environment which will ensure that all policy, legal and statutory obligations are met.

This project will be required to comply with local government procurement guidelines, planning and building controls, and Council's governance protocols.

Locating the project in Corio Bay will necessitate approvals from numerous State Government agencies including the Department of Environment and Primary Industries and Parks Victoria.

As with all projects Council should always consider good business planning guidelines that apply to project development.

Alignment to City Plan

The Christmas in Geelong program and project delivery models covered in this report align with the Community Wellbeing, Growing Our Economy, and How We Do Business strategic directions of City Plan.

Officer Direct or Indirect Interest

No council officers involved in this project or report have declared a direct or indirect interest in this matter.

Risk Assessment

The delivery of each of the components of the Christmas in Geelong program contain varying degrees of risk to Council.

It will be important that the delivery approach for each of the components adequately assess identified project and delivery risk. These risks would then need to be managed by the project working and control groups to ensure that Council's expectations are met.

Social Considerations

The Christmas in Geelong program will help develop a positive community atmosphere during the Christmas festive season.

Human Rights Charter

It is not evident or likely that this report would negatively impact any of the rights contained in the Charter of Human Rights.

Consultation and Communication

The Christmas program will be promoted on the City of Greater Geelong's website, via social media and in local news media.

Council may consider it appropriate to engage with the community in the development of the 'Iconic Christmas Installation'.

7. 2014 NATIONAL GENERAL ASSEMBLY OF LOCAL GOVERNMENT – CALL FOR MOTIONS

Portfolio:	Governance – Cr Lyons (Mayor)
Source	Administration and Governance
A/General Manager:	Michael Kelly
Index Reference	Subject: ALGA

Purpose

The Australian Local Government Association (ALGA) is calling for motions for the for the 2014 National General Assembly of Local Government conference under the theme of 'Getting Down to Business'.

Summary

- The theme "Getting Down to Business" for the conference, reflects the renewed focus across all levels of government on the roles and responsibilities of the public sector and the challenge of meeting our communities' needs.
- ALGA is seeking motions that:
 - are relevant to the work of local government nationally;
 - complement or build on the policy objectives of respective State and Territory local government associations, and
 - proposes a clear action or outcome.
- "Getting Down to Business" invites Councils to reflect on the roles and responsibilities of local government, it's funding and relative place in the Federation. It enables local government to define for itself:
 - what business local government is in;
 - the resources require to delivery the services; and
 - what should local government expect from the Commonwealth and what we should expect from State and Territory governments?
- Motions proposed by the City of Greater Geelong are set out in this report.

Cr Richards moved, Cr Harwood seconded -

That Council endorse the proposed motion set out in Appendix 7-1 of this report to be submitted to ALGA for possible inclusion on the agenda for the 2014 National General Assembly of Local Government conference.

Cr E Kontelj left the meeting room at 9.17pm

Carried.

Cr Farrell left the meeting room at 9.18pm

The Mayor vacated the Chair at 9.18pm

Cr Harwood assumed the Chair at 9.18pm

Background

The Australian Local Government Association (ALGA) is calling for motions for the for the 2014 National General Assembly of Local Government conference under the theme of 'Getting Down to Business'.

Discussion

Motions must relevant to the work of local government nationally and complement or build on the policies of State and Territory local government associations.

Environmental Implications

Not applicable

Financial Implications

There are no financial implications in presenting motions to ALGA. Notwithstanding this, if some of the motions are successful then financial benefits may result.

Policy/Legal/Statutory Implications

If the motions are supported by ALGA they will be debated on the floor of the National General Assembly.

Alignment to City Plan

How We Do Business

Officer Direct or Indirect Interest

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

Risk Assessment

There are no risks associated with endorsement of these motions.

Social Considerations

Nil

Human Rights Charter

The outcome of these Motions may have a positive impact on human rights.

Consultation and Communication

The outcome of the National General Assembly is intended to contribute to Commonwealth, State, Territory and Local Government policy, roles and responsibilities and funding reforms.

Appendix 7-1

ALGA

MOTION

COST SHIFTING

Submitted by:

City of Greater Geelong

MOTION:

That ALGA pursues improved recognition and funding for Local Government as there is ongoing evidence of cost shifting to local government from all levels of government.

National Objective (Max 100 Words)

It has been evident for many years that funding of Federal and State programs typically encompasses funding for a limited period then either reduces or is withdrawn, leaving local government to decide its future. While there has been discussion around achieving rationalisation of roles and responsibilities between the levels of government, better use of resources and better quality services for local communities, little progress has been achieved and in the decline in funding is causing substantial hardship on local government.

Summary of Key Arguments Max 300 words

Background information

In May 2002, House of Representatives Standing Committee on Economics, Finance and Public Administration (Parliament of Australia) resolved to inquire into the cost shifting to Local Government. In addition, various reports and discussion papers have been prepared for consideration. These reports and papers established overwhelmingly evidence of cost shifting to Local Government from all levels of government.

Supporting arguments

Through the peak bodies local government has sought to achieve recognition of several key issues:

- An acknowledgement that cost shifting, the transfer of more and more unfunded tasks to Councils, was causing substantial hardship for local government and was impeding its ability to deliver basic services and maintain infrastructure
- A new funding system for local government that provides it with access to a fair share of revenue backed by intergovernmental agreement, together with mechanisms to stop cost shifting
- That the roles and responsibilities of the three levels of government be reviewed and how they are funded

While these issues have been acknowledged for several years, little real progress has been made to implement reform in public sector administration thus enabling improvement in efficiency and effectiveness of service delivery to the community and financial sustainability of all tiers of government.

8. LOCAL GOVERNMENT AMENDMENT (PERFORMANCE REPORTING & ACCOUNTABILITY) ACT 2014 AND PLANNING AND REPORTING REGULATIONS 2014 - SUMMARY OF CHANGES

Portfolio:	Governance - Cr Lyons (Mayor)
Source:	Finance - Cr Lyons (Mayor), Cr S Kontelj & Cr E Kontelj
A/General Manager:	Corporate Services - Corporate Strategy
Index Reference:	Michael Kelly
	Subject - Planning and Reporting

Purpose

The Local Government (Finance and Reporting) Regulations 2004 will cease to have effect on 20 April 2014. The new Local Government Amendment (Performance Reporting and Accountability) Act was given Royal Assent on 11 February 2014 and sets out the new financial planning and reporting framework for local government, commencing in the 2014-15 financial year. The proposed Regulations will give effect to the framework established through amendments to the Act, which will come into operation on 18 April 2014.

This report gives notice of the key changes to the Act and Regulations and the timing of these changes.

Summary

- A number of reviews in recent years have identified that the planning and accountability framework for local government has slipped from being best practice.
- In April 2012, the Victorian Auditor-General's Office (VAGO) recommended that regulations be developed to establish minimum standards for the form and content of performance statements of local councils.
- Subsequently, the Victorian Government committed to implementing a performance monitoring and reporting framework that will be mandatory for local government.
- The Local Government Performance Reporting Framework project commenced in October 2012 with representatives from a number of Victorian councils involved in the development of new indicators. The groups worked under three thematic areas, these being Service Performance (CoGG represented in this group), Financial Performance and Sustainability.
- A number of engagement sessions were conducted by Local Government Victoria (LGV) including a visit to Geelong in December 2013. Two pilot programs have also been conducted to capture data for the indicators with feedback given to LGV on both occasions. All 79 Victorian Councils were engaged and have trialled some or all of the indicators, and 43 councils took part in the official pilot programs
- As a result, 71 performance indicators and measures will be reported in council's annual reports, of which 32 must be audited.

- The following provides a short summary of relevant changes to the Act and Regulations:
 - Replacing the existing use of 'standard statements' with financial statements for use in the strategic resource plan, annual budget and annual report;
 - Introducing new requirements for the strategic resource plan – largely to take into account services and initiatives contained in other plans adopted by council, and other form and content requirements that may be prescribed related to the non-financial resources;
 - Requiring annual budgets to contain information on major initiatives to be funded in their budgets, which replaces the requirement for councils to identify and report 'key strategic activities' which are inconsistently interpreted by councils;
 - Ensuring consistency between the strategic resource plan and annual budget by requiring councils to adopt their budgets by 30 June each year;
 - Requiring council annual reports to include:
 - A statement of progress in relation to the major initiatives identified in the budget
 - The results of council's assessment against the governance and management checklist set out in the regulations
 - All the prescribed indicators of service performance that relate to services provided by council, and the prescribed measures for those indicators
 - The results achieved in relation to these performance indicators and measures
 - Any other information required by the regulations;
 - The introduction of a suite of 71 performance indicators measuring service performance, financial performance and sustainable capacity to be reported in councils' annual reports, with 32 of these to be reported in the performance statement and audited;
 - Improving access to council reporting by including requirements to make key reports available on council websites.
- *It is important to note that some of the proposed improvements have featured in recent editions of the City of Greater Geelong's City Plan and Annual Report, influencing the changes to the Act and Regulations.*

Cr S Kontelj moved, Cr Nelson seconded -

That Council note the Local Government Amendment (Performance Reporting & Accountability) Act and changes to the Local Government (Planning and Reporting) Regulations (listed in detail in the 'Discussion' section) and the affect on planning and reporting processes such as City Plan, the Annual Budget and the Annual Report from 2014-15 financial year onwards.

Cr E Kontelj re-entered the meeting room at 9.19pm

Cr Farrell re-entered the meeting room at 9.20pm

The Mayor assumed the Chair at 9.22pm

Carried.

Background

In April 2012, a report from the Victorian Auditor-General's Office (VAGO) recommended that regulations be developed to establish minimum standards for a mandatory performance monitoring and reporting framework. Local Government Victoria (LGV) then commenced the Local Government Performance Reporting Framework project in October 2012 to assess VAGO's recommendations and to develop a new performance monitoring and reporting framework.

One of the objectives of the project, like that conducted by the Essential Services Commission (which commenced in October 2009 and ceased in November 2010) is to provide comprehensive information on council performance that meets the needs of the community and stakeholders.

A number of workshops with each of the technical working groups were conducted from October 2012 to May 2013 to develop the indicators. In the meantime, LGV also looked at further changes to the Annual Budget, Strategic Resource Plan and the Annual Report.

The performance reporting framework consists of 95 indicators of which 32 are required to be audited.

Changes to the Local Government Act 1989 and the new Regulations will commence on 18 April 2014. These changes are mandatory for all councils from the 2014-15 planning and reporting cycles.

A full list of changes will be tabled in the discussion section below. Key dates for changes are:

- Annual Report 2013-14 – current provisions apply
- Strategic Resource Plan 2014-2018 – new provisions apply
- Budget 2014-15 – new provisions apply except adoption date
- Performance Reporting – commences 1 July 2014 and reported in the Annual Report 2014-15

Discussion

The changes to the Act and the Regulations involve the Council Plan, Strategic Resource Plan, the Annual Budget and the Annual Report.

The tables below provide a detailed list of changes to the Act and Regulations.

Table 1: Local Government Amendment (Performance Reporting and Accountability) Act 2014

Section/Part	Requirement	Change
Commencement	Act comes into operation on 18 April 2014 Requirement to adopt the Budget by 30 June applies from 1 January 2015	
Section 3(1) Definitions	AAS	Australian Accounting Standards(AAS) now defined in the Act
	Financial Statements	Financial Statements now defined in the Act as needing to be prepared in accordance with the AAS with the exception of the Strategic Resource Plan and Budget which do not require notes
	Standard Statements	Definition of Standard Statements removed from the Act
Section 82A(2)(a)	Documents to be	Council Plan, Strategic Resource Plan,

Section/Part	Requirement	Change
Council Internet Website	published on a council's internet website	Budget or Revised Budget and Annual Report to be published on the internet website as soon as is practicable
Section 125 Council Plan	Proposed Council Plan	Council Plan must be available for inspection including the council's internet website
Section 126 Strategic Resource Plan	Financial Statements	Financial Statements replace Standard Statements
	Statement of Non-financial Resources	Statement of Financial Resources to be in the form and containing the information required by the regulations
	Other Plans	Strategic Resource Plan must take into account services and initiatives contained in any plan adopted or proposed to be adopted by Council for the period of the Strategic Resource Plan
Section 127 Budget	Financial Statements	Financial Statements replace Standard Statements and be in the form and containing the information required by the regulations
	Services	Services replace Activities
	Major Initiatives	Major Initiatives replace Key Strategic Activities
	Service Performance Indicators	Service Performance 'Outcome' Indicators and Measures to be included with the services to be funded in the budget
Section 129 Public Notice	Public Notice	14 days changed to 28 days and Budget changed to Proposed Budget or Revised Budget
Section 130 Adoption of Budget or Revised Budget	Adoption Date	Adoption date changed to 30 June and applies from 1 July 2015. Also applies to section 158(1) declaring rates and charges and section 179(2) invalidity of rates and charges of the Act
	Copy of Budget to the Minister	Budget to be submitted to the Minister within 28 days of adoption and includes a copy of the Revised Budget
Section 131 Annual Report – Contents	Financial Statements	Audited Standard Statements removed
	Report of Operations	Report of Operations must contain: • Statement of Progress in relation to Major Initiatives identified in the budget or revised budget • Results of the Governance and Management Checklist • Service Performance Indicators and Measures and the results for the financial year
	Performance Statement	Performance Statement must contain: • Service Performance Outcome Indicators and Measures and Results • Financial Performance Indicators and Measures and Results • Sustainable Capacity Indicators and Measures and Results
Section 132 Annual Report - Preparation	Audit Report	• Standard Statements removed and audit of Financial Statements and Performance Statement combined to reflect actual practices • Performance Statement to be certified in the same manner as the Financial

Section/Part	Requirement	Change
		Statements
Section 133 Annual Report – Submission to the Minister	Annual Report	When Council gives public notice that the Annual Report is available for inspection it must also be available on council's internet website
Section 196 Regional Libraries	Exemptions	Regional Library Corporations are exempt from reporting as follows: - Budget does not include Major Initiatives or Service Performance Indicators and Measures - Annual Report does not include a Performance Statement or Audit Report on the Performance Statement - Report of Operations does not include a Statement of Progress in relation to Major Initiatives identified in the budget or revised budget, results of the Governance and Management Checklist or the Service Performance Indicators and Measures and the results for the financial year including anything in the regulations relating to these provisions
Section 246 Savings and Transitional Local Government	Annual Report	The 2013/14 Annual Report and revised 2013/14 Budget where applicable is to be prepared in accordance with the current Act

Table 2: Local Government (Planning and Reporting) Regulations 2014

Section/Part	Requirement	Change
Part 1 - Preliminary	Commencement (Reg 3)	The inclusion of the results of the Indicators and Measures for the three preceding years in the Report of Operations and the Performance Statement does not apply until 1 July 2015 subject to Regulations 24 and 25 which provide for a phasing in period
	Definitions (Reg 5)	Key changes include: - Key definitions used throughout the regulations including the schedules appear in the definitions - Financial Statement definitions have been referenced to applicable Australian Accounting Standards where possible - The Local Government Model Financial Report (LGMFR) is defined - The Statement of Capital Works is defined as being prepared in accordance with the LGMFR - The Statement of Human Resources is defined - Key terms that apply to more than one schedule are defined in regulation 5, schedule specific terms are defined in schedule 2 (Report of Operations) and part 1 of schedule 3 (Performance

Section/Part	Requirement	Change
		Statement)
Part 2 – Strategic Resource Plan	Financial Statements (Reg 6)	- Financial Statements include a Statement of Capital Works - Financial Statements to be prepared in accordance with the LGMFR
	Other Information to be Included (Reg 7 and 8)	Key changes include: - Summary of Planned Capital Works Expenditure in relation to non-current assets classified according to the Statement of Capital Works, by expenditure type and showing the funding sources - Statement of Human Resources - Summary of Planned Expenditure in relation to the Statement of Human Resources, categorised by organisational structure and classified by employment type - Summary of the Planned Number of Full Time Equivalent Staff in relation to human resources, categorised by organisational structure and classified by employment type
Part 3 – Budgets	Financial Statements (Reg 9)	- Financial Statements must include a Statement of Capital Works - Financial Statements to be prepared in accordance with the LGMFR
	Other Information to be Included (Reg 10)	Key changes include: - Detailed List of Capital Works Expenditure in relation to non-current assets classified according to the Statement of Capital works, by expenditure type and showing the funding sources - Statement of Human Resources - Summary of Expenditure in relation to the Statement of Human Resources, categorised by organisational structure and classified by employment type - Summary of the Number of Full Time Equivalent Staff in relation to human resources, categorised by organisational structure and classified by employment type - Total amount borrowed as at 30 June of the financial year compared to the previous year - Comparatives for the amounts proposed to be borrowed and redeemed during the financial year - For a revised budget any additional amount to be borrowed compared to the budget or most recent revised budget - General rate in the \$, amount of general rates to be raised, number of assessments and value of land, disclosed by type or class of land - Comparative information and percentage change between years for all rates and charges disclosures and

Section/Part	Requirement	Change
		in the case of a revised budget the comparative is the current budget or most recent revised budget The amount of rates to be raised by each type of rate or charge to be disclosed including total rates and charges
	Public Notice (Reg 11)	Public Notice only includes the date on which Council will meet to adopt the Proposed Budget or Revised Budget and in the case of a Revised Budget reasons for preparation
Part 4 – Annual Report	Governance and Management Checklist (Reg 12)	Report of Operations must include a Governance and Management Checklist in the form and containing the items prescribed in Schedule 1
	Service Performance Indicators (Reg 13)	Report of Operations must include Service Performance Indicators and Measures prescribed in Schedule 2, the results for the financial year and three preceding years and explanation of any material variations between results
	General Information (Reg 14)	Key changes include: - Information on major capital works expenditure instead of major policy initiatives and major works - Information on major changes to the operations of the council, its organisational structure and methods of carrying out its strategic objectives instead of the functions of council, its structure and carrying out its objectives and functions - Information on other major achievements instead of major operations and achievements - Information on the services funded in the budget instead of the range of activities and services provided by the council - Information in relation to the organisational structure of the council including names and areas of responsibility of officers reporting directly to the Chief Executive Officer instead of the administrative structure and the names of senior offices - Information on the council's internet website address - Summary of the Number of Full Time Equivalent Staff in relation to human resources, categorised by organisational structure and classified by employment type and gender
	Performance Statement (Regs 15-18)	The Performance Statement must include: - Service performance outcome indicators and measures prescribed in Schedule 3, the results for the three preceding years and explanation of any material variations between results - Financial performance indicators and

Section/Part	Requirement	Change
		measures prescribed in Schedule 3, the results for the three preceding years and forecast years in the Strategic Resource Plan and explanation of any material variations between results - Sustainable capacity indicators and measures prescribed in Schedule 3, the results for the three preceding years and explanation of any material variations between results - Description of the municipal district including its size location and population - Certification of the Performance Statement
	Financial Statements (Regs 19-21)	Key changes include: - Financial Statements to include a Statement of Capital Works - Financial Statements to be prepared in accordance with the LGMFR - A note listing grants by type classified as operating and capital as well as by recurrent and non-recurrent - A note comparing income and expenditure in the Comprehensive Income Statement with the Budget and explanation of any material variations - A note comparing expenditure in the Statement of Capital Works with the Budget and explanation of any material variations - Note requiring Financial Ratios removed
	Meeting to Consider the Annual Report (Reg 22)	In the year of an election the meeting to consider the Annual Report forwarded to the Minister must be held no later than one day before the election day
Part 5 – Savings And Transitional Provisions	Local Government (Finance and Reporting) Regulations 2004	Despite their revocation on 18 April 2014, the existing regulations continue to apply to the 2013/14 year including the preparation of the Annual Report
	Local Government (Planning and Reporting) Regulations 2014	Phase in of the three preceding years of results for the performance indicators, measures and results
Schedules	Schedule 1	Governance and Management Checklist
	Schedule 2	Service Performance Indicators and Measures to be included in the Report of Operations in the Annual Report
	Schedule 3	Service Performance, Financial Performance and Sustainable Capacity Indicators and Measures to be included in the Performance Statement

Schedules 1, 2 and 3 of the Local Government (Planning and Reporting) Regulations 2014 explain and set out the specific indicators to be reported on in the Annual Report (2014-2015). Table 3 provides the indicator categories that will be reported on:

Table 3: Performance indicator categories

Indicator category	Audited (No.)	Non-audited (No.)
Service Performance		
Governance	1	4
Statutory Planning	1	3
Economic Development	1	3
Roads	1	4
Libraries	1	3
Waste Collection	1	4
Pool Facilities	1	4
Animal Management	1	3
Food Safety	1	3
Home and Community Care	2	5
Maternal and Child Health	2	3
Financial Performance	13	-
Sustainable Capacity	6	-
Governance and management (yes/no questions)	-	24
Total	32	63

The following table lists all the indicators to be collected for the 2014-15 Annual Report.

Table 4: Performance indicators – full list

Service Area	No.	Measure	Dimension	Unit of Measure	Audited (Y/N)
SERVICE PERFORMANCE					
Governance	1	Confidential Council meeting resolutions	Appropriateness	%	
Governance	2	Satisfaction with community consultation and engagement	Appropriateness	Mean	
Governance	3	Councillor attendance at meetings	Quality	%	
Governance	4	Cost of Governance	Cost	\$	
Governance	5	Satisfaction with council decisions	Service	Mean	Yes
Statutory Planning	6	Time taken to decide planning applications	Appropriateness	# days	
Statutory Planning	7	Planning applications decided within 60 days	Quality	%	
Statutory Planning	8	Cost of statutory planning service	Cost	\$	
Statutory Planning	9	Planning decisions upheld at VCAT	Service	#	Yes
Economic Development	10	Participation in business development activities	Appropriateness	%	
Economic Development	11	Delivery of planned business development activities	Quality	%	

Service Area	No.	Measure	Dimension	Unit of Measure	Audited (Y/N)
Economic Development	12	Cost of economic development service	Cost	\$	
Economic Development	13	Change in number of businesses	Service	%	Yes
Roads	14	Sealed local road requests	Appropriateness	#	
Roads	15	sealed local roads below the intervention level	Quality	%	
Roads	16	Cost of sealed local road reconstruction	Cost	\$	
Roads	17	Cost of sealed local road sealing	Cost	\$	
Roads	18	Satisfaction with sealed local roads	Service	Mean	Yes
Libraries	19	Library collection usage	Appropriateness	#	
Libraries	20	Standard of library collection	Quality	%	
Libraries	21	Cost of library service	Cost	\$	
Libraries	22	Active library members	Service	%	Yes
Waste Collection	23	Kerbside bin collection requests	Appropriateness	#	
Waste Collection	24	Kerbside collection bins missed	Quality	#	
Waste Collection	25	Cost of kerbside garbage bin collection service	Cost	\$	
Waste Collection	26	Cost of kerbside recyclables bin collection service	Cost	\$	
Waste Collection	27	Kerbside collection waste diverted from landfill	Service	%	Yes
Pool facilities	28	User satisfaction with pool facility	Appropriateness	#	
Pool facilities	29	Health inspections of pool facilities	Quality	#	
Pool facilities	30	Reportable safety incidents at pool facilities	Quality	#	
Pool facilities	31	Cost of indoor pool facilities	Cost	\$	
Pool facilities	32	Cost of outdoor pool facilities	Cost	\$	
Pool facilities	33	Utilisation of pool facilities	Service	#	Yes
Animal Management	34	Time taken to action animal management requests	Appropriateness	#	
Animal Management	35	Animals reclaimed	Quality	%	
Animal Management	36	Cost of animal management service	Cost	\$	
Animal Management	37	Animal prosecutions proven in court	Service	#	Yes
Food Safety	38	Time taken to action food complaints	Appropriateness	#	
Food Safety	39	Food safety assessments	Quality	%	
Food Safety	40	Cost of food safety service	Cost	\$	
Food Safety	41	Critical and major non-compliance outcome notifications	Service	%	Yes
Home and Community Care	42	Time taken to commence the HACCC service	Appropriateness	#	

Service Area	No.	Measure	Dimension	Unit of Measure	Audited (Y/N)
Home and Community Care	43	Compliance with Community Care Common Standards	Quality	%	
Home and Community Care	44	Cost of domestic care service	Cost	\$	
Home and Community Care	45	Cost of personal care service	Cost	\$	
Home and Community Care	46	Cost of respite care service	Cost	\$	
Home and Community Care	47	Participation in the service	Service	%	Yes
Home and Community Care	48	Participation in the service by Culturally and Linguistically Diverse people	Service	%	Yes
Maternal and Child Health	49	Time taken to undertake first Maternal and Child Health home visit	Appropriateness	#	
Maternal and Child Health	50	Infant enrolments in Maternal and Child Health Service	Quality	%	
Maternal and Child Health	51	Cost of Maternal and Child Health Service	Cost	\$	
Maternal and Child Health	52	Participation in Maternal Child Health key ages and stages visits	Service	%	Yes
Maternal and Child Health	53	Participation in Maternal Child Health Key ages and stages visits by Aboriginal children	Service	%	Yes
FINANCIAL PERFORMANCE					
Operating Position	54	Underlying surplus or deficit	Operating Position	%	Yes
Liquidity	55	Current assets compared to current liabilities	Liquidity	%	Yes
Liquidity	56	Unrestricted cash compared to current liabilities	Liquidity	%	Yes
Obligations	57	Debt compared to rates	Obligations	%	Yes
Obligations	58	Debt repayments compared to rates	Obligations	%	Yes
Obligations	59	Non-current liabilities compared to own source revenue	Obligations	%	Yes
Obligations	60	Asset renewal compared to depreciation	Obligations	%	Yes
Stability	61	Rates compared to underlying revenue	Stability	%	Yes
Stability	62	Rates compared to property values	Stability	%	Yes
Efficiency	63	Average expenditure per assessment	Efficiency	\$	Yes
Efficiency	64	Specific purpose grants expended compared to grants received	Efficiency	%	Yes
Efficiency	65	Average residential rate per assessment	Efficiency	\$	Yes

Service Area	No.	Measure	Dimension	Unit of Measure	Audited (Y/N)
Efficiency	66	Resignations and terminations compared to average staff	Efficiency	%	Yes
SUSTAINABLE CAPACITY					
Capacity	67	Own source revenue per head of municipal population	Capacity	\$	Yes
Capacity	68	Recurrent grants per head of municipal population	Capacity	\$	Yes
Capacity	69	Underlying expenditure per head of municipal population	Capacity	\$	Yes
Capacity	70	Infrastructure per capita	Capacity	\$	Yes
Capacity	71	Population density per length of road	Capacity	#	Yes
Capacity	72	Relative socio-economic disadvantage	Capacity	#	Yes
GOVERNANCE AND MANAGEMENT CHECKLIST					
	1	Community engagement policy		Y/N	
	2	Community engagement guidelines		Y/N	
	3	Strategic Resource Plan		Y/N	
	4	Annual budget		Y/N	
	5	Asset management plans		Y/N	
	6	Rating Strategy		Y/N	
	7	Risk Policy		Y/N	
	8	Fraud Policy		Y/N	
	9	Emergency management plan		Y/N	
	10	Business continuity plan		Y/N	
	11	Disaster Recovery plan		Y/N	
	12	Risk management framework		Y/N	
	13	Audit committee		Y/N	
	14	Internal Audit		Y/N	
	15	Performance Reporting Framework		Y/N	
	16	Council plan reporting		Y/N	
	17	Financial reporting		Y/N	
	18	Risk reporting		Y/N	
	19	Performance Reporting Framework		Y/N	
	20	Annual Report		Y/N	
	21	Code of conduct		Y/N	
	22	Delegations		Y/N	
	23	Meeting procedures		Y/N	
	24	Council committees		Y/N	

Environmental Implications

There are no environmental impacts.

Financial Implications

The impact assessment of the proposed Regulations has shown that there is an administrative burden on local councils. The proposed Regulations will require councils to:

- Collect, maintain and analyse data;

- Publish mandated information within the existing documents; and
- Have some reported data audited.

Following consultation with the 43 councils during the pilot program and supplemented through interviews with a representative sample of councils, the quantifiable cost burden is estimated at \$3,498 per council.

The table below outlines what makes up this cost burden.

Reporting requirement	Time taken	Cost per council * (in 2014-15)
Performance indicators – service performance	Survey of councils indicated that the time taken to collect data on the service performance indicators was about 23.75 hours on average.	\$1,807
Performance indicators – financial performance and sustainable capacity	Survey of councils indicated that the average time to compile this information, which draws on existing data sources, is around 2.25 hours.	\$171
Governance and management checklist	This checklist is a simple list of 24 'yes/no' questions. 75% of councils found this requirement easy or very easy to complete. Average reported completion time was 21 minutes.	\$152
Financial statements and a statement of capital works (required in strategic resource plan, annual budget and annual report)	This is similar to the existing standards statements. Based on interviews with a number of councils, this is estimated to take each council about 8 hours in total.	\$608
Statement of human resources	Based on interviews with a number of councils, this is estimated to take each council about 2 hours to complete.	\$152
Other annual report requirements	Based on interviews with a number of councils, this is estimated to take each council about 8 hours to collect this Information from existing sources.	\$608
Total cost per council		\$3,498

* Council staff time has been valued as a blended hourly rate of \$76.02

Policy/Legal/Statutory Implications

The Local Government (Finance and Reporting) Regulations 2004 will cease to have effect on 20 April 2014. The new Local Government Amendment (Performance Reporting and Accountability) Act was given Royal Assent on 11 February 2014 and sets out the new financial planning and reporting framework for local government, commencing in the 2014-15 financial year. The proposed Regulations will give effect to the framework established through amendments to the Act, which will come into operation on 18 April 2014.

Alignment to City Plan

Our current City Plan in most parts meets the proposed changes. The proposed performance indicators have a linkage to all strategic directions in City Plan 2013-2017.

Officer Direct or Indirect Interest

There are no direct or indirect interests.

Risk Assessment

City Plan, the Annual Budget and the Annual Report are public documents and as such are subject to public scrutiny. Performance indicators will be reported in the Performance Statement from 2014-15 and also used in a public report to be produced by Local Government Victoria, where the results may be reported by media outlets and comparisons to other councils made.

Social Considerations

The reports are available to the whole community through the City of Greater Geelong website and by hard copy from customer service centres.

Human Rights Charter

Not applicable.

Consultation and Communication

The City of Greater Geelong has participated in all stages of this project with Local Government Victoria, including working group meetings, indicator development, pilot stages 1 and 2.

The 2014-15 Annual Budget will include proposed changes, as will the Strategic Resource Plan. The changes to the Annual Report will take effect from the 2014-15 financial year.

The Annual Budget and the Annual Report will be communicated as per the Local Government Act 1989.

9. INVESTMENT MANAGEMENT POLICY – MPL510.7.1

Portfolio:	Finance – Cr Lyons (Mayor), Cr S Kontelj & Cr E Kontelj
Source	Corporate Services – Finance Management
A/General Manager:	Michael Kelly
Index Reference	Financial Management \ Reporting

Purpose

To adopt the revised Investment Management Policy.

Summary

- Council utilises the services of Prudential Services Investment Corp (appointed in 2012) for investment advice which includes updating the Investment Management Policy to provide a framework for management, investing and redeeming of funds.
- The Investment Management Policy has recently been reviewed in conjunction with Prudential Services and minor changes are proposed for operational flexibility and low risk impact.
- The attached updated Investment Management Policy formalises the operating framework for the ongoing management of cash investments which complies with restrictions under Local Government Act and applies constraints to minimise investment risk.
- The three-tiered risk management foundation has provided clearly identifiable constraints and good diversification for the portfolio, specifically in regards to:
 - Overall Portfolio Credit Framework: limits overall credit exposure of the portfolio;
 - Individual Institution Credit Framework: limits exposure to individual institutions based on their credit ratings; and
 - Term to Maturity Framework: limits based upon maturity of securities.
- Following a review of the Investment Policy, it is recommended Council amend its Term to Maturity Framework to allow for a small exposure to longer dated investments with the highest credit rated Australian-owned Authorised Deposit taking Institutions (ADI's) available.

Cr S Kontelj moved, Cr Macdonald seconded -

That Council adopt the revised Investment Management Policy MPL 510.7 (Version 03).

Cr Fisher left the meeting room at 9.24pm

Carried.

Background

Over the past several years, interest rates have been in a downward cycle with little additional value being offered by banks for investing out beyond 12 months. Consequently, longer dated rates, those greater than 12 months, were relatively flat, or even lower, than rates on offer up to 12 months.

The interest rate market has started to turn the corner. Longer dated deposits, particularly in the 2 and 3 year area, are beginning to provide a good premium above short dated rates.

By way of example, the table below shows a selection of recently quoted term deposit rates from various highly rated Australian ADI's:

		3mo	6mo	1yr	2yr	3yr
Bankwest	AA-	3.50	3.50	3.55	3.80	4.10
NAB	AA-	3.65	3.74	3.78	3.90	4.01
St George	AA-	3.31	3.43	3.61	3.54	3.88
BBSW rate		2.64	2.66	2.63	2.88	3.17

On this particular day, three year term deposits from Australia's major banks (or their fully owned subsidiaries) were paying between 0.23%-0.55%pa more than rates on offer for one year. On a three year deposit of \$5,000,000 (approx. 10% of Council's portfolio) this would result in additional interest return of up to \$27,500 per year. Meanwhile, Council would maintain exposure to only the highest rated Australian ADI's.

This increase in longer dated rates is due in part to global banking regulations (Basel III) being phased into the Australian banking system favouring longer dated deposits to reduce banks' liquidity risk.

Long dated deposits are a more stable funding source for the banks (ie 90 day TD's may be withdrawn in 90 days, whereas a three year term deposit will stay with the bank for three years). As regulations favour longer dated deposits, banks are expected to pay better margins above market rates to attract longer dated rates.

Correspondingly, due to the same regulations, short term rates from the banks will have smaller margins than those offered over recent years.

Discussion

Currently, Council's Term to Maturity Framework allows investments to a maximum of 12 months only:

Overall Portfolio Term to Maturity Limits	
Portfolio % < 12 months	100%

To best take advantage of the opportunities being provided in the market, whilst maintaining Council's strict credit quality framework, it is recommended Council allow for up to 20% of its total portfolio to be invested in deposits between 12 months and three years.

Proposed Term to Maturity Framework:

Overall Portfolio Term to Maturity Limits	
Portfolio % < 12 months	100% max; 80% min
Portfolio % > 12mos ≤ 36mos	20% max

Long term Investment Conditions

Investments for greater than 12 months must only be with:

- ADI's rated AA- or higher by Standard & Poor's.
- Australian-owned ADI's

As noted above, to ensure Council's strict portfolio credit quality remains intact it is recommended that only Australian-owned ADI's of the highest available credit ratings are allowed for deposits longer than 12 months.

Based upon current credit ratings from Standard & Poor's, as at 31 December 2013, the list of eligible ADI's for Council under the proposed changes would be:

Sample List of Eligible ADIs for Council (S&P ratings as at 31 Dec 2013)			
Short-term Investments (< 12 mos)		Long-term Investments (> 12 mos)	
Credit Ratings	Institutions	Credit Ratings	Institutions
A-1+	ANZ/CBA/NAB/WBC BankWest (CBA) St George (WBC) Bank of Melbourne (WBC)	AA-	ANZ/CBA/NAB/WBC BankWest (CBA) St George (WBC) Bank of Melbourne (WBC)
A-1	AMP ING Bank Australia Macquarie Bank Suncorp Metway		
A-2	Bank of Queensland Bendigo and Adelaide Credit Union Australia IMB Members Equity Bank Newcastle Permanent Rural Bank (Bendigo Adelaide)		

While not an exhaustive list, these are the most active and widely utilised ADI's in the Local Government sector whose ratings are compliant with Council's policy.

Credit ratings are subject to change. ADI ratings are monitored regularly for compliance.

The eligible ADI's for deposits greater than 12 months comprise only the four Major Banks and their wholly owned subsidiaries. The range of ADI's available for short dated deposits remains the same as per current restrictions.

Importantly, the 20% allowable limit is a maximum only, not a recommendation to invest the full 20%. The actual amount invested long term would be contingent upon Council's long-term cash flow requirements.

It is recommended Council take advantage of the higher interest rate opportunities that are presenting themselves in the market due to changes in global banking regulations. A small allowance in long dated term deposits (up to and including three years) from Australia's highest rated ADI's is expected to provide Council with additional returns with no increase in overall credit risk.

Environmental Implications

There are no environmental implications.

Financial Implications

Interest and dividend returns is budgeted at 0.5% of the City of Greater Geelong's annual total revenue.

Policy/Legal/Statutory Implications

This policy conforms to all Federal and State statutes governing Local Government and the investment of public funds.

Alignment to City Plan

This report contributes to responsible and sustainable financial management as aligned in Council's City Plan objective on How We Do Business.

Officer Direct or Indirect Interest

No Council Officers involved have a direct or indirect interest in this matter.

Risk Assessment

This policy stipulates that investments shall be made with good judgement and care, not for speculation and considering the probable safety of the capital, as well as the probable income to be derived.

Social Considerations

Not applicable.

Human Rights Charter

There are no known positive or negative effects.

Consultation and Communication

This Management policy will be placed on CityWeb and appropriate Council officers advised. Investment returns are reported as a net return to Council on a quarterly basis as part of the Financial Management report.

Oakvale Capital provide a monthly, six-monthly and annual reviews of investment performance. Recommendations are made for revisions to the investment strategy within the policy framework.

MANAGEMENT POLICY

Investment Policy	Document No:	MPL510.7.1
	Approval Date:	
	Approved By:	CEO
	Review Date:	August 2014
Responsible Officer: General Manager Corporate Services	Version No:	03
Authorising Officer:	Chief Executive Officer	

1. PURPOSE

To provide guidelines for managing, investing and redeeming funds for the City of Greater Geelong.

2. SCOPE

To invest public funds in a manner that will provide the highest investment return with maximum security, whilst meeting daily cash flow demands of the City of Greater Geelong.

This policy conforms to all Federal and State statutes governing Local Government and the investment of public funds.

Standard of Prudence

Protection of principal is essential in the investment program. Investments of the City of Greater Geelong shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio.

Investments shall be made with good judgement and care, not for speculation, and considering the probable safety of the capital as well as the probable income to be derived.

3. REFERENCES

- Australian Accounting Standards.
- Local Government Act 1989 – Section 143 Investments (Refer Schedule 1).
- Standard & Poor's Credit Ratings Description (Refer Schedule 2).
- Investment Instrument Descriptions (Refer Schedule 3).

4. RISK MANAGEMENT GUIDELINES

Council's investment portfolio is to comply with three key criteria relating to:

- a) **Portfolio Credit Framework:** limit overall credit exposure of the portfolio.
- b) **Individual Institution Credit Framework:** limit exposure to individual institutions.
- c) **Term to Maturity Framework:** limits based upon maturity of securities.

The following guidelines will form the basis of Council's investment policy.

a) Portfolio Credit Framework

To control credit quality on the entire portfolio, the following credit framework limits the percentage of the portfolio, based upon Council's average annual balance, exposed to any particular Standard & Poor's (S&P) credit rating category:

Overall Portfolio Credit Limits			
Long-Term Credit Ratings	Short-Term Credit Ratings	Direct Securities Maximum	Managed Funds Maximum
AAA Category	A-1+	100% max	100% max
AA Category	A-1	100% max	100% max
A Category	A-2	60% max	-

** All direct securities are to be restricted to Authorised Deposit Taking Institutions (ADI's – such as banks, building societies and credit unions) regulated by, and subject to the prudential standards of, the Australian Prudential Regulation Authority (APRA).*

b) Individual Institution Credit Framework

Exposure to an individual institution will be restricted by their S&P rating so that single entity exposure is limited. The limits (with a max 45% in a A-1+ Category) as detailed in the table below reflects the acceptable risk levels of a conservative cash and fixed income investor. These limits are prudently manageable in the current environment.

Individual Institution Limits			
Long-Term Credit Ratings	Short-Term Credit Ratings	Direct Securities Maximum	Managed Funds Maximum
AAA Category	A-1+	45%	45%
AA Category	A-1	35%	40%
A Category or below	A-2	20%	-

** All direct securities are to be restricted to Authorised Deposit Taking Institutions (ADI's – such as banks, building societies and credit unions) regulated by, and subject to the prudential standards of, the Australian Prudential Regulation Authority (APRA).*

- The Minister for Planning and Local Government in 2007 required that Councils investments in Managed Investment Schemes be with funds that have a minimum **AAm** (ie. Money Market Funds – fixed unit based) or **Aaf** (ie. Fixed Income Funds – variable net asset value) Standard and Poor's long term rating.
- The short-term credit rating limit will apply in the case of discrepancies between short and long-term ratings.
- In the event that a credit rating of a security or of the company/body issuing the security falls below the required minimum, Council will make all necessary arrangements to withdraw deposits as soon as practical.
- Percentage limits are based upon Council's average core portfolio balance, after taking into account any effect of maintaining an investment for Long Service Leave.

c) Term to Maturity Framework

The investment portfolio is to be invested within the following terms to maturity constraints:

Overall Portfolio Term to maturity Limits	
Portfolio % < 12 months	100% max; 80% min
Portfolio % > 12 months ≤ 36 months	20% max

Long Term Investment Conditions

Investments for greater than 12 months must only be with:

- ADI's rated AA- or higher by Standard & Poor's.
- Australian-owned ADI's.

Liquidity

The investment portfolio will remain sufficiently liquid to enable Council to meet all operating requirements which might be reasonably anticipated.

Investment maturities will be scheduled to coincide with projected cashflow needs.

5. PERFORMANCE BENCHMARK

The performance benchmark for the City of Greater Geelong's investment portfolio is the Union Bank of Switzerland (UBS) 90 day Bank Bill Index, the industry standard benchmark for cash type portfolios, including managed cash funds.

6. INVESTMENT STRATEGY

The investment strategy will be developed by management to guide the day to day investment process. The Strategy will outline:

- Council's cash flow expectations.
- Optimal target allocation of investment types, credit rating exposure, and term to maturity exposure.
- Appropriateness of overall investment types for Council's portfolio.
- Any recommended adjustments of the investment portfolio.

The Investment Strategy will fully comply with legislative requirements and the investment policy.

Council will utilise an external investment advisor to provide advice on the strategic diversification of investments within legislative requirements. The investment advisor will also recommend and source appropriate investments based on rates and ensuring that Council remains within the credit limits, individual institution credit limits and term to maturity limits as listed previously in the policy.

Investment opportunities are sourced via investment advisor and via direct contact with institutions, to take advantage of best risk return profile.

Six monthly reviews will be conducted with the external investment advisor (ie. August and February) and will consider the investment forecasts for future periods and the actual performance against benchmark.

7. REPORTING

Accounting for investments will comply with the Australian Accounting Standards, and the Local Government Act 1989.

Investment returns will be reported as a net return to Council. The return will be net of any fees to fund managers.

A report on investments showing values of investments and returns will be part of the regular reporting provided for management purposes.

8. QUALITY RECORDS

Quality Records shall be retained for at least the period shown below.

Record	Retention/Disposal Responsibility	Retention Period	Location
Monthly / Quarterly Reports	Financial Reporting Co-ordinator	2 years	Corio Street
Internal Cashflow Reports	Financial Reporting Co-ordinator	1 year	Corio Street

SCHEDULE 1

LOCAL GOVERNMENT ACT 1989

143. Investments

A Council may invest any money-

- (a) in Government securities of the Commonwealth;
- (b) in securities guaranteed by the Government of Victoria;
- (c) with an authorised deposit-taking institution;
- (d) with any financial institution guaranteed by the Government of Victoria;
- (e) on deposit with an eligible money market dealer within the meaning of the Corporations Act;
- (f) in any other manner approved by the Minister after consultation with the Treasurer either generally or specifically, to be an authorised manner of investment for the purposes of this section.

LOCAL GOVERNMENT ACT 1989

APPROVAL OF AUTHORISED MANNERS OF INVESTMENTS FOR THE PURPOSES OF SECTION 143(F) OF THE LOCAL GOVERNMENT ACT 1989

I, Richard Wynne MP, Minister for Local Government, pursuant to section 143(f) of the *Local Government Act* 1989 (the Act), hereby revoke all investments previously authorised generally to apply to all councils and regional library corporations under this provision.

Pursuant to section 143(f) of the Act, I authorise as approved manners of investment to apply generally to all councils and regional library corporations under this provision.

1. *Certificates of Deposit and Bills of Exchange*

- a. A certificate of deposit, whether negotiable, convertible or otherwise, issued by an authorised deposit taking institution as defined by section 3 of the *Trustee Act* 1958;
- b. A bill of exchange which at the time of acquisition has a maturity date of not more than 200 days and which if purchased for value confers on the holder in due course a right of recourse against an authorised deposit taking institution, as defined by section 3 of the *Trustee Act* 1958, as the acceptor or endorser of the bill for an amount equal to the face value of the bill.

2. *Investments in the Treasury Corporation of Victoria.*

3. *Investment in managed investment schemes*

Investments in managed investment schemes which:

- Have a rating of AAm or a rating of AAf from Standard & Poor's Australian Ratings;
- Are registered under section 601EB of the Corporations Law 2001 (Commonwealth); and
- Are liquid within the meaning of section 601KA(4) of the Corporations Law 2001 (Commonwealth) and have a constitutions that provides for members to withdraw from the scheme.

SCHEDULE 2

Standard & Poor's Ratings Description

Credit Ratings

Standard & Poor's (S&P) is a professional organisation that provides analytical services. An S&P rating is an opinion of the general creditworthiness of an obligor with respect to particular debt security or other financial obligation — based on relevant risk factors.

Credit ratings are based, in varying degrees, on the following considerations:

- Likelihood of payment.
- Nature and provisions of the obligation.
- Protection afforded by, and relative position of, the obligation in the event of bankruptcy, reorganisation or other laws affecting creditors' rights.

The issue rating definitions are expressed in terms of default risk.

Short-Term Obligation Ratings are:

A-1

This is the highest short-term category used by S&P. The obligor's capacity to meet its financial commitment on the obligation is strong. Within this category, certain obligations are designated with a plus sign (+). This indicates that the obligor's capacity to meet its financial commitment on these obligations is extremely strong.

A-2

A short-term obligation rated A-2 is somewhat more susceptible to the adverse effects of changes in circumstances and economic conditions than obligations in higher rating categories. However, the obligor's capacity to meet its financial commitment on the obligation is satisfactory.

A-3

A short-term obligation rated A-3 exhibits adequate protection parameters. However, adverse economic conditions or changing circumstances are more likely to lead to a weakened capacity of the obligor to meet its financial commitment on the obligation.

Long-Term Ratings are:

AAA

An obligation/obligor rated AAA has the highest rating assigned by S&P. The obligor's capacity to meet its financial commitment on the obligation is extremely strong.

AA

An obligation/obligor rated AA differs from the highest rated obligations only in a small degree. The obligor's capacity to meet its financial commitment on the obligations is very strong.

A

An obligation/obligor rated A is somewhat more susceptible to the adverse effects of changes in circumstances and economic conditions

than obligations/obligor in higher rated categories. However, the obligors capacity to meet its financial commitment on the obligation is still strong.

BBB

An obligation/obligor rated BBB exhibits adequate protection parameters. However, adverse economic conditions or changing circumstances are more likely to lead to a weakened capacity to the obligor to meet its financial commitment on the obligation.

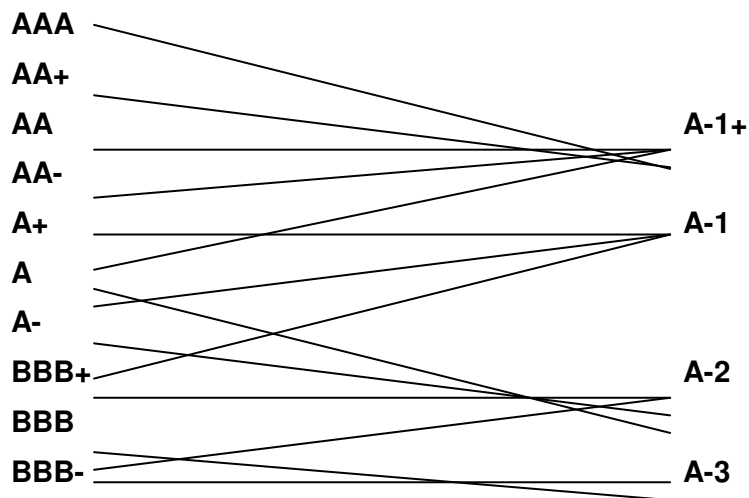
Plus (+) or Minus (-): The ratings from “AA” to “CCC” may be modified by the addition of a plus or minus sign to show relative standing within the major rating categories.

CreditWatch highlights an emerging situation, which may materially affect the profile of a rated corporation and can be designed as positive, developing or negative. Following a full review the rating may either be affirmed or changed in the direction indicated.

A Rating Outlook assesses the potential direction of an issuer’s long-term debt rating over the intermediate-to-long term. In determining a Rating Outlook, consideration is given to possible changes in the economic and/or fundamental business conditions. An outlook is not necessarily precursor of a ratings change or future CreditWatch action. A “Rating Outlook – Positive” indicates that rating may be raised. “Negative” means a rating may be lowered. “Stable” indicates that ratings are not likely to change. “Developing” means ratings may be raised or lowered.

S&P Ratings Correlations

The standard correlation of short-term ratings with long-term ratings is shown below.



Sample List of Eligible ADIs for Council (S&P ratings as at 31 Dec 2013)			
Short-term Investments (< 12 mos)		Long-term Investments (> 12 mos)	
Credit Ratings	Institutions	Credit Ratings	Institutions
A-1+	ANZ/CBA/NAB/WBC BankWest (CBA) St George (WBC) Bank of Melbourne (WBC)	AA-	ANZ/CBA/NAB/WBC BankWest (CBA) St George (WBC) Bank of Melbourne (WBC)
A-1	AMP ING Bank Australia Macquarie Bank Suncorp Metway		
A-2	Bank of Queensland Bendigo and Adelaide Credit Union Australia IMB Members Equity Bank Newcastle Permanent Rural Bank (Bendigo Adelaide)		

Notes:

- while not an exhaustive list, these are the most active and widely utilised ADIs in the local government sector whose ratings are compliant with Council's policy.
- Credit ratings are subject to change. ADI ratings are monitored regularly for compliance.

SCHEDULE 3

Investment Instrument Description

11am call deposits

Cash invested on an overnight basis. Funds can be recalled or re-invested before 11am on the following business day.

Term Deposit

Funds invested with a financial institution at a predetermined rate that applies to the duration of the deposit. The principal is held on deposit for a fixed term with interest payable at maturity. It is not a tradeable security and the investor is penalised when funds are prepaid.

Bank Bill

Bank-accepted bills are bills of exchange drawn by a company or individual (borrower) usually for periods between 30 and 180 days. The bill is accepted by the bank, which in turn accepts the liability for payment at maturity. It is a short-term investment issued at a discount to the face value and is of a very high credit standing, consequently trades at the lowest yields of all commercially issued bills.

Negotiable Certificate of Deposit (NCD)

These are short-term bearer securities issued by banks for up to 180-days. They are sold at a discount to face value and are highly liquid discount securities; representing the bank's debt, therefore trade at similar yields to bank bills. Creditworthiness of the bank will determine where the bank's NCD trades, relative to the BBSW.

Promissory Note (PN) / Commercial Paper (CP)

A negotiable instrument evidencing an unsecured obligation (promise) the issuer has to repay a certain amount of money at a future date, usually for up to six months. CP is a highly liquid discount security that is traded on a yield to maturity basis. To be marketable, a credit rating must be obtained from a ratings agency eg Standard & Poor's. Major issuers include industrial corporations, securitised vehicles and finance companies. It has a higher risk of default than a bank and hence trades at a higher yield.

Floating Rate Note (FRN)

The FRN is a longer-term debt security issued for a fixed period of time but has a variable (floating) coupon on a monthly or quarterly basis. The coupon reflects current interest rates, which is determined as a margin over the BBSW rate set. FRN's appeal to investors who are reluctant to commit funds to fixed interest investments for longer periods in times of fluctuating interest rates. Typical issuers are banks, corporates, financial institutions and securitised vehicles.

Fixed Interest Securities (Bonds)

Securities issued by Commonwealth, State or corporate institutions that pay a fixed rate of interest (coupon) and mature at a fixed point in time. The interest is paid at regular intervals (usually semi-annually). These securities are generally issued for a period of greater than one year.

Cash Enhanced Pooled Managed Funds

Professionally managed trust vehicles which predominately invests in a range of short dated cash-type securities with the aim of outperforming the UBS 90 day Bank Bill Index benchmark. They are designed to enhance returns on short-term holdings as an alternative to short-dated bank bill and term deposit portfolios. They provide easy access to holdings and can be redeemed within 24 to 48 hours.

10. FRINGE BENEFITS TAX – POLICY UPDATE

Portfolio:	Finance – Cr Lyons (Mayor), Cr S Kontelj & Cr E Kontelj
Source	Corporate Services – Financial Services
A/General Manager:	Michael Kelly
Index Reference	Financial Management \ Reporting

Purpose

To provide an update of the Fringe Benefits Tax Policy, Procedure and Guide.

Summary

- The Fringe Benefits Tax Policy was updated to include FBT for vehicle hire and benefits will be incorporated into the annual FBT return.
- The Fringe Benefits Tax Procedure was updated to include additional expenditure types that are subject to FBT and comments added that Council will minimise FBT on motor vehicles through management of its Fleet.
- The Fringe Benefits Tax Guidelines includes changes to the current Income Tax rates.

Cr S Kontelj moved, Cr E Kontelj seconded -

That Council endorse the changes to the following Management Procedures and Policies:

- 1) Fringe Benefits Tax Management Policy (MPL505.1.2);**
- 2) Fringe Benefits Tax Management Procedure (MPR505.1.2.1);**
- 3) Fringe Benefits Tax “A Guide to Understanding FBT”.**

Carried.

Background

Council's policies and procedures are scheduled for regular review to incorporate any changes and new information. The FBT Management Policy and Procedure was last approved on 19/1/2011.

Discussion

The review of the Fringe Benefits Tax Policy, Procedure and guidelines resulted in minor changes to expenditure types. Council will endeavour to minimise FBT on motor vehicles through management of its Fleet.

Environmental Implications

Not Applicable.

Financial Implications

There are no financial implications.

Policy/Legal/Statutory Implications

Council has a legal obligation under the Local Government Act to comply with both Australian Accounting Standards and Local Government Regulations.

Alignment to City Plan

This report contributes to responsible and sustainable financial management as aligned in Council's City Plan objective on How We Do Business.

Officer Direct or Indirect Interest

There is no officer direct or indirect interest in these policies.

Risk Assessment

There are no risks associated with the update of these documents.

Social Considerations

Not applicable.

Human Rights Charter

There are no known positive or negative effects.

Consultation and Communication

The policy and any changes will be communicated to management as required.

MANAGEMENT POLICY

Fringe Benefits Tax	Document No:	MPL505.1.2
	Approval Date:	19/1/2011 updated Dec 2013
	Approved By:	CEO
	Review Date:	19/1/2014
Responsible Officer: General Manager Corporate Services	Expiry Date:	N/A
	Version No:	V02
Authorising Officer:	Chief Executive Officer	

1. PURPOSE

To ensure that Council complies with Fringe Benefits Tax legislation accurately and effectively.

2. SCOPE

All Council employees who are recipients of benefits from Council that are subject to Fringe Benefits Tax.

This policy does not apply to Councillors or volunteers as they are not subject to Fringe Benefits Tax.

3. REFERENCES

- MPR505.1.2.1 – Fringe Benefits Tax
- Fringe Benefits Tax Act (1986)

4. DEFINITIONS

- Fringe Benefits Tax – This is a tax imposed on employers when a benefit is provided to an employee, or an associate of an employee, in respect of employment. An associate includes a spouse, child, relative etc.

5. MANAGEMENT POLICY

Council will maximise the effectiveness of its Fringe Benefits Tax expense, by restricting benefits subject to FBT to motor vehicles, including vehicle hire, and entertainment.

Other benefits provided subject to FBT will be reviewed and incorporated into Annual FBT return.

Council will minimise its Fringe Benefits Tax on motor vehicles through management of its vehicle fleet.

In approving expenditure managers and coordinators are responsible to ensure meals and entertainment are charged to appropriate accounts as per the FBT account matrix available on the Council Intranet.

QUALITY RECORDS

Quality Records shall be retained for at least the period shown below.

Record	Retention/Disposal Responsibility	Retention Period	Location
N/A			

6. ATTACHMENTS

- Nil

MANAGEMENT PROCEDURE

Fringe Benefits Tax	Document No:	MPR505.1.2.1
	Approval Date:	19/1/2011 Updated Dec 2013
	Approved By:	CEO
	Review Date:	19/1/2014
Responsible Officer: General Manager Corporate Services	Expiry Date:	N/A
Authorising Officer:	Version No:	V01
Chief Executive Officer		

1 PURPOSE

To ensure that Council complies with Fringe Benefits Tax legislation accurately and effectively.

2 SCOPE

All Council employees who are recipients of benefits from Council that are subject to Fringe Benefits Tax.

All staff with authority to approve expenditure.

3 REFERENCES.

- MPL505.1.2 – Fringe Benefits Tax.
- Fringe Benefits Tax Act (1986).

4 DEFINITIONS

- Fringe Benefits Tax – This is a tax imposed on employers when a benefit is provided to an employee, or an associate of an employee, in respect of employment. An associate includes a spouse, child, relative etc. It does not apply to Councillors, volunteers or clients.
- Entertainment – Entertainment by way of food or drink, or accommodation or travel to do with providing that entertainment.

5 PROCEDURE DESCRIPTION

This procedure outlines the process of managing and reporting Fringe Benefits Tax. It includes requirements of the employee, business unit and Financial Reporting unit, in the identification and allocation process of expenditure incurred that is subject to Fringe Benefits Tax. It also describes the process of collating the required information and submitting the return, the provision of the report on reportable fringe benefits, the charge out to business units and the effective management of the expenditure.

6 PROCEDURES

6.1 Authorities & Responsibilities

In preparing budgets and approving expenditure, managers and coordinators must check if reimbursement or payment to an employee or associate is subject to Fringe Benefits Tax.

In approving expenditure managers and coordinators are responsible to charge expenditure to the correct expenditure types and providing adequate description of expenditure.

The Financial Reporting Co-ordinator must supervise the:

- Collection of FBT information;
- Collation of the information;
- Completion of the returns for payment to the ATO;
- Provision of Reportable Fringe Benefits for payment summaries;
- The charge out to business units; and
- The provision of refresher training to business units on FBT.

The Payroll Coordinator is responsible for:

- Inclusion of Reportable Fringe Benefits on payment summaries, and
- Provision of explanation to employees.

6.2 Procedure Instructions

6.2.1 Determine the expenditure type

When approving an order/expenditure, the authorised person should determine if the expense is subject to Fringe Benefits Tax. Typical expenditures that may incur FBT are:

- Vehicles
- Private Phones
- Entertainment
- HECS
- Other Minor Expenses

Internet Access

E-Tags

- Housing

When an employee of a business unit incurs an expenditure that is subject to Fringe Benefits Tax, the Manager or Coordinator approving the expenditure must charge the expense to the appropriate FBT ledger account.

Vehicle Expenses

Vehicle expenses are charged to the ledger through the fleet system. Contributions towards vehicle expenses are charged to suffix 2470 Vehicle Contributions in the ledger through payroll deductions.

Telephone Expenses

Telephone Expenses are charged to the ledger through the expenditure types selected on the cheque request form submitted for reimbursement. The expenditure types to select from are:

- Telephone – Business Use
- Telephone – Private Use

Fringe Benefits Tax is only applicable to private use expenditure.

Declarations of private and business use expenditure are provided to support the split into accounts.

Entertainment

Entertainment expenditure is split by the person approving the expenditure into the following expenditure type groupings.

Entertainment – Employee & Associates (FBT) – includes recreation entertainment without meals for employees or with minor meals for associates or relatives of employees. Eg. Corporate Boxes, Football tickets used by employees. (Note: if the Council has provided any consideration at all eg. training facilities or sponsorship, FBT must be paid on an estimated value. There is no FBT on gifts).

Entertainment – Non FBT – includes minor meals for employees associated with their employment and entertainment for people who are non employees.

Meal Entertainment – Employee & Associates (FBT) – includes social functions with food for employees and associates, meal provided by employer or promotional function.

Meal Entertainment – Non FBT – includes meals provided in association with training and client meal.

Meals for Work related Travel – includes employees meal while travelling for work.

Meal entertainment is distinct from entertainment as it involves the provision of food and drink. Meal entertainment, although subject to FBT, does not have to be reported on payment summaries.

Meals for work related travel do not attract FBT.

The description of entertainment expenditure must identify the employees and associates involved to allow recording of reportable fringe benefits tax on payment summaries.

HECS and Housing

These types of expenditure are charged to a number of accounts but are relatively rare. They are identified individually by the Remuneration Co-ordinator in Organisation Development.

Other Expenditure

For clarification of expenses that are subject to FBT and the accounting treatment contact the Financial Reporting Co-ordinator.

6.2.2 Collection of Fringe Benefits Tax for the Return

The FBT expense must then be reported to Financial Reporting. This may be done by the following methods:

Vehicles	Spreadsheet and report sent by the Manager Parks and Support Services to the Financial Reporting Co-ordinator. The spreadsheet identifies vehicle FBT expenditure by employee. FBT relating to Vehicles is calculated according to the statutory method using the purchase price of each vehicle the km travelled and the standard rates.
Telephones	Data is extracted from the Oracle ledger based on the declaration forms completed by employees.
Entertainment	The Manager or Coordinator approving the expenditure posts expenses against the relevant suffix in the ledger. The Accounting Officer then runs reports on this suffix.
HECS and Housing	Organisation Development department to report to the Accounting Officer on payments as they are approved and authorised by the next level manager. The report must include Employee Number and Account Number.
Other	The Manager or Coordinator approving the expenditure must inform the Accounting Officer prior to posting to the ledger account.

6.2.3 Submitting Returns

The Financial Reporting Co-ordinator must:

- Supervise the collation of FBT expenditure.
- Annually compile the FBT Return and send to the ATO by 21 May each year. The FBT year is from the 1 April to 31 March each year.
- Provide a report of reportable fringe benefits tax by employee to payroll for inclusion in payment summaries (this includes motor vehicle and other fringe benefits tax).
- Make three quarterly remittances to the ATO based on the previous annual assessment.
- Calculate the balance of the outstanding quarterly remittance, from the difference between the current and previous year's assessment, and submit with the final remittance by 21 May each year.

6.2.4 Reportable Fringe Benefits Tax

From the spreadsheet provided for vehicles, the Accounts Payable telephone schedule and the descriptions of entertainment and other expenses, the Accounting Officer will compile a list of fringe benefits tax expense by employee, for the fringe benefits tax year up to 31 March. This list will be provided to payroll for inclusion in payment summaries as at 30 June.

6.2.5 Charge out to Business Units

Fringe Benefits Tax is charged out to Business Units monthly based on the budget (ie. previous year's assessment) until the new return is completed at the end of April. In May and June adjustments are charged out to reflect the actual FBT paid for the year. Any adjustments are notified to the business units prior to charging.

6.2.6 Refresher training to Business Units

Refresher training on business unit Managers and Coordinators responsibilities will be provided as required.

6.2.7 FBT Management

Council will minimise FBT on motor vehicles through management of its Fleet.

7 QUALITY RECORDS

Quality Records shall be retained for at least the period shown below.

Record	Retention/Disposal Responsibility	Retention Period	Location
Fringe Benefits Tax Return	Financial Reporting Co-ordinator	7 years	Corio Street

8 ATTACHMENTS

- Nil



FRINGE BENEFITS TAX

A Guide to Understanding FBT

November 2013
Financial Services

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What is Fringe Benefits Tax?

- Fringe Benefits Tax is the tax paid, equivalent to the tax that would be paid if the employee was on the highest tax rate and received salary instead of benefits.

Example:

For \$100 benefit:

The Fringe Benefits Tax calculation is to gross up the benefit to the gross salary you would have to receive to buy that benefit yourself, then calculate the tax on that “salary” at 46.5% (47% effective 1 April 2014).

Benefit x Gross up Factor x Tax Rate

$\$100 \times 2.0647 \times 46.5 = \$96.00$ Tax
(Gross up Factor effective 1 April 2014 is 2.0802)

- Fringe Benefits Tax is payable by the employer.
- All benefits received by an employee are covered by Fringe Benefits Tax except those specifically excluded by legislation. Covers all new schemes.
- Fringe Benefits are paid at the highest tax rate. Currently 46.5% (45% plus 1.5% Medicare levy). Effective 1 April 2014 45% plus 2% Medicare levy.

The major Fringe Benefits Tax paid by Council are:

- Motor Vehicles
- Entertainment
- Meal Entertainment

Maximising the Benefits

In most cases (where the employee is below the highest tax rate) the employee would be better off to get the extra money as salary and pay tax at their normal tax rate.

Example:

Benefits of \$100 would cost Council an additional \$96 in Fringe Benefits Tax.

Total cost \$196.00

If the employee received \$196.00 in salary and paid income tax at 30% (\$61.74), they would receive take home cash of \$134.26.

For the same cost to the employer of \$196.00 the employee is \$34.26 better off receiving salaries rather than other benefits.

This is the case for cinema tickets, football tickets, entertainment and food and drink outside work. Cars are an exception since they are subject to different rates of Fringe Benefits Tax.

The current tax rates and thresholds are:

- Over \$18,000 at 19%
- Over \$37,001 at 32.5%
- Over \$80,001 at 37%
- Over \$180,000 at 45%

What Appears on Your Payment Summary?

Reportable Fringe Benefits Tax

While Council pays the Fringe Benefits Tax, the benefits are allocated to individuals. If the taxable value exceeds \$2,000 the grossed up value of those benefits are shown on the individual's payment summaries. The allocated benefits include cars, Entertainment and other benefits. Meals are excluded.

The amount shown on the payment summaries is not included in taxable income (Council has already paid the tax); however it is used in income tax assessment for other benefits.

These include:

- Medicare levy surcharge.
- Income tax deductions for personal superannuation contributions.
- Rebate for personal superannuation contributions.
- Rebate for personal Health Insurance contributions.
- Rebate for contributions to spouse's superannuation.
- Compulsory HECS repayments.
- Child Support.
- Family Tax Benefit.
- Childcare Benefit.
- Youth Allowance.

The amount that appears on the payment summary is the grossed up value of the benefit (ie. \$1.87 for every \$1.00 of benefit received). That is how much Council would have to pay you for you to pay tax at the highest rate and then pay for the benefit.

Council has to pay based on a gross up rate of 2.0647 (2.0802 effective 1 April 2014), but it is shown on employee payment summaries grossed up at a rate of 1.8692 (1.8868 effective 1 April 2014). This is because Council is entitled to a GST credit on the amounts it uses to calculate FBT, whereas the individual is not entitled to a GST credit.

Fringe Benefits Tax on Cars

A car benefit is where a car held by an employer is made available for private use by an employee or associate of the employee.

Council calculates car Fringe Benefits Tax based on the Statutory formula.

A flat statutory rate of 20% applies (subject to transitional rules), regardless of the distance travelled, to all car fringe benefits provided after 7.30pm AEST on 10 May 2011 (except where there is a pre-existing commitment in place to provide a car).

The elements in this calculation are:

- The base value of the car.
- The statutory percentage.
- The number of days available for private use as a proportion of total days in the year.
- The employee after tax contribution.

Employees can have an influence on the statutory percentage, the days available for private use, and the employee after tax contribution to reduce both the amount of tax paid by Council and the amount appearing on payment summaries.

Statutory Percentage

The statutory percentages for car fringe benefits provided prior to 7.30pm AEST on 10 May 2011, or where you have a pre-existing commitment in place to provide the care after this time, are as follows:

Total kilometers travelled during the year	Statutory Percentage
Less than 15,000	26%
15,000 to 24,999	20%
25,000 to 40,000	11%
Over 40,000	7%

The higher kilometres result in lower Fringe Benefits Tax under the pre-transitional statutory method.

Example:

Vehicle A travels 14,500kms and Vehicle B travels 27,000kms.

Vehicle A - $\$25,000 \times 0.26 = \$6,500$ benefit of \$12,150 grossed up on the payment summary.

Vehicle B - $\$25,000 \times 0.11 = \$2,750$ benefit or $\$5,140$ grossed up on the payment summary.

The move to one statutory rate of 20% will be phased in over four years. There will be transitional arrangements that apply to any new commitments entered into from 10 May 2011 to 31 March 2015. Where there is a change to a pre-existing commitment these transitional arrangements will also apply. The following statutory rates should be used:

Total kilometres travelled during the year	Statutory Percentage			
	From 10 May 2011	From 1 April 2012	From 1 April 2013	From 1 April 2014
Less than 15,000	20	20	20	20
15,000 to 24,999	20	20	20	20
25,000 to 40,000	14	17	20	20
Over 40,000	10	13	17	20

The kilometres are measured from 1 April to 31 March for the Fringe Benefits Tax year.

Once the transitional period has ceased, the number of kilometres travelled by a vehicle will not have any impact on the statutory percentage used in the FBT calculation.

Example:

Vehicle A travels 14,500kms and Vehicle B travels 27,000kms.

Vehicle A - $\$25,000 \times 0.20 = \$5,000$ benefit of $\$9,345$ grossed up on the payment summary.

Vehicle B - $\$25,000 \times 0.20 = \$5,000$ benefit or $\$9,345$ grossed up on the payment summary.

The Days Available for Private Use

Private use is where it actually is used for private purposes, or it is not at the employer's premises and is available for private use (eg. Garaged at employees home).

Where a car is under major repairs, it is not available for private use (routine services are deemed as the car is available for private use). Where a car is garaged at the employer premises it is not available for private use.

Fleet need to be notified when a car is not available for private use, so that they can adjust the Fringe Benefits Tax calculation.

Example:

Effect of reducing the days available for private use.

For full year $\$25,000 \times 0.20 = \$5,000$ benefit or $\$9,345$ grossed up on the payment summary.

For 4 weeks leave $\$25,000 \times 0.20 \times 337/365 = \$4,616$ benefit or $\$8,628$ grossed up on the payment summary.

Employee Contribution

After tax contributions by employees towards the use of the car or for fuel or maintenance can reduce the Fringe Benefits Tax Payable. Payroll keep track of contributions made as part of people's employment conditions. Fleet rely on employees to provide them with receipts of any other costs paid by employees. These include:

- Petrol paid when interstate.
- Car washing or detailing.
- Any maintenance costs.

Please send any receipts to Bruce Harper in Fleet Management.

Example:

Effect of employee contributions.

$\$25,000 \times 0.20 = \$5,000$ benefit or $\$9,345$ grossed up on the payment summary.

For \$100 employee contribution $(\$25,000 \times 0.20) - \$100 = \$4,900$ benefit or $\$9,158$ grossed up on the payment summary.

Fringe Benefits Tax on Meals and Entertainment

Entertainment and Meal Entertainment benefits are:

- Entertainment by way of Food, Drink or Recreation or related Accommodation and Travel.

Fringe Benefits Tax does not apply to meals provided with training or light food provided as part of business meetings.

Fringe Benefits Tax does not apply to meals when travelling on business.

Fringe Benefits Tax does apply to benefits provided to associates (ie. spouses, families, business partners) but not to Councillors or people who are not employees.

Fringe Benefits Tax does not apply where you are attending the event, not as entertainment, but as part of your employment (Eg. Major Events staff attending an event such as the Air Show which they are involved in the facilitation of the event).

Fringe Benefits Tax applies to social events, Christmas functions and business lunches offsite.

How we collect Meal and Entertainment Fringe Benefits Tax Information

Generally information is collected from the Council purchasing system (Corporate Credit Card Reconciliations).

- rely on employees to use the correct expenditure types when charging the items through purchase orders, petty cash or corporate cards.
- rely on employees providing enough information to determine how many people were involved in the benefit; and
- how many of the people involved were employees or associates.

Financial Services rely on information being correctly recorded. A review process is undertaken to check likely suffixes, try to contact employees by email and if no response, charge the maximum FBT since we have no substantiation to reduce it.

Attached is a guide to when Fringe Benefits Tax applies to meals and entertainment provided to employees and the expenditure types to charge.

Items Exempt from Fringe Benefits Tax

Some benefits are specifically exempt from Fringe Benefits Tax under the Act.

Exempt benefits that might be provided by the City of Greater Geelong include:

- Mobile phones when primarily used for business.
- Membership fees (if membership for work purposes).
- Newspapers.
- Long Service Leave awards for service of more than 15 years.

Any Further Queries on Fringe Benefits Tax

Contact:

Kathy Fulton

☎ ext. 4613

Gayatri Baskaran (re cars)

☎ ext. 4562

Or email kfulton@geelongcity.vic.gov.au

Guide to Expenditure Types for Employee Benefit Expenditure

CIRCUMSTANCES IN WHICH FOOD OR DRINK PROVIDED	FBT	CITY OF GREATER GEELONG EXPENDITURE TYPE
(A) FOOD OR DRINK CONSUMED ON THE EMPLOYER'S PREMISES		
(a)(i)...by employees		
At a social function	FBT	Meal Entertainment - Employee & Associates (FBT)
In an in-house dining facility - not at social function	No FBT	Meal Entertainment - Non FBT
In an in-house dining facility - at social function	FBT	Meal Entertainment - Employee & Associates (FBT)
Morning & Afternoon teas & Light Lunches	No FBT	Meal Entertainment - Non FBT
(a)(ii)....by associates (ie relatives)		
At a social function	FBT	Meal Entertainment - Employee & Associates (FBT)
In an in-house dining facility - not at social function	FBT	Meal Entertainment - Employee & Associates (FBT)
In an in-house dining facility - at social function	FBT	Meal Entertainment - Employee & Associates (FBT)
Morning & Afternoon teas & Light Lunches	FBT	Meal Entertainment - Employee & Associates (FBT)
(a)(iii)....by clients		
At a social function	No FBT	Meal Entertainment - Non FBT
In an in-house dining facility - not at social function	No FBT	Meal Entertainment - Non FBT
In an in-house dining facility - at social function	No FBT	Meal Entertainment - Non FBT
Morning & Afternoon teas & Light Lunches	No FBT	Meal Entertainment - Non FBT

CIRCUMSTANCES IN WHICH FOOD OR DRINK PROVIDED	FBT	CITY OF GREATER GEELONG EXPENDITURE TYPE
(B) FOOD OR DRINK CONSUMED OFF THE EMPLOYER'S PREMISES		
At a social function or business lunch		
* by employees	FBT	Meal Entertainment - Employee & Associates (FBT)
* by associates (ie relatives)	FBT	Meal Entertainment - Employee & Associates (FBT)
* by clients	No FBT	Meal Entertainment - Non FBT
(C) ALCOHOL		
Employee travelling - wine accompanies evening meal.	No FBT	Meal Entertainment - Non FBT
Alcohol provided at the conclusion of a CPD seminar with finger foods.	No FBT	Meal Entertainment - Non FBT
Drinks after work.	FBT	Meal Entertainment - Employee & Associates (FBT)
(D) FOOD OR DRINK CONSUMED BY EMPLOYEES WHILE TRAVELLING		
Employee travels and dines alone or with other employees	No FBT	Meals for Work Related Travel
Dines with Client	No FBT	Meals for Work Related Travel
dines with employee not travelling		
* only employee's meal provided	No FBT	Meals for Work Related Travel
* non-travelling employee's meal	FBT	Meal Entertainment - Employee & Associates (FBT)
(E) EMPLOYEES DINING WITH OTHER EMPLOYEES OF THE SAME EMPLOYER OR WITH EMPLOYEES OF ASSOCIATES OF THE EMPLOYER		
Employee entertains another employee and is reimbursed by the employer	FBT	Meal Entertainment - Employee & Associates (FBT)
Employee entertains an employee of an associated company of the employer and is subsequently reimbursed:		
* employer's employee (expense payment)	FBT	Meal Entertainment - Employee & Associates (FBT)
* associate's employee (property)	FBT	Meal Entertainment - Employee & Associates (FBT)

CIRCUMSTANCES IN WHICH FOOD OR DRINK PROVIDED	FBT	CITY OF GREATER GEELONG EXPENDITURE TYPE
(F) MEAL CONSUMED BY EMPLOYEES WHILE ATTENDING A SEMINAR		
Provided incidental to a seminar and is not held on the employer's premises	No FBT	Training and Development
Light breakfast provided at a CPD seminar	No FBT	Training and Development
Light refreshments including moderate amount of alcohol provided immediately after a CPD seminar	No FBT	Training and Development
(G) FOOD OR DRINK CONSUMED BY EMPLOYEES AT PROMOTIONS		
Function not held on employer's premises and is open to the public	FBT	Meal Entertainment - Employee & Associates (FBT)
Civic reception	No FBT	Meal Entertainment - Non FBT
(H) USE OF CORPORATE CREDIT CARD		
Employees dine together at a restaurant and the meal is paid for with the credit card	FBT	Meal Entertainment - Employee & Associates (FBT)
(I) MEALS FOR ACCOMPANYING SPOUSES		
With employee travelling on business and employer pays for all meals		
* employee	No FBT	Meals for Work Related Travel
* spouse	FBT	Meal Entertainment - Employee & Associates (FBT)
(J) OTHER FOOD OR DRINK OR ENTERTAINMENT PROVIDED BY COUNCIL		
Staff Christmas party	FBT	Meal Entertainment - Employee & Associates (FBT)
Theatre tickets	FBT	Entertainment - Employees & Associates (FBT)
Football tickets	FBT	Entertainment - Employees & Associates (FBT)

11. BARWON HEADS EARLY LEARNING CENTRE

Portfolio:	Community Development - Cr Fisher
Source	Community Services
General Manager:	Jenny McMahon
Index Reference	Subject: Community Building / Early Years

Cr Macdonald moved, Cr Nelson 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.

Cr Fisher re-entered the meeting room at 9.28pm

Carried.

12. SALE OF LAND MATRIX

Portfolio:	Finance – Cr Lyons (Mayor), Cr S Kontelj & Cr E Kontelj
Source:	Corporate Services - Property Management
A/General Manager:	Michael Kelly
Index Reference:	Sale of Land

Cr Macdonald moved, Cr Nelson seconded -

That in accordance with Section 89 (2)(b) of the Local Government Act 1989, this matter be considered at the conclusion of all other business at which time the meeting be closed to members of the public.

Carried.

NOTICE OF MOTION BY CR S KONTELJ

HERITAGE ASSESSMENT - NEWTOWN

Background

A consortium of residents in the area bounded by Aberdeen Street, Aphrasia Street, Melville Avenue, Queens Park Road and Shannon Avenue (known as Newtown – west of Shannon Avenue) have engaged a qualified heritage architect to prepare a preliminary heritage assessment to determine if the area has heritage value that warrants a full heritage assessment and implementation of a heritage overlay.

The findings of the preliminary assessment are:

- That the Newtown- west of Shannon Avenue area is that it is of equivalent quality and consistency to other heritage listed areas of Newtown;
- There may be two heritage precincts worthy of inclusion in a heritage overlay;
- A full heritage assessment should be undertaken.

The preparation of a full heritage assessment will require engagement of specialist consultant to prepare the report and detailed citations of significant properties. There is no budget for this work in the current financial year or a budget proposal submitted for 2014/15.

Cr S Kontelj moved, Cr Harwood seconded -

That Council undertake a full heritage assessment of the Newtown – west of Shannon Avenue area, subject to a successful budget allocation in the 2014/15 and/or the 2015/16 financial years.

Carried.

NOTICE OF MOTION BY CR D LYONS

APPOINTMENT ACTING CHIEF EXECUTIVE OFFICER

Background

The current Chief Executive Officer, Stephen Griffin, has tendered his resignation and his last day of work will be 17 April 2014.

The Organisation Development Manager has conducted an Expressions of Interest process for members of the Executive Management Team to apply for the Acting position.

The Expressions of Interest process was completed on Wednesday 26 March and Dean Frost, General Manager Projects, Recreation and Central Geelong, was the only applicant.

Cr Lyons has met with Dean to discuss the position and is confident to recommend him for the Acting position.

Cr Heagney moved, Cr Richards seconded -

That Council appoints Dean Frost to the position of Acting Chief Executive Officer for the period from 18 April 2014 until the position has been filled permanently, and that the Mayor negotiate suitable salary arrangements with Dean for the Acting period.

Carried Unanimously.

NOTICE OF MOTION – Cr S Kontelj

CHIEF EXECUTIVE OFFICER RECRUITMENT

Background

At the Ordinary Meeting of Council of 25 March 2014, Council resolved to establish a Special Committee consisting of the Mayor and four Councillors, pursuant to the provisions of Section 86 & 87 of the *Local Government Act 1989*. The powers and functions of the Committee were those set out in the terms of reference at Appendix 1.

Council proposes to amend the Terms of Reference to include appointment of two external persons to the Committee as advisory, non voting members. The external representatives of the Committee will participate in the second stage of the recruitment process, being the formal interview stage of the short listed applicants.

The Committee having determined their preferred applicant will convene a meeting of all Councillors for formal interview with this person. A formal appointment will then be ratified by Council as part of its Ordinary Meeting.

Cr S Kontelj moved, Cr Heagney seconded -

That Council endorse the following amendments to the Terms of Reference, Selection Committee – Chief Executive Officer Recruitment:

- 1) the appointment of two external persons, as non voting advisory members, to the Special Committee;**
- 2) the two preferred applicants will be interviewed by the full Council, prior to formal appointment.**

Carried.

APPENDIX 1



COMMITTEE TERMS OF REFERENCE

Selection Committee - Chief Executive Recruitment	Document No:	CTR5.2
	Approval Date:	25-03-2014
	Approved By:	Council
	Review Date:	
Responsible Officer: Manager Organisation Development	Expiry Date:	
	Version No:	
Authorising Officer:		

1) SUMMARY

The Selection Committee - Chief Executive Recruitment has been appointed by Council as a Special Committee pursuant to Section 86 & 87 of the Local Government Act 1989 to oversee the recruitment of a Chief Executive Officer.

2) OBJECTIVES

To recommend to appointment of a Chief Executive through a process which is clear, transparent, open and accountable.

To establish the authority and responsibility conferred by Instrument of Delegation conferred by Council on the Selection Committee - Chief Executive Recruitment.

3) DEFINITIONS

"Contract" refers to the Chief Executive Employment contract.

"Consultant" means the Executive Recruitment Consultant engaged by Council.

"Instrument of Delegation" refers to the Delegation conferred on the Committee by resolution of Council on 25 March 2014.

4) TERMS OF REFERENCE

4.1 Expected / Definite life of the Committee

The Committee shall cease to function upon the appointment by Council of a Chief Executive to replace the incumbent whose term concludes in April 2014

4.2 Constituency of the Committee

The Mayor, Councillors Harwood, Fisher, Heagney, Irvine and two external advisory non voting representatives.

The two external advisory representatives will participate in the second stage of the recruitment process, being the formal interview stage of the short listed applicants.

The quorum is 3 Councillors.

4.3 Authority of the Committee

- To finalise project brief for the purpose of seeking registrations of interest from Executive Recruitment consultants.
- To determine the range of remuneration package to be offered.
- To review registrations of interest received from Executive Recruitment consultants, interview and select a firm to assist Council in conducting the process.
- In consultation with the appointed consultant:
 - establish a timetable for the recruitment process,
 - develop a recruitment profile that identifies core competencies for the position,
 - arrange advertising of the position,
 - interview short listed candidates.
- All communications with the consultants are to be through the Mayor unless otherwise determined by the Council. within the agreed fee structure.

To authorise payment of the consultants within the agreed fee structure.

- If necessary, authorise reimbursement of out of pocket travel expenses incurred by applicants selected for interview.
- To appoint any sub committee deemed necessary to research and provide advice to the Committee.

4.4 Meeting Procedure

The committee shall be chaired by the Mayor and may determine its meeting procedures.

4.5 Reporting Requirements

The Committee shall report back to the Council at appropriate intervals during the recruitment process to advise the Council on progress. Reporting may include:

- advice of appointment of a recruitment consultant to assist Council,
- details of remuneration package for CEO,
- at close of applications to provide general information on the level of interest,
- upon short listing of applicants by the Committee,

The Committee shall report to Council at the earliest opportunity after it has conducted interviews, and convene a meeting of all Councillors for interviewing of the two preferred applicants.

The formal appointment will be ratified by Council as part of its Ordinary Meeting.

4.6 Secretariat

The consultant shall primarily be responsible for secretarial support to the Committee. Where necessary the Governance Unit may assist.

4.7 Facilities & Resources

Where necessary the Committee may call upon the services of the Manager Organisation Development or other Council staff.

5) QUALITY RECORDS

Quality Records shall be retained for at least the period shown below.

Record	Retention/Disposal Responsibility	Retention Period	Location
Instrument of Delegation	Not Applicable	Permanent	Council Minutes
Applications for Position CEO		Permanent	Corporate Records
File G250-01-05	Corporate Records	Permanent	Corporate Records

6) ATTACHMENTS

- Nil

ASSEMBLY OF COUNCILLORS RECORD

Portfolio: Governance – Cr Lyons (Mayor)
Source: Corporate Services
Act/General Manager: Michael 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 Fisher moved, Cr Macdonald seconded -

That the information be received.

Carried.

RECORD OF ASSEMBLIES OF COUNCILLORS
(Council Meeting 8 April 2014)

Assembly Details	Councillor Attendees	Officer Attendees	Matters Discussed	Conflict of Interest Disclosures
Budget Briefing 24 March 2014	Crs Lyons, Ansett, Ellis, Harwood, Farrell, Fisher, Heagney, Irvine, S Kontelj, Nelson, Richards, Macdonald	S Griffin (CEO) M Kelly (A/GM) J McMahon (GM) P Bettess (GM) G Van Driel (GM) D Frost (GM) K Fulton (A/MGR) C Kirby (CO ORD) J Bannister (CO ORD)	• Current affordability • Service Planning • Additional items to be considered for inclusion in Draft Budget • Other matters (Lighting and Decoration Initiatives)	Nil.
Councillor Briefing 1 April 2014	Crs Lyons, Ansett, Ellis, Harwood, Farrell, Fisher, Heagney, Irvine, S Kontelj, E Kontelj, Nelson, Richards	S Griffin (CEO) J McMahon (GM) P Bettess (GM) G Van Driel (GM) D Frost (GM)) M Kelly (A/GM) L Quinn (MGR) S Bentley (MGR) S Sodomaco (MGR) V Shelton (CO ORD) D Saunders (OFF) K Fulton (A/MGR) G Twyford (OFF) A Paterson (MAYORAL ADVISOR)	• Central Geelong Parking and Access Strategy • Parking Trial Report • Amendment C285 Manzeene Village Lara – Consideration of Panel Report and Adoption • 2015/16 Sport and Recreation Victoria Funding Program Submissions • Ocean Grove Park and Performance Space • Barwon Heads Early Learning Centre (Confidential) • National General Assembly of Local Government – Call for Motions • Local Government Amendment (Performance Reporting and Accountability) Act 2014 and Planning and Reporting Regulation 2014 – Summary of Changes • Fringe Benefits Tax – Policy Update • Investment Management Policy MPL510.7.1	Nil.

CLOSE OF MEETING

Cr Harwood moved, Cr Macdonald seconded –

That the meeting be closed to the public.

Carried.

The Meeting was closed to the public at 9.52pm

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 10.06pm

As there was no further business the meeting closed at 10.06pm. Tuesday, 8 April 2014.

Signed: _____
Chairperson

Date of Confirmation: _____