CITY OF GREATER GEELONG

MINUTES

ORDINARY MEETING OF COUNCIL

Tuesday, 13 December 2016

Held at the
Council Conference and Reception Centre
City Hall, Little Malop Street, Geelong
commencing at 5.30p.m.

ADMINISTRATORS:

Dr Kathy Alexander (Chair)
Laurinda Gardner
Peter Dorling

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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, 13 DECEMBER 2016
COMMENCING AT 5.30P.M.

PRESENT: Dr K Alexander (Chair), L Gardner, P Dorling

Also present: K Spiller (Chief Executive Officer), S Broadbent (Acting General Manager Strategy & Performance), P Bettess (General Manager Planning and Development), B Luxford (General Manager Investment & Attraction), V Shelton (Acting General Manager City Services), L Quinn (General Manager Community Life), A Keen (Executive Manager People and Organisational Development), T McDonald (Manager Customer Support and Council Business)

OPENING: The Chair declared the meeting open at 5.30pm

ACKNOWLEDGEMENTS:

Council acknowledged Wadawurrung Traditional Owners of this land and all Aboriginal and Torres Strait Islander People who are part of the Greater Geelong community today.

APOLOGIES: Nil

CONFIRMATION OF MINUTES:

L Gardner moved, P Dorling seconded -

That the Minutes of the Ordinary Meeting held on 22 November be confirmed with the addition of Laurinda Gardner's comment relating to Mr Colin Wallace's questions in that she reviewed the Minutes of 16 August 2016 and was satisfied they were a true and correct record.

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, the Interim Administrator 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.

Judy Fyfe asked question in relation to the Geelong Saleyards:

Much reliance is being placed on the recently commissioned Safety Audit Inspection of the Geelong Cattle Yards.

1) Why has this vital facility been allowed to deteriorate to this state?
2) What OH & S inspection schedule has been in place for the last ten years? I volunteer at a City asset (also managed by City Services) and we are subject to a regular quarterly OH & S inspection and have to comply with City standards at this workplace at all times?
3) Why are regional farmers being forced to bear the burden of past practices of the City which are far from "best practice"?

This is not fair on the regional farming community.

Kathy Alexander responded that she can't answer why it has been allowed to deteriorate, but believe there are a number of issues why this situation has occurred.

Vicki Shelton responded that Council conducts OH & S inspections on a monthly (staff amenities), and six monthly (yards and surrounds) basis.

Fiona Conroy asked:

Are the Administrators aware, that despite the advice they have received by Council staff, that no member of the Geelong Saleyards Users Group has ever been shown any plans in any format whatsoever, detailing the works to be undertaken on the ramps, holding pens and selling yards?

The Geelong Saleyards Users Groups would like to see these plans and work with Council to make constructive suggestions to make sure the Council money being spent on the sheep yards is being spent in the most cost effective manner.

Kathy Alexander responded it was her understanding that the group was shown some proposals.

Vicki Shelton responded that documentation (aerial plan), was shown to the group on a walk around.

Kathy Alexander added she recognized this decision is causing hardship on the smaller sheep holders in particular and we are prepared to provide support.

John Fyfe asked:

The Council's 2015-16 Annual Report shows it has $690,000 sitting in an Asset Redevelopment Reserve for the Saleyards Redevelopment:

Why is this money not being spent to repair the cattle yards?

Kathy Alexander responded it was her understanding it will be used to repair the cattle yards.

Susan Ryan asked who will be accountable for the mis-management of the Geelong Saleyards.

Kathy Alexander responded it is a complex issue and dates back many, many years. A lack of decision of what to do with the asset has been a compounding issue.

Michael Garvey asked questions in relation to the CBD 40km/h Speed Limit:

The implementation of the 40km/h speed limit in the designation CBD area is likely to increase traffic flow in McKillop Street, which remains at 60km/h.

Given that McKillop Street is primarily residential could the 40km/h be extended to that street and why were residents in that street not consulted in such a significant change?

Brett Luxford responded that the areas designated are designed to reduce the speed limit across Central Geelong encouraging a safe environment for both pedestrians and traffic movements. Council will be addressing the issue of east/west traffic in a future report on the Network Operating Plan dealing with heavy vehicles movements outside Central Geelong.

Kathy Alexander added the comments will be taken into consideration and will consult when that piece of work comes up.

Pam McGarigle asked if there will be a survey of traffic increase after the introduction of the 40km/hr zone?

Vicki Shelton responded Council would be monitoring traffic movements both prior to and post the introduction of the 40km/hr zone.

PETITIONS:

Ian Kelly presented a petition containing 2,293 signatures from concerned and interested individuals in relation to the future of the Geelong Saleyards.

1. G21 MOTOCROSS LAND SUITABILITY ASSESSMENT

Source: **Community Life - Sport and Recreation**
General Manager: **Linda Quinn**
Index Reference: **Sport Leisure and Recreation – Sport – Motor Sports**

Purpose

To provide the current status of the G21 Motocross Land Suitability Assessment and recommend a future direction for Council's involvement.

Background

A confidential G21 Motocross Land Suitability Assessment was commissioned by the City of Greater Geelong on behalf of G21 (Geelong Region Alliance). The Assessment was undertaken in response to the recent closure of local motocross facilities and displaced motocross clubs seeking relocation.

Key Issues

- The G21 Motocross Land Suitability Assessment has identified 24 potential sites within the G21 region, with six (6) sites being shortlisted for further investigation. Of these six sites, two (2) are publically owned.
- The four (4) remaining sites are all privately owned and on the market for sale at the time of writing this report. Two (2) of these properties are located within the preferred 30 minute drive time of the CBD. These sites have been recommended for further investigation and range in value from $800,000 to $2.5M to purchase.
- The City of Ballarat and City of Wyndham are currently undertaking similar land searches for motorsport indicating that a broader State-wide solution maybe required.
- Council at its meeting on 27 January, 2015 resolved to call upon the State Government and Motorcycling Australia to redirect their respective investments of $500,000 and $100,000 towards a future regional facility. Neither organisation has committed these funds pending the outcome of the Land Suitability Assessment, however these potential funding contributions, along with existing contributions from the City of Greater Geelong at $638,000 and Surf Coast Shire at $90,000, total $1,328,000.

P Dorling moved, L Gardner seconded -

That Council:

1) **request that G21 call on the State Government to lead and establish a formal collaborative working party between G21 and neighbouring Local Government Areas to further investigate best prospective sites and identify whether funds are available to purchase land and build a regional motocross facility;**
2) **if insufficient funding is available to achieve a land purchase and site development, Council's commitment of $638,000 should be returned to consolidated revenue and any future investment be subject to Council's budgetary process.**
3) **acknowledge on request of the Surf Coast Shire Council that McAdam Park was purchased by Motorcycling Australia with contributions from Surf Coast Shire, Sporting Motorcycle Club, and the Victorian State Government for $3.4 million, with the Title held by Motorcycling Australia.**

Carried.

Attachment 1

Discussion

Please refer to Timeline of Events (Attachment 2) accounting the actions leading to the closure of the local motocross facilities and the subsequent G21 Motocross Land Suitability Assessment.

In 2006, due to ongoing complaints from local residents, Council resolved to close the Breakwater Road motocross facility which was used by the Geelong Motocross Club.

Post the closure, Council in conjunction with the Geelong Motocross Club undertook a comprehensive review of potential sites for relocation. Aligned with this review, Council allocated $800,000.

The site review of more than 25 locations identified an allotment of Crown Land on Dandos Road, Avalon as being the most suitable.

The Geelong Motocross Club later rejected the Dandos Road site in favour of McAdam Park, located in Surf Coast Shire.

The City of Greater Geelong at its Council meeting on 25 August, 2009 resolved to financially support the McAdam Park purchase. The terms of Council's Resolution within the report titled 'Motocross Facilities' were unacceptable to Motorcycling Australia and the offer lapsed. Motorcycling Australia took ownership of the site on settlement.

The McAdam Park site was jointly purchased by Surf Coast Shire, Sporting Motorcycle Club, Motorcycling Australia and the Victorian State Government for $3.4 million, with the Title held by Motorcycling Australia.

Following the purchase, Council again considered how it would support the efforts of the Geelong Motocross Club. At its meeting on 25 May 2010 Council, in summary, resolved to;

- Note that support of McAdam Park is the most effective manner in which Council can assist motocross and the Geelong Motocross Club in the region.
- Consider that the funding request from Geelong Motocross Club be deferred until:
    a. Geelong Motocross Club present a more detailed proposal.
    b. Land use planning issues at McAdam Park as they relate to the Geelong Motocross Club development proposal are resolved.

Unfortunately land use issues remained unresolved and following a lengthy dispute with local residents, a settlement was reached between Motorcycling Australia and the Barrabool Hills Community Association Inc. to cease motocross activities at the site as of 16 December 2015.

Prior to the impending closure, at its meeting on 9 December 2014, Surf Coast Shire resolved to;

- Support a regional strategic land assessment and contribute financially to that assessment.

Following this resolution, the City of Greater Geelong Council at its meeting on 27 January 2015 resolved to:

- Request that surrounding municipalities participate in a regional land assessment to determine the feasibility of placing a motocross facility in the G21 region.
- Affirm its support for the development of a regional motocross facility within Geelong and adjoining Council's; and
- Call upon the State Government and Motorcycling Australia to redirect the investments made in McAdam Park for future Geelong regional motocross infrastructure. Following this resolution, it was decided to defer any investment until the regional land assessment had been completed.

In 2016, the G21 Motocross Land Suitability Assessment began. It has utilised a number of processes and sources to identify potential candidate sites including public land searches, expressions of interest, properties currently on the market and those identified during the consultation process with the Project Control Group (PCG).

Using the major and desirable site criteria, 24 potential sites have been identified. Details of these sites, including the top six (6) best prospects are listed within the confidential report. The report remains confidential as many of the sites are privately owned but were on the market for sale at the time of writing this report.

If further site investigations do not identify a suitable location for a regional motocross facility, the user groups have requested the provision of a stand alone club house (without a track) for displaced motorcycle club members be considered.

Financial Implications

In relation to future land purchase and development of a motocross facility, the potential funds available following the sale of McAdam Park are as follows:

Motorcycling Australia	$100,000
Sport and Recreation Victoria	$500,000
Surf Coast Shire	$90,000
City of Greater Geelong	$638,000
Approximate funds available	**$1,328,000***
**** subject to contingencies and Land Purchase Agreement***	
*****subject to confirmation***	

The available funds would not be sufficient to purchase both land and develop a regional motocross facility. Cost estimates undertaken through a Quantity Survey by Rider Levett Bucknall (Attachment 3 and 4) have identified that, excluding land purchase, the cost to construct a regional level motocross facility would be $9M - $11M.

The G21 Land Suitability Assessment recommends further investigation of the best prospect sites will be required. Funds will be required for acoustic testing/assessment and potential flora/fauna investigations.

Stakeholder Consultation and Communication

The G21 Motocross Land Suitability Assessment has been driven by a Project Control Group (PCG) whose role was to provide high-level direction on key issues and approve draft and final reports.

A Project Advisory Group – Motocross Users (PAG-MU) was also established to provide an opportunity for key stakeholders (those not already engaged in the PCG) to have input into the development of the study.

As part of the process an emphasis was placed on stakeholder engagement and consultation including ongoing engagement with:

- G21 Local Government Representatives
- State Government Agency Representatives (e.g. Sport and Recreation Victoria)
- Local Motorcycle Clubs (Geelong Motocross Club, Sporting Motorcycle Club, Otways Trail Riders, Colac Motorcycle Club and Meredith Motorcycle Club)
- Motorcycling Victoria
- Motorcycling Australia
- City of Ballarat and City of Wyndham
- Land Owners and Managers (public and private)

Policy/Legal/Statutory Implications

None that are evident.

Alignment to City Plan

This report is aligned to the community well-being objective of City Plan. The provision of sport and recreation facilities promotes healthy lifestyle through physical activity.

Conflict of Interest

No Council officers involved in the preparation of this report are known to have a direct or indirect interest in matters to which this report relates.

Risk Assessment

Should an alternative location for motocross not be found within the region it may lead to an influx of illegal off road riders, an increase in at risk behaviours and potential environmental degradation. Evidence shows that this occurs in a number of public areas and poses significant risk to community, riders and flora and fauna.

Environmental Implications

Should desktop investigations indicate that potential sites may serve as a habitat for significant flora and fauna species of State and Commonwealth significance, detailed audits will be required.

At a minimum, this will require further seasonally based investigations over a 12 month period and potential referrals under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999 and the State Flora and Fauna Guarantee Act 1988.*

Environment Protection Authority (EPA) Victoria is the State's independent environmental regulator. Under the powers of the Environment Protection Act 1970, EPA is responsible for protecting the environment from noise pollution.

The best prospect sites identified in the G21 Motocross Land Suitability Assessment will require acoustic testing and assessment to ensure the long term sustainability of the site.

Timeline of Events **Attachment 2**

2011 -2015 McAdam Park operates with SMCC and GMC 2012 – 2015 Ongoing dispute with residents regarding McAdam Park operations	**2006**	Closure of Breakwater Rd Motocross Facility due to ongoing complaints from residents regarding noise
	2007	Initial land identification assessment undertaken by CoGG to identify a site for Geelong Motocross Club (GMC) Dandos Rd, Avalon identified as most suitable site for relocation of GMC
	2009	GMC decide to favour McAdam Park over the Dandos Rd development
	2010	CoGG as its Council meeting resolved to financially support the McAdam Park purchase. The purchase terms within Council's resolution were unacceptable to Motorcycling Australia (MA) and the offer lapsed. McAdam Park is purchased jointly by MA, Surf Coast Shire, Sporting Motorcycling Club & State Gov CoGG resolved to support GMC at McAdam Park but defer their requests for funding until planning issues are resolved
	2014	VCAT rules to cease activities at McAdam Park from December 2015 Surf Coast Shire resolve to support a regional strategic land assessment for Motocross given the impending closure of McAdam Park
	2015	CoGG resolves to support the regional land assessment and calls for the redirection of funds from McAdam Park sale for future regional infrastructure McAdam Park closes
	2016	G21 Motocross Land Suitability Assessment commences and continues

Motocross Facility Geelong

OPTION 1 Order of Cost - September 2016

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Our Reference: 17606-2

Motocross Facility Geelong
OPTION 1 Order of Cost - September 2016

Project Details

Description

Basis of Estimate

This estimate is based upon measured quantities to which we have applied rates and conditions we currently believe applicable as at ***September 2016***. We assumed that the project will be competitively tendered under standard industry conditions and form of contract.

This cost estimate is based on the documentation listed under the "Documents" section and does not at this stage provide a direct comparison with tenders received for the work at any future date. To enable monitoring of costs this estimate should be updated regularly during the design and documentation phases of this project.

Limitation of Estimate

This estimate should be viewed as a Concept Cost Plan for use in strategic master planning review and options analysis. It should **not** be used for decision making analysis to commit to a project (including acquisition, finance approval, equity approval or the like). We recommend that a more detailed elemental cost plan be prepared before such commitment is to be considered.

Items Specifically Included

This estimate specifically includes the following:

. Allowance for design development contingency
. Allowance for construction contingency
. Assumption that site services are available at site boundary

Items Specifically Excluded

The estimate **specifically excludes** the following which should be considered in an overall project feasibility study:

- Items specifically noted as excluded in the estimate details
- Traffic signals at sliplanes etc. at facility entry
- Main site access road [assume existing]
- Competition & Regional Track lighting [lighting to roadways only]
- Stand-by power generator
- Powered sites to campground
- Murals and works of art
- Loose, soft and hard furnishings
- Competition track timing systems
- Contaminated ground Removal and Reinstatement
- Rock excavation
- Staging / Phasing costs
- Work outside site boundaries
- Professional Fees
- Statutory Authorities charges, contributions
- Land costs, holding costs and finance charges
- Legal fees

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Motocross Facility Geelong
OPTION 1 Order of Cost - September 2016

Project Details

Description

- Goods and Services Taxation

Documents

The following documents have been used in preparing this estimate:

- Email received from Tredwell Management dated 5th September 2016 including;
  - Site Requirements extracted from Geelong G21 Motocross Land Suitability Assesssment Final Draft Report
  - Motocross Facility information
  - MTX cost estimate

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Motocross Facility Geelong
OPTION 1 Order of Cost - September 2016

Location Summary

Rates Current At September 2016

Location			Total Cost
A	**OPTION 1; EXISTING ACCESS ROAD AND SERVICES**		
A2	SITE INFRASTRUCTURE		735,000.00
A3	TRACKS		
A3A	Motorcross competition track		1,772,750.00
A3B	Junior track		448,250.00
A3C	Recreational track		437,250.00
A3D	Trails		188,000.00
		A3 - TRACKS	*$2,846,250.00*
A4	HELIPAD		150,000.00
A5	CLUB ROOM		2,846,500.00
A6	CARPARKING & ACCESS ROADS		990,000.00
A7	CAMPGROUND		1,285,000.00
		A - OPTION 1; EXISTING ACCESS ROAD AND SERVICES	***$8,852,750.00***
		ESTIMATED NET COST	**$8,852,750.00**
MARGINS & ADJUSTMENTS			
Design Development Contingency [5%]		5.0 %	$443,000.00
Construction Contingency [5%]		5.0 %	$465,000.00
Consultant Fees			Excl.
Statutory Fees & Charges			Excl.
Escalation			Excl.
NO ALLOWANCE for GST			Excl.
		ESTIMATED TOTAL COST	**$9,760,750.00**

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Motocross Facility Geelong

OPTION 1 Order of Cost - September 2016

Location Elements Item

A OPTION 1; EXISTING ACCESS ROAD AND SERVICES

A2 SITE INFRASTRUCTURE

Rates Current At September 2016

Description		Unit	Qty	Rate	Total
BW	**Builders Work in Connection With Specialist Services**				
81	Allowance for builders work associated with engineering services [plinths, screens etc.]	Item			10,000.00
	Builders Work in Connection With Specialist Services				***$10,000.00***
XK	**External Stormwater Drainage**				
62	Excavate for dam; stockpile excavated material on site for reuse [1ML capacity]	m³	1,000	25.00	25,000.00
64	NO ALLOWANCE for dam liner - assume not required	Item			Excl.
	External Stormwater Drainage				***$25,000.00***
XD	**External Sewer Drainage**				
37	Allowance for sewer connection including reticulation to club room site [connection at site boundary]	Item			100,000.00
	External Sewer Drainage				***$100,000.00***
XW	**External Water Supply**				
35	Allowance for water connection including reticulation to club room site [connection at site boundary]	Item			100,000.00
	External Water Supply				***$100,000.00***
XG	**External Gas**				
36	NO ALLOWANCE for gas connection [assume bottled gas to clubrooms]	Item			Excl.
	External Gas				***Excl.***
XF	**External Fire Protection**				
34	Allowance for fire hydrant / booster and associated water connection / tanks	Item			200,000.00
	External Fire Protection				***$200,000.00***
XE	**External Electric Light and Power**				
33	Allowance for electrical supply including reticulation to club room site [assume connection at site boundary]	Note			250,000.00
	External Electric Light and Power				***$250,000.00***
XC	**External Communications**				
38	Allowance for communication infrastructure [assume connection at site boundary]	Item			50,000.00
	External Communications				***$50,000.00***
	SITE INFRASTRUCTURE				***$735,000.00***

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Motocross Facility Geelong

OPTION 1 Order of Cost - September 2016

Location Elements Item

A OPTION 1; EXISTING ACCESS ROAD AND SERVICES

A3 TRACKS

A3A Motorcross competition track — Rates Current At September 2016

	Description	Unit	Qty	Rate	Total
XP	**Site Preparation**				
1	Clear topsoil, shrubs to site; assume to 70% of total site area nominated at competition tracks & riders paddocks [note; 30% retained as natural vegetation]	m²	220,000	0.75	165,000.00
4	Earthworks to create contours to suit track and stormwater management	m²	20,000	10.00	200,000.00
2	150mm Imported fill to track surface [assume 2km track x 10mW]	m²	20,000	14.00	280,000.00
	Site Preparation				***$645,000.00***
XR	**Roads, Footpaths and Paved Areas**				
16	Imported rubble base [competiton track paddock]	m²	10,000	14.00	140,000.00
3	Create berms/jumps [not exceeding 3mH - site won material]	Item			100,000.00
48	Washdown bay including concrete base, canopy, water points, drainage etc.[assume common use to all tracks]	m²	100	850.00	85,000.00
	Roads, Footpaths and Paved Areas				***$325,000.00***
XN	**Boundary Walls, Fencing and Gates**				
18	Chain wire fencing to paddocks/parc ferme area	m	450	65.00	29,250.00
	Boundary Walls, Fencing and Gates				***$29,250.00***
XL	**Landscaping and Improvements**				
41	Earthworks to form tiered spectator hill including grass/stablising surface [no fixed seating - to suit up to 300 spectators]	Item			100,000.00
6	Allowance for track markers	Item			10,000.00
19	Allowance for gates, wheel stops, bollards etc. [paddocks/parc ferme]	Item			10,000.00
8	Allowance for start gates	Item			25,000.00
32	Allowance for landscaping - limited / re-vegetation	Item			50,000.00
40	Temporary grandstand [assume steel frame, aluminium seat benches suitable for demounting]	No	1,000	500.00	500,000.00
	Landscaping and Improvements				***$695,000.00***
XK	**External Stormwater Drainage**				
5	Allowance for sundry swales, pits etc. [tracks & paddocks]	Item			35,000.00
49	Extra over allowance for stormceptor [washdown bay]	Item			25,000.00
60	Water tank to washdown	No	1	3,500.00	3,500.00
	External Stormwater Drainage				***$63,500.00***
XW	**External Water Supply**				
39	Water points around track	Item			15,000.00
	External Water Supply				***$15,000.00***

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Motocross Facility Geelong

OPTION 1 Order of Cost - September 2016

Location Elements Item

A OPTION 1; EXISTING ACCESS ROAD AND SERVICES

A3 TRACKS

A3A Motorcross competition track (continued) Rates Current At September 2016

Description	Unit	Qty	Rate	Total
XE External Electric Light and Power				
7 NO ALLOWANCE for track / paddock lighting	Item			Excl.
External Electric Light and Power				***Excl.***
MOTORCROSS COMPETITION TRACK				***$1,772,750.00***

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Motocross Facility Geelong

OPTION 1 Order of Cost - September 2016

Location Elements Item

A OPTION 1; EXISTING ACCESS ROAD AND SERVICES

A3 TRACKS

A3B Junior track

Rates Current At September 2016

	Description	Unit	Qty	Rate	Total
XP	**Site Preparation**				
1	Clear topsoil, shrubs to site; assume to 70% of total site area nominated at competition tracks & riders paddocks [note; 30% retained as natural vegetation]	m²	80,000	0.75	60,000.00
4	Earthworks to create contours to suit track and stormwater management	m²	3,500	10.00	35,000.00
10	Imported fill to track surface [assume 500m track x 7mW]	m²	3,500	14.00	49,000.00
	Site Preparation				***$144,000.00***
XR	**Roads, Footpaths and Paved Areas**				
16	Imported rubble base [competiton track paddock]	m²	10,000	14.00	140,000.00
3	Create berms/jumps [not exceeding 3mH - site won material]	Item			25,000.00
	Roads, Footpaths and Paved Areas				***$165,000.00***
XN	**Boundary Walls, Fencing and Gates**				
18	Chain wire fencing to paddocks/parc ferme area	m	450	65.00	29,250.00
	Boundary Walls, Fencing and Gates				***$29,250.00***
XL	**Landscaping and Improvements**				
41	Earthworks to form tiered spectator hill including grass/stablising surface [no fixed seating - to suit up to 300 spectators]	Item			25,000.00
6	Allowance for track markers	Item			5,000.00
19	Allowance for gates, wheel stops, bollards etc. [paddocks/parc ferme]	Item			10,000.00
8	Allowance for start gates	Item			15,000.00
32	Allowance for landscaping - limited / re-vegetation	Item			25,000.00
	Landscaping and Improvements				***$80,000.00***
XK	**External Stormwater Drainage**				
5	Allowance for sundry swales, pits etc. [tracks & paddocks]	Item			20,000.00
	External Stormwater Drainage				***$20,000.00***
XW	**External Water Supply**				
39	Water points around track	Item			10,000.00
	External Water Supply				***$10,000.00***
XE	**External Electric Light and Power**				
7	NO ALLOWANCE for track / paddock lighting	Item			Excl.
	External Electric Light and Power				***Excl.***
	JUNIOR TRACK				***$448,250.00***

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Motocross Facility Geelong

OPTION 1 Order of Cost - September 2016

Location Elements Item

A OPTION 1; EXISTING ACCESS ROAD AND SERVICES

A3 TRACKS

A3C Recreational track

Rates Current At September 2016

	Description	Unit	Qty	Rate	Total
XP	**Site Preparation**				
1	Clear topsoil, shrubs to site; assume to 70% of total site area nominated at competition tracks & riders paddocks [note; 30% retained as natural vegetation]	m²	7,000	0.75	5,250.00
11	Clear topsoil, shrubs to site; limited to track extent [assume 30km of track x 7mW]	m²	20,000	0.80	16,000.00
12	Earthworks to create contours to suit track and stormwater management [assume working with existing site contours]	m²	20,000	8.00	160,000.00
13	Fill to track surface [assume 2km x 10mW - won material from site stockpile]	m²	20,000	8.00	160,000.00
	Site Preparation				***$341,250.00***
XR	**Roads, Footpaths and Paved Areas**				
17	NO ALLOWANCE for rubble base [recreation track paddock]	m²	10,000		Excl.
14	Create berms/jumps [not exceeding 3mH - won material from site]	Item			25,000.00
	Roads, Footpaths and Paved Areas				***$25,000.00***
XN	**Boundary Walls, Fencing and Gates**				
18	Chain wire fencing to paddocks/parc ferme area	m	400	65.00	26,000.00
	Boundary Walls, Fencing and Gates				***$26,000.00***
XL	**Landscaping and Improvements**				
6	Allowance for track markers	Item			5,000.00
19	Allowance for gates, wheel stops, bollards etc. [paddocks/parc ferme]	Item			10,000.00
8	Allowance for start gates	Item			Excl.
32	Allowance for landscaping - limited / re-vegetation	Item			25,000.00
	Landscaping and Improvements				***$40,000.00***
XK	**External Stormwater Drainage**				
5	Allowance for sundry swales, pits etc. [tracks & paddocks]	Item			5,000.00
	External Stormwater Drainage				***$5,000.00***
XW	**External Water Supply**				
39	Water points around track	Item			Excl.
	External Water Supply				***Excl.***
XE	**External Electric Light and Power**				
7	NO ALLOWANCE for track / paddock lighting	Item			Excl.
	External Electric Light and Power				***Excl.***
	RECREATIONAL TRACK				***$437,250.00***

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Motocross Facility Geelong

OPTION 1 Order of Cost - September 2016

Location Elements Item

A OPTION 1; EXISTING ACCESS ROAD AND SERVICES

A3 TRACKS

A3D Trails

Rates Current At September 2016

Description		Unit	Qty	Rate	Total
XP	**Site Preparation**				
11	Clear topsoil, shrubs to site; limited to track extent [assume 30km of track x 7mW]	m²	210,000	0.80	168,000.00
75	NO ALLOWANCE to form contours and provide track surface to trails - existing site contours	Item			Incl.
	Site Preparation				***$168,000.00***
XR	**Roads, Footpaths and Paved Areas**				
15	NO ALLOWANCE for creation of berms/jumps [natural terrain]	Item			Excl.
76	NO ALLOWANCE for paddock to trails	Item			Excl.
	Roads, Footpaths and Paved Areas				***Excl.***
XL	**Landscaping and Improvements**				
6	Allowance for track markers	Item			5,000.00
19	Allowance for gates, wheel stops, bollards etc. [paddocks/parc ferme]	Item			Excl.
8	Allowance for start gates	Item			Excl.
32	Allowance for landscaping - limited / re-vegetation	Item			15,000.00
	Landscaping and Improvements				***$20,000.00***
XK	**External Stormwater Drainage**				
5	Allowance for sundry swales, pits etc. [tracks & paddocks]	Item			Excl.
	External Stormwater Drainage				***Excl.***
XW	**External Water Supply**				
39	Water points around track	Item			Excl.
	External Water Supply				***Excl.***
XE	**External Electric Light and Power**				
7	NO ALLOWANCE for track / paddock lighting	Item			Excl.
	External Electric Light and Power				***Excl.***
	TRAILS				***$188,000.00***

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Motocross Facility Geelong

OPTION 1 Order of Cost - September 2016

Location Elements Item

A OPTION 1; EXISTING ACCESS ROAD AND SERVICES

A4 HELIPAD

Rates Current At September 2016

Description	Unit	Qty	Rate	Total
SE Special Equipment				
63 Allowance for heli-pad [emergency access]; assume site clearing, rubble base, fencing, makers, area lighting etc.	Item			150,000.00
Special Equipment				***$150,000.00***
HELIPAD				***$150,000.00***

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Motocross Facility Geelong

OPTION 1 Order of Cost - September 2016

Location Elements Item

A OPTION 1; EXISTING ACCESS ROAD AND SERVICES

A5 CLUB ROOM

Rates Current At September 2016

	Description	Unit	Qty	Rate	Total
XP	**Site Preparation**				
66	Clear topsoil, shrubs to site; for built form	m²	1,000	2.50	2,500.00
67	Grade over site to create level plateau [built form]	m²	1,000	5.00	5,000.00
	Site Preparation				***$7,500.00***
XB	**Outbuildings and Covered Ways**				
42	Club room including change room, toilets, canteen/kitchen, bar and office/administration area	m²	1,000	2,500.00	2,500,000.00
43	Extra over allowance for catering/cooking equipment and exhaust hood	Item			50,000.00
61	Canopy to clubroom	m²	200	650.00	130,000.00
74	Connection to site infrastructure [electrical, water supply, sewer, comunications, gas]	Item			Incl.
69	Extra over allowance for bar equipment	Item			50,000.00
44	Allowance for grease arrestor	Item			25,000.00
45	Maintenance / storage shed	m²	60	400.00	24,000.00
	Outbuildings and Covered Ways				***$2,779,000.00***
XL	**Landscaping and Improvements**				
65	Allowance for bollards, benches etc.	Item			25,000.00
32	Allowance for landscaping - limited / re-vegetation	Item			10,000.00
	Landscaping and Improvements				***$35,000.00***
XK	**External Stormwater Drainage**				
59	Water tanks to club room	Item			10,000.00
	External Stormwater Drainage				***$10,000.00***
XE	**External Electric Light and Power**				
79	Allowance for area lighting	Item			15,000.00
	External Electric Light and Power				***$15,000.00***
FE	**Furniture, Fittings & Equipment**				
68	NO ALLOWANCE for loose fittings & equipment	Item			Excl.
	Furniture, Fittings & Equipment				***Excl.***
	CLUB ROOM				***$2,846,500.00***

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Motocross Facility Geelong

OPTION 1 Order of Cost - September 2016

Location Elements Item

A OPTION 1; EXISTING ACCESS ROAD AND SERVICES

A6 CARPARKING & ACCESS ROADS — Rates Current At September 2016

	Description	Unit	Qty	Rate	Total
XP	**Site Preparation**				
20	Clear topsoil, shrubs to site; for carparking [parking to suit 1000 cars]	m²	40,000	1.00	40,000.00
21	Grade over site to create level plateau; assume level site [carparking]	m²	40,000	0.75	30,000.00
	Site Preparation				***$70,000.00***
XR	**Roads, Footpaths and Paved Areas**				
22	Compacted rubble base; imported material [carparking - not sealed]	m²	40,000	14.00	560,000.00
23	NO ALLOWANCE for kerbs, gutters etc. [to carpark]	Item			Excl.
46	NO ALLOWANCE for access road including base preparation, asphalt, linemarking and stormwater; use existing site access road	Item			Excl.
80	Allowance for secondary access roads [to campground, clubrooms/carparking]	Item			150,000.00
25	Allowance for wheel stops / bollards etc	Item			35,000.00
28	NO ALLOWANCE for creation of cross over at entry; existing	Item			Excl.
29	NO ALLOWANCE for creation of slip lanes etc. at facility entry; existing	Item			Excl.
30	NO ALLOWANCE for traffic signals - assume not required	Item			Excl.
	Roads, Footpaths and Paved Areas				***$745,000.00***
XL	**Landscaping and Improvements**				
26	Allowance for entry signage	Item			15,000.00
27	Allowance for wayfinding signage	Item			25,000.00
32	Allowance for landscaping - limited / re-vegetation	Item			35,000.00
	Landscaping and Improvements				***$75,000.00***
XK	**External Stormwater Drainage**				
24	Allowance for stormwater managment including sundry swales, pits etc. [carparking]	Item			100,000.00
47	NO ALLOWANCE for stormceptor [sealed surfaces]; existing	Item			Excl.
	External Stormwater Drainage				***$100,000.00***
XE	**External Electric Light and Power**				
31	NO ALLOWANCE for roadway lighting; existing	Item			Excl.
77	NO ALLOWANCE for carpark lighting	Item			Excl.
	External Electric Light and Power				***Excl.***
	CARPARKING & ACCESS ROADS				***$990,000.00***

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Motocross Facility Geelong

OPTION 1 Order of Cost - September 2016

Location Elements Item

A OPTION 1; EXISTING ACCESS ROAD AND SERVICES

A7 CAMPGROUND

Rates Current At September 2016

	Description	Unit	Qty	Rate	Total
XP	**Site Preparation**				
72	Clear topsoil, shrubs to site; total site area nominated [campground]	m²	20,000	1.50	30,000.00
73	NO ALLOWANCE for alteration of site levels; assume level site [camp ground]	m²	20,000		Excl.
78	Allowance for locallised site levelling as required	Item			50,000.00
	Site Preparation				***$80,000.00***
XR	**Roads, Footpaths and Paved Areas**				
54	Allow to form tracks to campsites [minor grading & rubble base]	Item			100,000.00
56	NO ALLOWANCE for hardstanding to campsites	Item			Excl.
71	Allowance for sleepers etc. to identify camping areas	Item			50,000.00
	Roads, Footpaths and Paved Areas				***$150,000.00***
XB	**Outbuildings and Covered Ways**				
50	Campground toilet / shower block [30m2] including septic tank and rain water tank	No	4	100,000.00	400,000.00
53	Allowance for sundry shelters [picnic, bin shelters etc.]	No	5	25,000.00	125,000.00
70	Allowance for medium shelter [50m2] with cooking preparation facilities [stainless steel benching - excl BBQ] including rain water tank	No	4	95,000.00	380,000.00
	Outbuildings and Covered Ways				***$905,000.00***
XL	**Landscaping and Improvements**				
32	Allowance for landscaping - limited / re-vegetation	Item			50,000.00
	Landscaping and Improvements				***$50,000.00***
XK	**External Stormwater Drainage**				
58	Water tanks to campground toilet/shower block/shelters [included with shelter allowances]	No	12		Incl.
	External Stormwater Drainage				***Incl.***
XW	**External Water Supply**				
57	Water points to campground [included with shelter allowances]	Item			Incl.
	External Water Supply				***Incl.***
XE	**External Electric Light and Power**				
51	NO ALLOWANCE for powered sites etc.	Item			Excl.
55	Allowance for general site lighting	Item			100,000.00
	External Electric Light and Power				***$100,000.00***
	CAMPGROUND				***$1,285,000.00***

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Attachment 4

Motocross Facility Geelong

OPTION 2 Order of Cost - September 2016

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Motocross Facility Geelong
OPTION 2 Order of Cost - September 2016

Project Details

Description

Basis of Estimate

This estimate is based upon measured quantities to which we have applied rates and conditions we currently believe applicable as at ***September 2016***. We assumed that the project will be competitively tendered under standard industry conditions and form of contract.

This cost estimate is based on the documentation listed under the "Documents" section and does not at this stage provide a direct comparison with tenders received for the work at any future date. To enable monitoring of costs this estimate should be updated regularly during the design and documentation phases of this project.

Limitation of Estimate

This estimate should be viewed as a Concept Cost Plan for use in strategic master planning review and options analysis. It should **not** be used for decision making analysis to commit to a project (including acquisition, finance approval, equity approval or the like). We recommend that a more detailed elemental cost plan be prepared before such commitment is to be considered.

Items Specifically Included

This estimate specifically includes the following:

. Allowance for design development contingency
. Allowance for construction contingency
. Connection to main services within a reasonable distance from site [RISK item]

Items Specifically Excluded

The estimate **specifically excludes** the following which should be considered in an overall project feasibility study:

- Items specifically noted as excluded in the estimate details
- Traffic signals at facility entry
- Competition & Regional Track lighting [lighting to roadways only]
- Stand-by power generator
- Powered sites to campground
- Murals and works of art
- Loose, soft and hard furnishings
- Competition track timing systems
- Contaminated ground Removal and Reinstatement
- Rock excavation
- Staging / Phasing costs
- Work outside site boundaries
- Professional Fees
- Statutory Authorities charges, contributions
- Land costs, holding costs and finance charges
- Legal fees
- Goods and Services Taxation

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Motocross Facility Geelong
OPTION 2 Order of Cost - September 2016

Project Details

Description

Documents

The following documents have been used in preparing this estimate:

- Email received from Tredwell Management dated 5th September 2016 including;
  - Site Requirements extracted from Geelong G21 Motocross Land Suitability Assesssment Final Draft Report
  - Motocross Facility information
  - MTX cost estimate

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Motocross Facility Geelong
OPTION 2 Order of Cost - September 2016

Location Summary

Rates Current At September 2016

Location			Total Cost
A	**OPTION 2; NO EXISTING ACCESS ROAD AND SERVICES**		
A2	SITE INFRASTRUCTURE		885,000.00
A3	TRACKS		
A3A	Motorcross competition track		1,772,750.00
A3B	Junior track		448,250.00
A3C	Recreational track		437,250.00
A3D	Trails		188,000.00
		A3 - TRACKS	*$2,846,250.00*
A4	HELIPAD		150,000.00
A5	CLUB ROOM		2,846,500.00
A6	CARPARKING & ACCESS ROADS		2,625,000.00
A7	CAMPGROUND		1,285,000.00
		A - OPTION 2; NO EXISTING ACCESS ROAD AND SERVICES	***$10,637,750.00***
		ESTIMATED NET COST	**$10,637,750.00**
MARGINS & ADJUSTMENTS			
Design Development Contingency [5%]		5.0 %	$532,000.00
Construction Contingency [5%]		5.0 %	$558,000.00
Consultant Fees			Excl.
Statutory Fees & Charges			Excl.
Escalation			Excl.
NO ALLOWANCE for GST			Excl.
		ESTIMATED TOTAL COST	**$11,727,750.00**

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Motocross Facility Geelong

OPTION 2 Order of Cost - September 2016

Location Elements Item

A OPTION 2; NO EXISTING ACCESS ROAD AND SERVICES

A2 SITE INFRASTRUCTURE

Rates Current At September 2016

Description		Unit	Qty	Rate	Total
BW	**Builders Work in Connection With Specialist Services**				
80	Allowance for builders work associated with engineering services [plinths, screens etc.]	Item			10,000.00
	Builders Work in Connection With Specialist Services				***$10,000.00***
XK	**External Stormwater Drainage**				
62	Excavate for dam; stockpile excavated material on site for reuse [1ML capacity]	m³	1,000	25.00	25,000.00
64	NO ALLOWANCE for dam liner - assume not required	Item			Excl.
	External Stormwater Drainage				***$25,000.00***
XD	**External Sewer Drainage**				
37	Allowance for sewer connection including reticulation to club room site	Item			150,000.00
	External Sewer Drainage				***$150,000.00***
XW	**External Water Supply**				
35	Allowance for water connection including reticulation to club room site	Item			150,000.00
	External Water Supply				***$150,000.00***
XG	**External Gas**				
36	NO ALLOWANCE for gas connection [assume bottled gas to clubrooms]	Item			Excl.
	External Gas				***Excl.***
XF	**External Fire Protection**				
34	Allowance for fire hydrant / booster and associated water connection / tanks	Item			200,000.00
	External Fire Protection				***$200,000.00***
XE	**External Electric Light and Power**				
33	Allowance for electrical supply including reticulation to club room site	Note			300,000.00
	External Electric Light and Power				***$300,000.00***
XC	**External Communications**				
38	Allowance for communication infrastructure	Item			50,000.00
	External Communications				***$50,000.00***
	SITE INFRASTRUCTURE				***$885,000.00***

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Motocross Facility Geelong

OPTION 2 Order of Cost - September 2016

Location Elements Item

A OPTION 2; NO EXISTING ACCESS ROAD AND SERVICES

A3 TRACKS

A3A Motorcross competition track

Rates Current At September 2016

	Description	Unit	Qty	Rate	Total
XP	**Site Preparation**				
1	Clear topsoil, shrubs to site; assume to 70% of total site area nominated at competition tracks & riders paddocks [note; 30% retained as natural vegetation]	m²	220,000	0.75	165,000.00
4	Earthworks to create contours to suit track and stormwater management	m²	20,000	10.00	200,000.00
2	150mm Imported fill to track surface [assume 2km track x 10mW]	m²	20,000	14.00	280,000.00
	Site Preparation				***$645,000.00***
XR	**Roads, Footpaths and Paved Areas**				
16	Imported rubble base [competiton track paddock]	m²	10,000	14.00	140,000.00
3	Create berms/jumps [not exceeding 3mH - site won material]	Item			100,000.00
48	Washdown bay including concrete base, canopy, water points, drainage etc.[assume common use to all tracks]	m²	100	850.00	85,000.00
	Roads, Footpaths and Paved Areas				***$325,000.00***
XN	**Boundary Walls, Fencing and Gates**				
18	Chain wire fencing to paddocks/parc ferme area	m	450	65.00	29,250.00
	Boundary Walls, Fencing and Gates				***$29,250.00***
XL	**Landscaping and Improvements**				
41	Earthworks to form tiered spectator hill including grass/stablising surface [no fixed seating - to suit up to 300 spectators]	Item			100,000.00
6	Allowance for track markers	Item			10,000.00
19	Allowance for gates, wheel stops, bollards etc. [paddocks/parc ferme]	Item			10,000.00
8	Allowance for start gates	Item			25,000.00
32	Allowance for landscaping - limited / re-vegetation	Item			50,000.00
40	Temporary grandstand [assume steel frame, aluminium seat benches suitable for demounting]	No	1,000	500.00	500,000.00
	Landscaping and Improvements				***$695,000.00***
XK	**External Stormwater Drainage**				
5	Allowance for sundry swales, pits etc. [tracks & paddocks]	Item			35,000.00
49	Extra over allowance for stormceptor [washdown bay]	Item			25,000.00
60	Water tank to washdown	No	1	3,500.00	3,500.00
	External Stormwater Drainage				***$63,500.00***
XW	**External Water Supply**				
39	Water points around track	Item			15,000.00
	External Water Supply				***$15,000.00***

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Motocross Facility Geelong

OPTION 2 Order of Cost - September 2016

Location Elements Item

A OPTION 2; NO EXISTING ACCESS ROAD AND SERVICES

A3 TRACKS

A3A Motorcross competition track (continued) Rates Current At September 2016

Description	Unit	Qty	Rate	Total
XE External Electric Light and Power				
7 NO ALLOWANCE for track / paddock lighting	Item			Excl.
External Electric Light and Power				***Excl.***
MOTORCROSS COMPETITION TRACK				***$1,772,750.00***

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Motocross Facility Geelong

OPTION 2 Order of Cost - September 2016

Location Elements Item

A OPTION 2; NO EXISTING ACCESS ROAD AND SERVICES

A3 TRACKS

A3B Junior track

Rates Current At September 2016

	Description	Unit	Qty	Rate	Total
XP	**Site Preparation**				
1	Clear topsoil, shrubs to site; assume to 70% of total site area nominated at competition tracks & riders paddocks [note; 30% retained as natural vegetation]	m²	80,000	0.75	60,000.00
4	Earthworks to create contours to suit track and stormwater management	m²	3,500	10.00	35,000.00
10	Imported fill to track surface [assume 500m track x 7mW]	m²	3,500	14.00	49,000.00
	Site Preparation				***$144,000.00***
XR	**Roads, Footpaths and Paved Areas**				
16	Imported rubble base [competiton track paddock]	m²	10,000	14.00	140,000.00
3	Create berms/jumps [not exceeding 3mH - site won material]	Item			25,000.00
	Roads, Footpaths and Paved Areas				***$165,000.00***
XN	**Boundary Walls, Fencing and Gates**				
18	Chain wire fencing to paddocks/parc ferme area	m	450	65.00	29,250.00
	Boundary Walls, Fencing and Gates				***$29,250.00***
XL	**Landscaping and Improvements**				
41	Earthworks to form tiered spectator hill including grass/stablising surface [no fixed seating - to suit up to 300 spectators]	Item			25,000.00
6	Allowance for track markers	Item			5,000.00
19	Allowance for gates, wheel stops, bollards etc. [paddocks/parc ferme]	Item			10,000.00
8	Allowance for start gates	Item			15,000.00
32	Allowance for landscaping - limited / re-vegetation	Item			25,000.00
	Landscaping and Improvements				***$80,000.00***
XK	**External Stormwater Drainage**				
5	Allowance for sundry swales, pits etc. [tracks & paddocks]	Item			20,000.00
	External Stormwater Drainage				***$20,000.00***
XW	**External Water Supply**				
39	Water points around track	Item			10,000.00
	External Water Supply				***$10,000.00***
XE	**External Electric Light and Power**				
7	NO ALLOWANCE for track / paddock lighting	Item			Excl.
	External Electric Light and Power				***Excl.***
	JUNIOR TRACK				***$448,250.00***

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Motocross Facility Geelong

OPTION 2 Order of Cost - September 2016

Location Elements Item

A OPTION 2; NO EXISTING ACCESS ROAD AND SERVICES

A3 TRACKS

A3C Recreational track

Rates Current At September 2016

Description		Unit	Qty	Rate	Total
XP	**Site Preparation**				
1	Clear topsoil, shrubs to site; assume to 70% of total site area nominated at competition tracks & riders paddocks [note; 30% retained as natural vegetation]	m²	7,000	0.75	5,250.00
11	Clear topsoil, shrubs to site; limited to track extent [assume 30km of track x 7mW]	m²	20,000	0.80	16,000.00
12	Earthworks to create contours to suit track and stormwater management [assume working with existing site contours]	m²	20,000	8.00	160,000.00
13	Fill to track surface [assume 2km x 10mW - won material from site stockpile]	m²	20,000	8.00	160,000.00
	Site Preparation				***$341,250.00***
XR	**Roads, Footpaths and Paved Areas**				
17	NO ALLOWANCE for rubble base [recreation track paddock]	m²	10,000		Excl.
14	Create berms/jumps [not exceeding 3mH - won material from site]	Item			25,000.00
	Roads, Footpaths and Paved Areas				***$25,000.00***
XN	**Boundary Walls, Fencing and Gates**				
18	Chain wire fencing to paddocks/parc ferme area	m	400	65.00	26,000.00
	Boundary Walls, Fencing and Gates				***$26,000.00***
XL	**Landscaping and Improvements**				
6	Allowance for track markers	Item			5,000.00
19	Allowance for gates, wheel stops, bollards etc. [paddocks/parc ferme]	Item			10,000.00
8	Allowance for start gates	Item			Excl.
32	Allowance for landscaping - limited / re-vegetation	Item			25,000.00
	Landscaping and Improvements				***$40,000.00***
XK	**External Stormwater Drainage**				
5	Allowance for sundry swales, pits etc. [tracks & paddocks]	Item			5,000.00
	External Stormwater Drainage				***$5,000.00***
XW	**External Water Supply**				
39	Water points around track	Item			Excl.
	External Water Supply				***Excl.***
XE	**External Electric Light and Power**				
7	NO ALLOWANCE for track / paddock lighting	Item			Excl.
	External Electric Light and Power				***Excl.***
	RECREATIONAL TRACK				***$437,250.00***

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Motocross Facility Geelong

OPTION 2 Order of Cost - September 2016

Location Elements Item

A OPTION 2; NO EXISTING ACCESS ROAD AND SERVICES

A3 TRACKS

A3D Trails

Rates Current At September 2016

Description		Unit	Qty	Rate	Total
XP	**Site Preparation**				
11	Clear topsoil, shrubs to site; limited to track extent [assume 30km of track x 7mW]	m²	210,000	0.80	168,000.00
75	NO ALLOWANCE to form contours and provide track surface to trails - existing site contours	Item			Incl.
	Site Preparation				***$168,000.00***
XR	**Roads, Footpaths and Paved Areas**				
15	NO ALLOWANCE for creation of berms/jumps [natural terrain]	Item			Excl.
76	NO ALLOWANCE for paddock to trails	Item			Excl.
	Roads, Footpaths and Paved Areas				***Excl.***
XL	**Landscaping and Improvements**				
6	Allowance for track markers	Item			5,000.00
19	Allowance for gates, wheel stops, bollards etc. [paddocks/parc ferme]	Item			Excl.
8	Allowance for start gates	Item			Excl.
32	Allowance for landscaping - limited / re-vegetation	Item			15,000.00
	Landscaping and Improvements				***$20,000.00***
XK	**External Stormwater Drainage**				
5	Allowance for sundry swales, pits etc. [tracks & paddocks]	Item			Excl.
	External Stormwater Drainage				***Excl.***
XW	**External Water Supply**				
39	Water points around track	Item			Excl.
	External Water Supply				***Excl.***
XE	**External Electric Light and Power**				
7	NO ALLOWANCE for track / paddock lighting	Item			Excl.
	External Electric Light and Power				***Excl.***
	TRAILS				***$188,000.00***

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Motocross Facility Geelong

OPTION 2 Order of Cost - September 2016

Location Elements Item

A OPTION 2; NO EXISTING ACCESS ROAD AND SERVICES

A4 HELIPAD

Rates Current At September 2016

Description	Unit	Qty	Rate	Total
SE Special Equipment				
63 Allowance for heli-pad [emergency access]; assume site clearing, rubble base, fencing, makers, area lighting etc.	Item			150,000.00
Special Equipment				***$150,000.00***
HELIPAD				***$150,000.00***

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Motocross Facility Geelong

OPTION 2 Order of Cost - September 2016

Location Elements Item

A OPTION 2; NO EXISTING ACCESS ROAD AND SERVICES

A5 CLUB ROOM

Rates Current At September 2016

	Description	Unit	Qty	Rate	Total
XP	**Site Preparation**				
66	Clear topsoil, shrubs to site; for built form	m²	1,000	2.50	2,500.00
67	Grade over site to create level plateau [built form]	m²	1,000	5.00	5,000.00
	Site Preparation				***$7,500.00***
XB	**Outbuildings and Covered Ways**				
42	Club room including change room, toilets, canteen/kitchen, bar and office/administration area	m²	1,000	2,500.00	2,500,000.00
43	Extra over allowance for catering/cooking equipment and exhaust hood	Item			50,000.00
61	Canopy to clubroom	m²	200	650.00	130,000.00
74	Connection to site infrastructure [electrical, water supply, sewer, comunications, gas]	Item			Incl.
69	Extra over allowance for bar equipment	Item			50,000.00
44	Allowance for grease arrestor	Item			25,000.00
45	Maintenance / storage shed	m²	60	400.00	24,000.00
	Outbuildings and Covered Ways				***$2,779,000.00***
XL	**Landscaping and Improvements**				
65	Allowance for bollards, benches etc.	Item			25,000.00
32	Allowance for landscaping - limited / re-vegetation	Item			10,000.00
	Landscaping and Improvements				***$35,000.00***
XK	**External Stormwater Drainage**				
59	Water tanks to club room	Item			10,000.00
	External Stormwater Drainage				***$10,000.00***
XE	**External Electric Light and Power**				
79	Allowance for area lighting	Item			15,000.00
	External Electric Light and Power				***$15,000.00***
FE	**Furniture, Fittings & Equipment**				
68	NO ALLOWANCE for loose fittings & equipment	Item			Excl.
	Furniture, Fittings & Equipment				***Excl.***
	CLUB ROOM				***$2,846,500.00***

DRAFT

Motocross Facility Geelong

OPTION 2 Order of Cost - September 2016

Location Elements Item

A OPTION 2; NO EXISTING ACCESS ROAD AND SERVICES

A6 CARPARKING & ACCESS ROADS — Rates Current At September 2016

	Description	Unit	Qty	Rate	Total
XP	**Site Preparation**				
20	Clear topsoil, shrubs to site; for carparking / roadways [parking to suit 1000 cars]	m²	60,000	1.00	60,000.00
21	Grade over site to create level plateau; assume level site [carparking / roadways]	m²	60,000	0.75	45,000.00
	Site Preparation				***$105,000.00***
XR	**Roads, Footpaths and Paved Areas**				
22	Compacted rubble base; imported material [carparking - not sealed]	m²	40,000	14.00	560,000.00
23	NO ALLOWANCE for kerbs, gutters etc. [to carpark]	Item			Excl.
46	Access road including base preparation, asphalt, linemarking and stormwater .	m²	20,000	65.00	1,300,000.00
25	Allowance for wheel stops / bollards etc	Item			35,000.00
28	Allowance for creation of cross over at entry	Item			10,000.00
29	Allowance for creation of slip lanes etc. at facility entry	Item			150,000.00
30	NO ALLOWANCE for traffic signals - assume not required	Item			Excl.
	Roads, Footpaths and Paved Areas				***$2,055,000.00***
XL	**Landscaping and Improvements**				
26	Allowance for entry signage	Item			15,000.00
27	Allowance for wayfinding signage	Item			25,000.00
32	Allowance for landscaping - limited / re-vegetation	Item			50,000.00
	Landscaping and Improvements				***$90,000.00***
XK	**External Stormwater Drainage**				
24	Allowance for stormwater managment including sundry swales, pits etc. [carparking]	Item			100,000.00
47	Extra over allowance for stormceptor [sealed surfaces]	Item			25,000.00
	External Stormwater Drainage				***$125,000.00***
XE	**External Electric Light and Power**				
31	Allowance for roadway lighting	Item			250,000.00
77	NO ALLOWANCE for carpark lighting	Item			Excl.
	External Electric Light and Power				***$250,000.00***
	CARPARKING & ACCESS ROADS				***$2,625,000.00***

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Motocross Facility Geelong

OPTION 2 Order of Cost - September 2016

Location Elements Item

A OPTION 2; NO EXISTING ACCESS ROAD AND SERVICES

A7 CAMPGROUND

Rates Current At September 2016

	Description	Unit	Qty	Rate	Total
XP	**Site Preparation**				
72	Clear topsoil, shrubs to site; total site area nominated [campground]	m²	20,000	1.50	30,000.00
73	NO ALLOWANCE for alteration of site levels; assume level site [camp ground]	m²	20,000		Excl.
78	Allowance for locallised site levelling as required	Item			50,000.00
	Site Preparation				***$80,000.00***
XR	**Roads, Footpaths and Paved Areas**				
54	Allow to form tracks to campsites [minor grading & rubble base]	Item			100,000.00
56	NO ALLOWANCE for hardstanding to campsites	Item			Excl.
71	Allowance for sleepers etc. to identify camping areas	Item			50,000.00
	Roads, Footpaths and Paved Areas				***$150,000.00***
XB	**Outbuildings and Covered Ways**				
50	Campground toilet / shower block [30m2] including septic tank and rain water tank	No	4	100,000.00	400,000.00
53	Allowance for sundry shelters [picnic, bin shelters etc.]	No	5	25,000.00	125,000.00
70	Allowance for medium shelter [50m2] with cooking preparation facilities [stainless steel benching - excl BBQ] including rain water tank	No	4	95,000.00	380,000.00
	Outbuildings and Covered Ways				***$905,000.00***
XL	**Landscaping and Improvements**				
32	Allowance for landscaping - limited / re-vegetation	Item			50,000.00
	Landscaping and Improvements				***$50,000.00***
XK	**External Stormwater Drainage**				
58	Water tanks to campground toilet/shower block/shelters [included with shelter allowances]	No	12		Incl.
	External Stormwater Drainage				***Incl.***
XW	**External Water Supply**				
57	Water points to campground [included with shelter allowances]	Item			Incl.
	External Water Supply				***Incl.***
XE	**External Electric Light and Power**				
51	NO ALLOWANCE for powered sites etc.	Item			Excl.
55	Allowance for general site lighting	Item			100,000.00
	External Electric Light and Power				***$100,000.00***
	CAMPGROUND				***$1,285,000.00***

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2. GEELONG SALEYARDS

Source: **City Services - Engineering Services**
A/General Manager: **Vicki Shelton**
Index Reference: **Geelong Saleyards**

Purpose

For Council to determine the future of the Geelong Saleyards.

Background

On 22 August 2016, the General Manager City Services ordered the closure of the Saleyards following a structural engineering report identifying significant structural and occupational health and safety concerns.

On 27 September 2016 Council reiterated the previous Council's resolution to transition to closure and requested officers to undertake additional consultation for further consideration at the December 2016 Council meeting.

There has been extensive communication on the future of the Saleyards including a major workshop facilitated by an independent facilitator on 11 November 2016 (refer Attachment 2 for the key themes emerging and Attachment 3 for the independent facilitators report).

On 19 November 2016, the City announced it would reopen the saleyards to stock sales in early January 2017.

Key Issues

- Bringing the whole (sheep & cattle yards) facility up to Australian Livestock Code of practice standards is currently estimated at $150,000 for the sheep yards and $300,000 for the cattle yards.

- The estimate for the Cattle yards is based on an initial scope prepared by Council officers and includes quotes from contractors for repairs to overhead walkways in accordance with the Engineering structural report completed in August 2016.

- An OHS audit inspection by an external OHS consultant has now been completed for the cattle yards. Refer attachment 4. The audit identified 17 recommendations with 8 very high and 7 high hazards that require action prior to reopening of the cattle yards. Costing of these recommendations is yet to be completed and is currently estimated at $320,000 (materials only).

- Since the announcement to reopen the facility, further cattle projection analysis taken from the Meat and Livestock Association October 2016 Industry Projection report indicates that from a cattle supply point of view, numbers over the coming two years will fall to levels not seen in more than twenty years in Australia. Regional figures are not available and further localised market analysis is required.

- There are other Saleyards within and outside the region already in place or being newly developed. The local community have already accessed these options.

- The Geelong Saleyards has become a niche service for small stockholders in the immediate region and also is important as a social meeting place.

- Through the consultation, it has been determined that there is no agribusiness strategy for the region to consider the role and ideal location of Saleyards and its priority amongst other possible agribusiness support and investment opportunities.

- The engagement of the stakeholders is important in developing any future options for the Saleyards.

K Alexander moved, L Gardner seconded -

That Council :

1) **note the content of the independent OH&S Audit inspection undertaken by SafetyZone (Attachment 4) and the serious range of findings that need to be addressed prior to recommencing cattle sales;**

2) **note that repair works are already underway to enable safe operations for small lot sheep sales at the Geelong Saleyards in January 2017;**

3) **note that repair works on the cattle pens have not commenced and an initial estimate is in excess of $320,000 for materials only (to date);**

4) **defer repair works on the cattle yards until an independent expert local stock market analysis is completed and a full costing estimate is prepared based on the recently completed OH&S Audit inspection;**

5) **work with buyer, seller, agent and transporter representatives and other related stakeholders immediately to develop interim support arrangements for small lot cattle sales;**

6) **consistent with the previous Council's resolution of June 2015, work with the G21 group of Councils, the G21 Agribusiness Forum and other agriculture peak bodies to establish an agribusiness strategy for the region which incorporates the resolutions of the Surfcoast Shire Council (see Attachment 5) with a view to this being available for a final decision by mid 2017;**

7) **establish a Geelong Saleyards Advisory Committee, with ~~a~~ Terms of Reference consistent with the "Australian Code of Practice for the Selling of Livestock" and work with the proposed Committee to advise Council on user issues at the Saleyards.**

Carried.

Attachment 1

Discussion

The Saleyards have been operating at the Weddell Road site since 1869 (148 years). For the last 10 years the yards have been making a loss (avg. $171,000 per annum in the last two years over $200,000) as stock numbers have decreased from (18,675 head of cattle in 2005 to 8,839 in 2015/16 and 65,383 head of sheep in 2005 to 45,092 in 2015/16).

Since the announcement to reopen the facility works have commenced on the sheep pens and are on track for reopening in January 2017.

To prepare for reopening in January, further safety measures are currently underway including the preparation of safety induction procedures and the preparation of a traffic management plan for the site.

In relation to the cattle sales, the City has undertaken further analysis to determine whether it would be financially responsible to spend in the order of $300,000 to repair the cattle yards. As highlighted in the key issues, cattle projections are likely over the coming two years fall to levels not seen in more than twenty years. This alone will more than likely stimulate strong competition between restockers, feedlots and processors for the limited availability. Professional restockers who are travelling from all over the state and from interstate have the demand and resources to purchase the autumn calving cattle offered for sale. They are also picking up the spring calving cattle. This means that much of the potential future stock is being taken from our local markets. Some small scale restockers and local buyers have been able to pay a premium for heifers however it will be 18 months to 2 years before the calves from these heifers will be available if at all depending on the requirements of the owners.

Furthermore, in the Ballarat Courier on 26 November 2016, the Ballarat Stock and Station Agents Association estimate that there could be an extra 30 or up to 40 cattle coming into Ballarat due to the closure of the Geelong Saleyards. The numbers would be similar going to Colac. These are not significant numbers and indicates that the available stock numbers in Geelong are low. These reports together with reports from local livestock experts indicate that there is limited cattle availability in the Geelong region in the immediate and long term future.

Financial Implications

Repair works to comply with OH&S standards are underway and are being funded from within the approved 2016/17 approved budget.

Funds are also available to undertake the recommended Agribusiness Strategy.

Stakeholder Consultation and Communication

A workshop attended by 118 stakeholders was held on Friday 11 November 2016. Feedback from the workshop is included in the key themes and attached report from the independent facilitator. Attachment 2 and 3.

A communications plan will be prepared to inform all users of the reopening of the yards and the expectations in regards to access and safety.

It is recommended that the City work with the G21 group of Councils in the proposed development of an agribusiness strategy prepared at a regional level, incorporating the G21 Agribusiness Forum and other agriculture peak bodies. The intended purpose of this group will be for stakeholders to discuss and develop options on future stock selling methods, development of the strategy to highlight agribusiness investment needs into the future. The strategy will also need to consider the changing needs of the agribusiness sector throughout our region.

The Surfcoast Shire Council at their meeting of the 22 November 2016 support the formation of a saleyards stakeholder committee and have allocated $10,000 towards the Agribusiness strategy. Refer Attachment 5 for the full resolution.

Alignment to City Plan

This report aligns to City Plan through the strategic direction of 'How We Do Business'.

The Feasibility Study into the Geelong Saleyards and all subsequent studies reviewed how the service meets the requirements of a growing population through responsible and sustainable financial management as well as ensuring safety to City of Greater Geelong staff and members of the public.

Conflict of Interest

No council officer involved in this report has a direct or indirect conflict of interest.

Risk Assessment

Early in August 2016 safety concerns were raised regarding the condition of the saleyards facility. An engineers report was received on the overhead and pedestrian walkways and other components including loading ramps which identified risks to users. This prompted immediate temporary closure of the Geelong Saleyards to sheep and cattle sales on the 22 August 2016.

Further inspections of both the sheep yards and cattle yards were completed in November 2016 identifying a number of interventions required to enable yards to reopen. An OHS audit of the cattle yards identified 17 recommendations. Risk ratings identified 8 very high and 7 high hazards that will require action prior to reopening of the Cattle Yards.

Attachment 2

Key Themes from Workshop

Participants stated that:

1. The saleyards play a key role in supporting social connectedness and mental wellbeing within the farming community – it's a 'men's shed'.

2. The saleyards play a key role in the continuation of agribusiness in the region - many farmers are small producers on small holdings who need a local outlet to buy and sell their stock.

3. There is widespread distrust regarding many of the financial aspects of the facility presented by Council in terms of income, expenditure and repair costs of the existing facility as well as new facility construction costs.

4. None of the 3 scenarios presented by Council solve the immediate problem of needing the facility opened urgently.

5. Of the 3 scenarios presented, that of opening a fully upgraded or new facility with the City of Greater Geelong, was the preferred option. Within this option, there was a preference for an upgrade of the existing facility rather than construction of a new facility. Suggestions included reducing the scale of the current facility. Upgrading the existing facility was considered to be far less expensive than building a new facility

6. A fourth scenario, that of an independent risk assessment including accurate and itemised costs to bring the current yards up to date, was offered from the floor and positively received by attendees. There was a general willingness by the farming community present to use their many skills in a volunteer capacity to contribute to the facility upgraded yards

7. A new management structure is needed to guide the future management of the facility either in partnership with City of Greater Geelong or as a privately run enterprise. The management committee should comprise representatives from saleyards users.

Attachment 3

KizMet Forward – Independent Facilitator

Geelong Saleyards - Stakeholder Workshop Report of Outputs – November 2016

November 2016

GEELONG SALEYARDS

Stakeholder Workshop Report of Outputs

PRODUCED FOR

CITY OF GREATER GEELONG



KISMET FORWARD

FACILITATING BETTER DECISIONS

KISMET FORWARD

FACILITATING BETTER DECISIONS

This independent report was prepared (and the workshop facilitated) by Jennifer Lilburn, Director, Kismet Forward (jen@kismetforward.com.au) with Sally Chandler Ford

The authors do not necessarily agree with the opinions documented herein.

Kismet Forward provides specialist advice and support in the areas of community engagement, facilitation, program logic, strategy, evaluation, training and project management.

Further information can be found at www.kismetforward.com.au

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EXECUTIVE SUMMARY

The Geelong Saleyards operated in North Geelong for over 140 years until August 2016, when they were closed by owner City of Greater Geelong (CoGG) following advice from structural engineers, for occupational health and safety reasons. Until that time they had provided a meeting place for the region's farmers and agents to buy and sell sheep, cattle and other livestock, often in small batches.

The closure of the saleyards resulted in a variety of concerns on part of farmers and associated service providers. In response, the City of Greater Geelong convened a stakeholder workshop in West Geelong in November 2016 to discuss the benefits and disadvantages of some scenarios related to the future of the saleyards, and to identify ways in which CoGG could support farmers and the broader industry.

118 people registered their attendance at the workshop. Participants included a wide array of individuals and groups associated with the farming industry including farmers, transporters, agents, community and industry group representatives and local and state government authority representatives. Feedback was sought both during the meeting as well as through written submissions, which were accepted until 25 November 2016. Two written submissions were received.

Key feedback received during the consultation period included:

- The saleyards play a key role in supporting social connectedness and mental wellbeing within the farming community – it's a 'men's shed'
- The saleyards play a key role in the continuation of agribusiness in the region - many farmers are small producers on small holdings who need a local outlet to buy and sell their stock.
- There is widespread distrust regarding many of the financial aspects of the facility presented by Council in terms of income, expenditure and repair costs of the existing facility as well as new facility construction costs
- None of the three scenarios presented by Council solves the immediate problem of needing the facility opened urgently.
- Of the three scenarios presented, that of opening a fully upgraded or new facility with the City of Greater Geelong, was the preferred option. Within this option, there was a preference for an upgrade of the existing facility rather than construction of a new facility. Cost saving suggestions included reducing the scale of the current facility. Upgrading the existing facility was considered far less expensive than building a new facility.
- A fourth scenario, that of an independent risk assessment including accurate and itemised costs to bring the current yards up to date, was offered from the floor and positively received by attendees. There was a general willingness by the farming community present to use their many skills in a volunteer capacity to contribute to the upgrade.
- A new management structure is needed to guide the future management of the facility either in partnership with CoGG or as a privately run enterprise. The management committee should comprise representatives of saleyard users.

1. INTRODUCTION AND BACKGROUND

The Geelong Saleyards operated in North Geelong for over 140 years until August 2016, when they were closed by owner City of Greater Geelong (CoGG) following advice from structural engineers, for occupational health and safety reasons. Until that time they had provided a meeting place for the region's farmers and agents to buy and sell sheep, cattle and other livestock, often in small batches.

The closure of the saleyards resulted in a variety of concerns on part of farmers and associated service providers. In response, the City of Greater Geelong convened a stakeholder workshop in West Geelong in November 2016 to discuss the benefits and disadvantages of some scenarios related to the future of the saleyards, and to identify ways in which CoGG could support farmers and the broader industry.

Attendance

118 people registered their attendance at the workshop; anecdotal evidence suggests that some people entered through the rear door and did not see the registration desk. In a rough show of hands, about half identified themselves as farmers, of whom approximately half were located within the City of Greater Geelong. Other attendees identified themselves as transporters/ carriers (10), agents (3), community group representatives (3), industry group representatives (6-8), local government authorities (14) and state government/statutory authorities (3). One attendee was from Tasmania where a similar situation had occurred in his local area. In answer to a question, only 6-8 attendees at the session identified themselves as being under 50 years of age.

Meeting Introduction

Will Tieppo (General Manager Strategy and Performance, CoGG) and Dr. Kathy Alexander (Administrator, CoGG) welcomed all to the workshop and outlined the process undertaken to date: over recent months, Council has consulted widely to gather data and information to inform its decision regarding the future of the saleyards facility. A stakeholder survey was distributed and 463 responses received. Data collected indicates that, whilst a significant percentage of users are from Geelong, Surf Coast or Golden Plains, 32% travel from outside the G21 region.

Kathy explained that, in recognising the breadth of issues relevant to the saleyards, Council has considered the cost impacts, social and heritage issues and logistical difficulties associated with using saleyard facilities in other locations. Council also recognises that small farmers in the region need equity, the lack of Council investment in the maintenance of the facility and the absence of a farming and agribusiness strategy for the region.

Kathy stressed that no decision had yet been made as to the future of the Geelong saleyards.

This Report

This report is an independent account of the feedback generated at the meeting and through subsequent written submissions, which were accepted until 25 November 2016. Two written submissions were received. While most of the feedback received has been consolidated, some direct representative quotes have been included.

Whilst it contains the views presented during the consultation process, this report does not provide recommendations. This report will be used as an input to Council's decision regarding the future of the Geelong saleyards and impacts for the broader farming industry.

The Geelong Saleyards Users Group distributed a PowerPoint presentation to attendees and spoke to it during the session. This presentation is contained in Appendix A.

At the conclusion of the workshop attendees were asked to complete an evaluation form regarding the success of the session. The results of this exercise are contained in Appendix B.







2. WHAT WE HEARD: THE IMPORTANCE OF GEELONG SALEYARDS

Why are the Geelong Saleyards Important?

Participants were asked to identify why the Geelong Saleyards were important to them. Below is a summary of the responses. The responses that were mentioned frequently have been marked with a *.

- *Outlet for small producers* – many farmers are small producers on small holdings who need a local outlet to buy and sell their stock. Many landholders want to see their stock sold or view stock prior to purchase. Increased time and transport costs resulting from having to travel to saleyards further afield may result in small producers ceasing farming altogether. The flow on effects from loss of small scale farming could include increased vermin, weeds, fire risk etc. *
- *Social connectedness* – the saleyards offer an important social meeting place for a range of people associated with farming and contributes to social connectedness and mental wellbeing in the farming community *
- *Employment* - for agents, transporters etc. *
- *Keeping an agricultural industry in the region* *
- *Traceability* – saleyards are vital to maintain traceability on all stock and protect the integrity of the National Livestock Identification Scheme (NLIS) database. This cannot be managed as easily through private or online sales*
- *Ancillary benefits for surrounding businesses* – local allied businesses such as machinery dealers, farm supplies, produce stores etc. benefit from the existence of the saleyards*
- *Animal welfare* *
- *Heritage values* *
- *Venue for Geelong Show prime lamb competition* – the saleyards has traditionally hosted the "on hoof" section of this competition. It is an excellent venue for this purpose and no other suitable venue is currently available
- *Tourism and education*

"Farmers spend where they sell."

"This is a men's shed for farmers"

3. WHAT WE HEARD: SCENARIOS

Attendees were asked to consider three scenarios and to add to, edit and seek clarity on the benefits and disadvantages previously identified by CoGG (See Appendix C). Attendees were also asked to identify support mechanisms required under each scenario. During the meeting, a fourth scenario was offered from the floor and provided to all attendees for feedback. Provided below are summaries of the feedback received at the meeting. Responses received most commonly are indicated with an *.

SCENARIO 1: Open a Fully Upgraded or New Facility within the City of Greater Geelong

3.1.1 Benefits

Only a small amount of feedback was offered on the presented benefits of this scenario. Suggestions included the installation of solar panels on the roof and the ability to capture rainwater from the roof as cost recovery elements for a new facility. However, the need for a roof was also questioned as an unnecessary expense.

3.1.2 Disadvantages

Substantial feedback was offered on the presented disadvantages of this scenario. Many of the disadvantages listed by CoGG were questioned as to their accuracy. The statement that this scenario '*does not have the support of all sales agents*' was questioned with the suggestion that this may be due to the poor condition of the facility or that agents are dominating yards in other locations.

The statements that the *'throughput is not likely to increase*' and 'buyers have indicated that the numbers being sold in Geelong do not make it worth it for them to attend' were also questioned and the recent drought years were identified as possible explanations for these conclusions.

It was also suggested that, if the sales were undertaken weekly or more actively promoted within the region, throughput increases could result. In response to the statement that it would cost '*between $10-15 million to be spent for a new facility to be built*', the accuracy of that costing was questioned and a common reaction was that it would cost far less to update the existing facility. In responding to the statement that '*if a new location was required, the time taken to be back up running sales would be well over 12 months*', the common feedback was that the existing yards should be 'patched up' and operated until a new facility is ready.

3.1.3 Support Needed

In identifying the support required under this scenario, the following points are a summary of the responses provided:

- Subsidise costs to transport to other areas in the meantime*
- An interim sale yard until new yard available*
- Minimum saleyard open for collection and tagging on Sunday and mass transfer to Ballarat or Colac*
- Immediate utilisation of the safe and usable components of the current facility*
- Support to agents through the provision of extra cartage to assist in transporting small numbers of stock*
- An interim transport hub for collection of small lots by large transporters
- An online system for aggregating stock numbers in interim – perhaps a subsidy
- State and local government funding partnership

3.1.4 If a different location is considered for new saleyards, what criteria should be used when assessing potential sites?

In identifying criteria for the assessment of other potential sites, the following points were provided:

- Easy access from highway/ring road*
- Large area able to house poultry market, sheep and cattle on same day, other associated activities e.g. farmers markets, meeting rooms for buyers/agents, fuel, allied industries (tractor sales, farm supplies)*
- Central location *
- Wash down bays *
- Canteen/food vans *
- In an industrial area *
- Away from residents but not too far from Bellarine
- Able to be used by multiple local municipalities – within 20km of Geelong

3.1.5 General Comments

Other frequently mentioned comments around this scenario included:

- It doesn't solve the immediate problem of needing a facility in the short term*
- A smaller facility at the current site would reduce refurbishment costs*
- Bring local farmers together regularly to voice their opinions in the running of the facility – everyone has a say and is involved with its operation - CoGG hasn't demonstrated that it can run this facility well *
- Need for multipurpose facility to be able to accommodate a range of livestock*
- This scenario supports the paddock to plate phenomenon

This scenario was the most popular of the three presented by Council. Most attendees present identified a preference for an upgrade of the existing facility rather than construction of a new facility.

"... upgrade and downsize the current yard"

"How much of the current saleyards is <u>really</u> in need of repair/replacement? And at what cost? Less than half - 42 pens can be used today!"

SCENARIO 2: Temporary Opening of Geelong Saleyards, then Transition to Permanent Closure within Twelve Months

Several templates were returned with the words 'temporary' and/or '12 months' crossed out. Clarity was sought on whether the opening included a safety upgrade. It was also suggested that, rather than a transition to closure period of 12 months, a timeframe of 3, 5 or 10 years might be more appropriate.

3.1.6 Benefits

Many of the presented benefits of this scenario were met with counter arguments. Indeed, much of the feedback suggested that there were no benefits of this scenario at all. One benefit that was identified was that it allowed time for Council to develop transition plans to assist affected farmers.

3.1.7 Disadvantages

In response to the presented disadvantages of this scenario, clarity was sought as to whether '*the $900,000 to be spent to get the saleyards up to just a basic standard*' covered the entire facility and that upgrade of only part of the facility was necessary and would be far less expensive. Furthermore, it was suggested that the $500,000 fire insurance funding could be utilised for this purpose. The *'expected losses per year..... at approximately $250,000*' figure was questioned and it was suggested that these losses were due to low stock numbers which would increase as the facility improved. The statement that '*throughput is not likely to increase*' was disputed. It was also suggested that seasonal variations and drought conditions could explain the current levels of throughput.

3.1.8 Support Needed

In identifying the support required under this scenario, the following points are a summary of the responses provided:

- A new regional mixed-use saleyards facility (sheep, cattle, chooks, horses, produce etc.)*
- Cooperation to re-open saleyards immediately
- Reduce our rates – increase farm rate – pay cartage to other areas
- Would need transport subsidy indefinitely!!
- Agree to allow producers to sell current stock NOW!

3.1.9 General Comments

Other comments around this scenario included:

- That this scenario doesn't progress anything and farmers are no better off after 12 months*
- The investment of a considerable amount of money ($900,00) for a benefit of only 12 months was irresponsible*
- The stated $900,000 required to bring the saleyards up to a basic standard was excessive and that a substantially smaller investment could be made to enable the facility to operate. Furthermore, many comments suggested that maintenance works only were required*
- The longer that stock are in transport, the lower the quality of stock and, ultimately, the quality of the meat*
- Calls for management of the facility to be moved from COGG to private ownership or a farmers' co-operative arrangement*
- Call for federal/state funding to assist
- Financial losses should not be the primary concern

This scenario was the second popular of the three presented by Council.

"12 months seems too soon to seek alternative options to support farmers"

"Do this and I need no support. The next sale will be my last anywhere!"

"This is stupid and an insult. Why invest money for 12 months when should invest for long term?"

"History has proven that once one closes, a new one 'rarely if ever' opens"

SCENARIO 3: Keep the Geelong Saleyards closed with no new replacement facility within the City of Greater Geelong

3.1.10 Benefits

Most of the presented benefits were of a financial nature, relating largely to the saving of expenditure on operating the current facility, upgrading it and/or building a new facility. There was little response to these benefits, although some of the figures were questioned.

3.1.11 Disadvantages

Attendees generally agreed with the statements provided. Additional disadvantages offered included loss of livelihood for farming and farming related businesses, loss of traceability and stock monitoring, cruelty to livestock and animal welfare issues leading to inferior meat quality and mental health impacts to the farming community.

3.1.12 Support Needed for Individuals

In identifying the support required for individuals under this scenario, the following points are a summary of the responses provided:

- Provide mental health services*
- Reduce Council rates*
- No cost penalty to farmers i.e. full additional cost to be met by Council
- Immediate transport subsidies – ongoing forever
- Relax subdivision rules ie allow subdivision down to 5 hectares because same/medium scale livestock farming will become economically unviable and unfair on livestock
- Need a stock collection yard for locals to deliver to then mass transport to Ballarat Monday sale. This only covers selling though, not buying.
- Cartage rebate for 10 years, not only to CoGG ratepayers but to all those affected i.e. Surf Coast ratepayers

3.1.13 Support Needed by the Industry

In identifying the support required by the industry under this scenario, the following points are a summary of the responses provided:

- Use the money gained from the sale of the saleyards into building a new facility*
- Lower the rate burden to all rural residents
- New shared facilities – funded by multiple municipalities and state government within 20km Geelong
- Support for other rural suppliers
- Retain part of the site for heritage purposes, social engagement and development of agriculture educational purpose built facility (for all ages)
- Better consultation with farmers and creative thinking to fund cost recovery of facility
- Huge subsidies for transport costs
- Opportunities for producer groups to form and pursue paddock to plate ventures

3.1.14 General Comments

Other comments around this scenario included:

- This scenario was 'not acceptable' to many attendees*
- The timing of the decision has been orchestrated so that administrators make a decision and leave. The new Council will then have to implement an unpopular decision
- There is no transition period although there is discussion about transition – transition to what? Nothing is clear and nothing is communicated well
- There are no benefits to small farmers if a yard closes
- If the saleyards close, do farmers get any benefits from the sale of the facility?

This scenario was the least popular of the three presented by Council.

"The Council will need to explain to all ratepayers why the city strategy to support rural communities and preserve the rural landscapes is not supporting saleyards!!"

"CoGG rates increase and CoGG services decrease"

SCENARIO 4: Independent Risk Assessment including Accurate and Itemised Costs to Bring Current Yards Up to Date, Repair and Reopen the Saleyards

This scenario was put forward from the floor and offered for feedback/comment. A summary of responses is provided below:

- This is a good option *
- Form a management committee of farmers, carriers, agents, buyers, vendors and CoGG*
- There are many skills amongst the farming community who can contribute to the facility upgrade in a volunteer capacity*
- Re-open current saleyards with repair works and then follow a maintenance program to keep them in good and safe repair. Make use of current facilities that are in good condition.

"Some farmers have inspected the yards and offered to have a working bee; this was refused"

"Yes! An independent risk assessor who has an informed/experienced background – rural/farm experience"

This scenario was positively received by many workshop attendees.

4. ADDITIONAL COMMENTS

Additional comments received during the consultation period included:

- Widespread distrust regarding many of the financial aspects of the facility presented at the meeting, in terms of income, expenditure, current duties undertaken by the 2.2 staff and past and current maintenance works. There were repeated requests for clear published financials for the yards*

- Strategic planning values a farmed edge to urban development. CoGG has encouraged small subdivisions in rural areas, thereby increasing small landholders who run livestock. This will further increase in the future as larger properties subdivide into smaller lots. It is incumbent on Council, therefore, to provide the facility to support small rural producers. If not, farmers will walk away*

- The saleyards play a key role in supporting the mental health of the farming community and there were serious concerns regarding depression, social isolation, suicide etc. that may result should this facility close. It was repeatedly likened to a men's shed*

- Suggestion that a new management structure be established to guide the future management of the facility either in partnership with CoGG or as a privately run enterprise. The management committee needs to comprise representatives of saleyard users*

- Reduce the size of the yards, sell half and use the proceeds to rejuvenate the other half*

- Heritage and cultural values of the facility need to also be considered*

- Biosecurity concerns relating to loss of traceability should the saleyards close and small buyers turn to informal non-traceable forms of trading. This will become even more critical when National Livestock Identification Scheme (NLIS) tags become compulsory for all sheep born after 1/1/17 and saleyard recording commences on 1/7/17. Traceability is extremely important in livestock disease eradication/control within Australia as well as being essential for export and domestic market access. State Government funding is available to local councils for NLIS infrastructure, installation, training and saleyard modifications. Applications opened on 14 November and will close March 2017. (see http://agriculture.vic.gov.au/__data/assets/pdf_file/0020/324137/Sheep-EID-funding-scenarios.pdf).*

- The need for CoGG to develop an agriculture/agribusiness strategy for the region, which identifies ways to support a vibrant agricultural sector. Whilst being consistent with G21's Agribusiness Strategy, this strategy needs to be specific to CoGG

- A belief that the saleyards facility is the only benefit that rural ratepayers get from their substantial rates. The non-provision of a saleyard service is not an option

- In June 2015, CoGG Council resolved to *'work with neighbouring councils to identify and develop a suitable regional solution with a view to initiating a future stage withdrawal from saleyards operation'.* No progress has been made to date on determining a suitable regional solution

- The current closure of the facility is during the peak spring/summer period and buyers have made alternative arrangements. It is unlikely that they will now change their pattern

- At the next Council meeting, the Administrators need to rescind the previous Council decision to close yards to support progress of this matter

- This workshop is a productive first step in real consultation. It is refreshing for the facilitator and administrator to hear from the public in an open forum as there has been continued distrust in Council for years

- Frustration at numerous previous reports/plans/audits in 2002, 2007, 2013, 2014 which outlined actions to support the continued use of the facility. The 2014 report stated that walkways and ramps were compliant and sheep ramps were fixed – why are they now unsafe?

- Why is rural infrastructure a cost centre rather than a service? Local governments invest in men's sheds, senior citizens' centres, swimming pools and other infrastructure for groups, why not rural infrastructure?

- A belief that CoGG is responsible for allowing the facility to fall into disrepair and, should, therefore, take responsibility to fix it. The fire insurance money from the canteen fire should be made available

- At its Council meeting of 22 November 2016, Surf Coast Shire made a number of recommendations on the Geelong Saleyards issue including making a request to COGG to immediately '*undertake necessary tactical works to re-open the existing Geelong Saleyards facility as soon as possible to cater for cattle and sheep*', to '*form a Geelong Saleyards Stakeholder Committee....*' to '*commence a Livestock Market Channel Analysis (LMCA)*' and to '*defer any decision as to the long term future of the Geelong Saleyards until consideration of the LMCA*'.

"The yards are like an informal counselling session every Monday"

"Define the most appropriate management structure, infrastructure and operating model to operate a sustainable service for small producers"

5. QUESTIONS ON NOTICE

Will Tieppo took a number of questions asked at the session on notice and committed to providing attendees with responses. These were:

- Can we get access to the reports including the OH&S Report upon which recent Council decisions have been based and which led to the recent closure?
- Where does the $12.50/head of cattle go? Why does COGG say that the saleyards runs at a loss? What is the Council annual expenditure of $400,000 spent on?
- Why were new walkways constructed on underlying structures that were not able to support them?



APPENDIX A GEELONG SALEYARDS USERS GROUP PRESENTATION



Who we are

- A coalition of small producers from the City of Greater Geelong, Golden Plains Shire, Moorabool Shire, Surf Coast Shire and Wyndham Shire, supported by agents, buyers and carriers

Why we are here today

- We cannot trade our stock without local access to saleyards
- CoGG needs to understand what will happen to our businesses if the saleyards do not reopen urgently
- Our goal is a **SUSTAINABLE SALEYARDS SERVICE** for small producers in Geelong and district

Our proposition

- There will always be a need for a local saleyard service for small producers
  - Most of the rural areas near Geelong are subdivided into small farms
  - In 2014, DEPI estimated approximately 30% of Geelong saleyards trade was from 'hobby farms'. Recent estimates suggest 50%
  - Purchasers of small lots of cattle/sheep need to physically assess produce to ensure safety and quality
  - The logistics of the small producer business model are incompatible with buying and selling through remote saleyards (e.g. Ballarat or Colac) or over the internet

Our proposition

- The rural community is entitled to service equity
  - The saleyards have contributed a surplus for approximately 150 years
  - Small producers make a significant contribution to the regional economy
    - Estimated farm rates income to CoGG of $2,517,982 in 2016/17
    - Saleyard vendors spend considerable money in Geelong
  - Care of the rural environment by small producers benefits the local community and tourism sector
  - Local governments invest in men's sheds, senior citizens' centres, swimming pools and other infrastructure for other groups - why is rural infrastructure a cost centre rather than a service?

The context

- In 2014, Council officers said "*The Saleyards complies with OH&S requirements*".
  - What happened between 2014 and 2016 that resulted in sudden closure of the Geelong saleyards in August 2016 because of OH&S concerns?
  - Where is the expert advice on which that decision was based?
  - Why has CoGG not acted to remedy whatever deficits were identified, so trading could continue while a longer term solution is identified (consistent with 2015 Council resolution)?

The context

- A decision to permanently close the saleyards has been presented recently as a *fait accompli*, however the CoGG Council (pre-Administrators) DID NOT resolve to close the saleyards:
  - In June 2015, CoGG Council resolved to "***work with neighbouring councils to identify and develop a suitable regional solution with a view to initiating a future staged withdrawal from saleyards operation***"
- There has been no meaningful work with other councils, nor has a suitable regional solution been identified – why are parts of that resolution being implemented selectively?

The small producer business model

- Successful production from small farms requires effort and ingenuity
- Many small producers hold off-farm jobs, while working at weekends to maintain their farming businesses
- Small producers buy and sell small lots of sheep and cattle frequently. Delays in turnover can lead to crippling cash flow problems
- Costs are high, margins are very small and additional costs can make production unsustainable

The small producer business model

Bellarine Peninsula 2014/15

Size	Location	Improvements	Total Rates (EXCL FSL)	Cost($/ha)
32ha	Portarlington	Pasture with sheds	$2541.95	$72.62
30.7ha	Portarlington	Pasture with sheds	$1914.50	$62.36
27.49ha	St Leonards	House and pasture	$1990	$72.38

South West Monitor Farm

Year	Average rates and rents ($/ha)
2014/2015	$21
2013/2014	$17
2012/2013	$13
2011/2012	N/A
2010/2011	$11

The small producer business model

- Many small producers transport their stock themselves. Closure of the saleyards brings cost, safety and animal welfare consequences
  - their properties are not equipped with the roads and loading ramps required to load/off-load larger trucks – and such investment is not economically viable
  - their business models rely on them performing most tasks personally, rather than paying contractors
  - they therefore transport stock using crates on tandem trailers, or small trucks
  - permanent closure will leave them no alternative but to travel an additional 150-200 km towing small lots of animals, potentially on unsuitable roads and through additional urban areas

The small producer business model

- Even small producers who have the necessary infrastructure to use commercial carriers are now subject to unsustainable delays in access to carrier services - it is simply not viable for carriers to collect large numbers of small lots of livestock from across the entire region
- Timing of sales is an issue – many small producers cannot attend mid-week sales because they are employed off-farm
  - Monday sales in Geelong meant they could transport their stock on Sunday
  - Thursday sales in Colac are inaccessible for those employed off-farm

Biosecurity considerations

- Saleyards ensure traceability of stock
  - All livestock are required to have a National Livestock Identification Scheme (NLIS) compliant ear tag or rumen bolus
  - Livestock must also be accompanied by a movement statement such as a National Vendor Declaration
  - Vendors and buyers must have a Property Identification Code
- DEPI has previously expressed concern about small buyers turning to informal, non-traceable means of trading if the saleyards close
- The situation will be exacerbated when NLIS electronic tags become compulsory for all sheep born after 1/1/17

Heritage considerations

- The saleyards are historically significant for their long standing associations with the City of Greater Geelong
- The saleyards are socially significant at a State level
- These issues are important, but are not our primary focus
  - Our primary focus is access to a service we need for business viability, not preservation of history (although many of us think that is also important)

Social considerations

- Farmers have unique attitudes, sources of stress and a heightened risk of suicide
- Social disconnection is a known contributing factor to psychological distress, ill health and premature death
- Farming is, intrinsically, an isolating activity
- The saleyards have always played an important role in generating connection and cohesion within the rural community
- The loss of the Market Office building through fire has already had a significant negative impact
- There is an urgent need for some basic infrastructure to support social cohesion in the rural community

Consequences for small producers of closure

- A decision to permanently close the Geelong saleyards without offering a viable alternative service will lead to critical sustainability problems for many small producers
  - ...leading to highly detrimental changes in the rural vista, rural economy and wellbeing of the rural community in Geelong and district

What needs to be done

1. Resume saleyard services urgently
   - Share OH&S assessment
   - Work with us to confirm necessary works and immediately commence remediation works
   - Immediately respond to our proposal to use alternative rows of pens for sheep sales, to avoid using walkways.
     - If you don't think that will work, explain why and then work with us to find another solution
   - Work with us to develop a similar solution for cattle sales
   - Maintain maintenance over time, in accordance with an agreed plan, until an alternative is available

What needs to be done

2. Engage meaningfully with the community
   - Give us access to the reports on which you have based your decisions
   - Meet with us regularly, and disclose the information we need to help you find a solution
3. Aggressively manage short term costs
   - Urgently reduce costs by aligning staffing numbers to service needs (1 sale per fortnight)
   - Use any excess staffing hours for maintenance
   - Seek support from neighbouring municipalities for necessary operating costs, in proportion to utilisation

What needs to be done

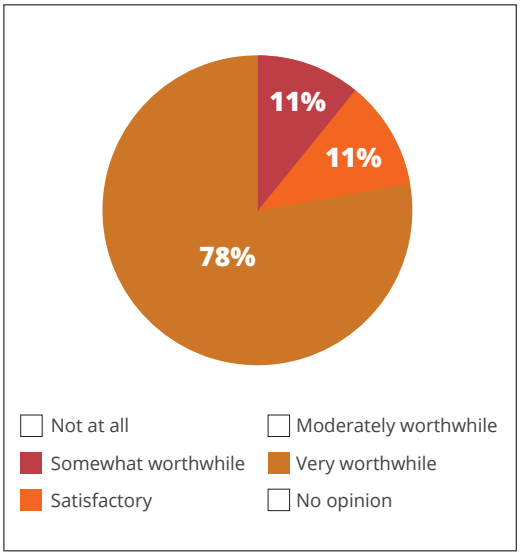
4. Implement a sustainable 'niche' solution
   - Join us on a visit to Kyneton and Shepparton, which are small saleyards that appear to be managed efficiently and successfully and are actively promoted by their Councils, to learn about the business model
   - Define the most appropriate management structure, infrastructure and operating model to operate a sustainable service for small producers
   - Assess feasibility of adapting the current site, or re-building in a different (close) location
   - Seek support from all relevant governments (local, state, federal) to invest in infrastructure and implement a sustainable service

APPENDIX B WORKSHOP EVALUATION RESULTS

The results of the twenty evaluation forms completed at the conclusion of the workshop are contained below. (It should be noted that the facilitator did not point out the evaluation form before many attendees were on their feet).

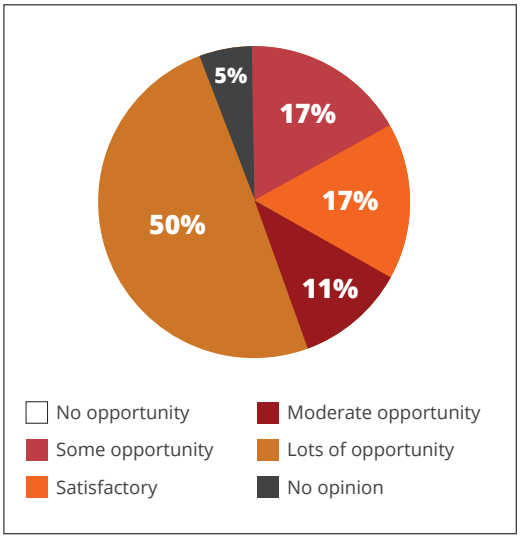
Was your involvement in the workshop a worthwhile experience?

Eighteen respondents choose to answer this question. Fourteen (78%) considered the workshop to be very worthwhile whilst two (11%) considered it to be somewhat worthwhile and a further two (11%) satisfactory. In providing explanations as to their responses, comments included *'It was time the people voice was heard in a public forum - minuted and reported', 'Excellent turnout of concerned people, demonstrates degree of concern, Council must represent these people's opinions. What else con they do to tell you what they want.' 'Yes, impressive to see such strong support for the retention of the saleyards'* and *'Nothing resolved or about to be".*



Were you given enough opportunity to participate in and influence discussions?

Eighteen respondents choose to answer this question. Nine (50%) considered that they were given lots of opportunity to participate whilst two (11%) considered that they were given moderate opportunity, three (17%) satisfactory opportunity and a further three (17%) some opportunity. One respondent (5%) considered that they were given no opportunity. In providing explanations as to their responses, four of the ten comments provided suggested that more time was needed to be spent on discussions. Additional comments included *'Difficult to facilitate as the scenarios were constrictive', 'Council must take notice of farmers opinions, ideas and comments', 'I don't feel we were really listened to', 'Long term guarantee of saleyards. Agriculture is Australia second highest export industry, after years of drought', 'It depends where you were sitting!!!', 'Very well facilitated, very patient and tolerant answers to questions from staff and Administrators'*



How would you like to be further involved?

Ten respondents provided suggestions on how they would like to be further involved. Responses included *'to be kept up to date on progress', 'Possibly organise the chair to volunteer our time to help reopen and perform the relevant maintenance', 'In a working bee to get the yards up and running again', 'Geelong saleyards users group should be consulted', 'To have the OH&S report and all the costings now!', 'Like to be advised about what happens next, any reports, any other workshops'* and *'Would like council to work with community instead of isolation'.*

APPENDIX C SCENARIOS PROVIDED BY COGG FOR DISCUSSION

SCENARIO 1: Open a fully upgraded or new facility within the City of Greater Geelong

Benefits of this scenario	Disadvantages of this scenario
• New facility constructed that meets all current standards for safety and animal welfare, including a roof. • Facility for all producers to sell and buy stock locally • Provides a place for the rural community to meet. • Support for local businesses • Less travel time for stock • Less cost to producers for carting stock.	• Does not have the support of all sales agents • Throughput is not likely to increase. • Between $10-15Million to be spent for a new facility to be built • Significant time before the sales will be back up and running • Buyers have indicated that the numbers being sold at Geelong do not make it worth it for them to attend. • Potentially need to consider a location for a new facility to be built elsewhere in COGG • If a new location was required the time taken to be back up running sales would be well over 12 months
What support would you need under this scenario?	If a different location is considered for new Saleyards, what criteria should be used when assessing potential sites?

SCENARIO 2: Temporary opening of Geelong Saleyards then transition to permanent closure within 12 months

Benefits of this scenario	Disadvantages of this scenario
• Allows producers to sell current stock. • Allows producers time to make arrangements if required to be able to get stock picked up from their properties • Allows time for local producers to consider other alternatives for selling their stock such as local abattoirs. • Allows time for local transporters to establish local drop off centres	• Over $900,000 to be spent to get the saleyards up to just a basic standard. • Expected losses per year would remain the same at approximately $250,000 at least. • Throughput is not likely to increase. • Works that need to be done will mean the saleyards will not be open until approx March 2017.

What support would you need under this scenario?

SCENARIO 3: Keep the Geelong Saleyards closed, with no new replacement facility within City of Greater Geelong

Benefits of this scenario	Disadvantages of this scenario
• Save ratepayers $250,000 per year in losses. • Save $900,000 which is required to get the saleyards to a basic standard. • Save between $10 Million and $15 Million dollars which would be required to rebuild or construct a new facility elsewhere in COGG. • Would allow money to be spent on a rural strategy. • Eliminate a significant safety risk to COGG	• Additional cost to farmers to sell stock at Colac and Ballarat • Difficult for transporters to pick up many small lots • More difficult for small farmers to sell their stock • Loss of a rural community meeting place. • Loss of a historic saleyard facility • Impacts more than just COGG farmers. • Impact on associated small businesses • Rural community feeling they aren't getting any return for the rates they pay
What support would you need under this scenario?	What support would the industry need under this scenario?



KISMET FORWARD

FACILITATING BETTER DECISIONS

Attachment 4

Occupational Health and Safety Audit Inspection – December 2016

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Occupational Health & Safety Audit Inspection

of

The Geelong Cattleyards

for

Mr Robert Hunt
City of Greater Geelong
OH&S Advisor to City Services Risk Management
People & Organisation Development
Anakie Road, Corio
Victoria 3214

November 2016 - Ref. No.: S5546

Compiled by:

Lindsay Brunton

Signed: **Date:**

Lindsay Brunton - Occupational Health & Safety Consultant 02/12/16

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Safety Audit Inspection

Geelong Cattleyards

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Safety Audit Inspection

Geelong Cattleyards

Introduction

On the 23rd November 2016 at approximately OHS Consultant Lindsay Brunton from Safetzone attended the Geelong Saleyards, North Geelong, to undertake an audit inspection on the Cattleyards.

Safetyzone was contracted to conduct this audit inspection at the request of Robert Hunt, OH&S Advisor City Services for the City of Greater Geelong.

At the Geelong Saleyards, Safetyzone Auditor Lindsay Brunton met with Geelong Saleyards Manager Melinda McKenzie and Site Supervisor Peter Bohling.

The process of observation and information gathering was carried out with the support of Melinda McKenzie and Peter Bohling who were given the task of tour guides and were able to explain the operation, history and purpose of the Cattleyards.

The audit was part of the Geelong City Councils process for the review of the Geelong Cattleyards current safety status.

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Reference

- Victorian Occupational Health & Safety Act 2004.
- Victorian Occupational Health & Safety Regulation 2007.
- Worksafe Victoria: Compliance Code: Workplace amenities and work environment
- Worksafe Victoria: Compliance Code: Plant (Machinery and Equipment)
- Australian Code of Practice for the Selling of Livestock (Including Guidelines for Structural Requirements 2007
- AS NZS 2670 – 2010: In service safety inspection and testing of electrical equipment
- AS 2444 – 2001: Portable fire extinguishers and fire blankets – Selection and location
- AS 3745 - 2010: Planning for emergencies in facilities

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Project Information

As requested by Robert Hunt this report does not include the elevated cattle yard platforms. A report on the structural condition of the elevated cattle yard platforms was undertaken by Consulting Engineers P.J. Yttrup & Associates Pty Ltd in July 2016.

The Geelong saleyards were established in 1869.

The Geelong Cattleyards are currently closed due to safety concerns.

This safety audit inspection was initiated as a result of these safety concerns, and involved a walk around inspection of the site, and interviews with the site supervisor and manager.

Findings

1. Occupational Health and Safety Management Planning

It was stated that there is no Occupational Health and Safety Management System in place specific to the operation of the Geelong Saleyards (including cattle yards).

Some JSA's were observed for work on site.

It was stated that there is no emergency management plan in place for the Geelong Saleyards (including cattle yards).

Other than the placement of advisory signage there is no induction program in place for the Geelong Saleyards (including cattle yards).

2. Site Security



It was stated that the main gates are not locked out of hours

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There is no signage in place indicating the need for visitors or contractors to report to the site supervisor on arrival at site.

It was observed that the main gate and some areas of the perimeter fencing are in a state of disrepair with wire hanging, holes and severe rust evident.

It was observed that the maintenance shed is fitted with an alarm system.

A documented traffic management plan has not been developed following from a risk assessment process, for the control and segregation of pedestrians and cattle within the cattle yards and for the control of pedestrians and vehicle around the site.
There is some traffic management signage in place.

The site supervisor stated that he walks the perimeter of the site before every sale.

3. Site Fire Safety



The site is serviced by only one fire hydrant.

There are no fire extinguishers or fire hose reels within the cattle yards.

Fires extinguishers were observed within the site maintenance and amenities sheds, these extinguishers are inspected and tested on a six monthly schedule.

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4. Ramp Docking Facilities



The various ramp docking facilities do not have a self-aligning bumper installed to bridge the gap between the race ramp and the truck. The ramps also lacked adjustable side panels to fit against the truck so as to prevent animals from attempting to escape by jumping out through any gap.





A number of cattle ramps have been isolated due to being in poor condition.

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5. Cattle Crush





The cattle crush presented in a fair condition although its age and location would require a risk assessment is conducted to ascertain:

- The crush design and size is suitable for the classes of cattle being handled.
- The crush effectively restrains cattle and allows safe access for all work
- The crush is sound and secured to the ground, with no projections that may injure humans or animals eg head bail handles, gate latches.
- There is adequate head clearance from all protrusions to prevent head, eye and face injury
- Cattle that go down or become jammed in the crush can be quickly and safely released without risk to the operator.
- Cattle crush gates, bail and latches are free of nip or crush points.
- The crush work area is clear of projections, slip trip or fall hazards.

Some bracing on the metal race leading into the crush has broken away and presents as a strike/catch hazard.

6. Cattle Weigh Bridge



Due to its age and condition and the interaction of people, cattle and raised then lowered gates it is recommended that the weigh bridge be risk assessed.

The roller door protecting the weighbridge office window appeared damaged and requires attention.

7. Cattle Yard Gates



It was noted that only a small number of the metal gates in place were fitted with the approved spring loaded self latching gate latch. These gates and latches were observed to be fitted on the load ramps that had been updated over the more recent years.



Most of the metal gates observed were fitted with the bolt and handle latch type.

This type of latch presents as a catch point for both people and animals and does not allow for quick securing as required.

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The cattle yards also have in place many of its original wooden gates, with the original timber slide bolt. This type of bolt does not allow for quick securing as required.

Most gates observed could not be secured in the open position.

There is no programmed maintenance schedule for gate latch and hinge maintenance.

Gates are only repaired when identified as faulty.

8. Drafting Races





Most of the races within the cattle yards were constructed of concrete flooring that is potholed and cracked, presenting as a sprain and trip hazard.

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Geelong Cattleyards





In many places it was observed that nuts and bolts that secure rails to posts protrude outward and present as a catch and strike hazard for both people and animals.

Gate latches with protruding handles also present as catch and strike hazard for both people and animals.

9. Metal Fence Posts





Over the years metal “I” beams have been used in various parts of the cattle yards to replace timber fence posts.

Many of the posts observed had been roughly cut by oxy and the tops of these posts now present as cut and catch points for people and animals. These posts should be levelled or capped.

Some metal posts have rusted and worn over the years and present sharps edges on the sides that may impact on people and animals.

10. Timber Fence Posts







Many of the timber posts observed in various parts of the cattle yard appeared rotten at the base.

The condition of many of these posts would cast doubt on the structural integrity of these posts when tasked with holding/containing cattle.

It was stated that cattle are left unsupervised at night.

Post failure presents as a strike and crush hazard to both people and cattle.

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11. Timber Fence Railings







Many of the fence railings observed throughout the cattle yard were in a state of severe decay.

The condition of many of these fence railings would cast doubt on the structural integrity of these posts when tasked with holding/containing cattle.

It was stated that cattle are left unsupervised at night.

Fence railing failure presents as a strike and crush hazard to both people and cattle.

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12. Water Troughs



Water troughs presented filled with dark and murky water.
It was stated that water troughs are flushed and cleaned prior to cattle sales.

The integrity of water troughs requires assessment as some were observed in a degraded state.

13. Yards and Pens - Flooring







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The condition of flooring varied throughout the facility to fair in some cattle receival areas to very poor in some of the older pens where the original bluestones are exposed.

Uneven cracked and potholed flooring presents as a strain and trip hazard to people and cattle.

14. Site Drainage



The site presents as relatively flat with the only drainage point observed on the South East corner of the cattle yards. This corner of the cattle yard appears to have a greater slope that allows water to run toward this drain.

The rest of the cattle yard presents as relatively flat, with no other water drainage points being observed within the cattle yard complex.

There is a risk that on wet days both people and animals will be working or standing in puddles of water, and there is potential for site runoff to impact on neighbours.

15. Site Amenities



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Site amenities for use by contractors, visitors etc., presented as workable but aged and exposed to the elements.
There are no disabled toilet facilities onsite.
Portable lunch / office and toilet facilities are available to staff, on inspection these portables would meet the requirement of the standard for the provision of staff amenities.

16. Site Workshop





The workshop requires some basic housekeeping to clear clutter and obstructions

The pressure vessel (air receiver) requires hazard class assessment and registration with Worksafe.
It was stated that the pressure vessel has never been registered nor inspected and tested as required.
(Any pressure vessel or Boilers with a Hazard level of A, B or C as determined by AS 4343 must be registered with Worksafe Victoria and inspected in accordance with AS 3788. This means a simple air receiver or compressed air tank of 100MPa.L (100L x 1MPa pressure or 1000L x 100kPa) will need inspection and registration).

All gas bottles both full and empty must be secured in the upright position, preferably by chain and latch.

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Site chemicals are stored in a locked shed.

A chemical cabinet is available and used for the storage of various chemicals used on site.

Safety Data Sheets were observed for chemicals used.

Old unwanted chemicals should be disposed of to prescribed waste.

Food items should not be stored in the chemical storage shed.

17. Site Lighting and Electrical Management





It was stated that the electrical supply to the cattle yards (including lighting) has been isolated at the electrical panel, as some wiring has broken away from a site light pole and now rest on one of the covered walkways within the cattleyards.

The electrical supply was observed to be tagged and locked out within the electrical control panel which was also secured by lock and key.

The black electrical control panel backing was observed to be the zelemite asbestos material. This panel requires labelling with a sticker that identifies it as asbestos.

No asbestos audit has been conducted and as such an asbestos register is not available for reference by staff or contractors prior to undertaking maintenance activities.

A lighting audit would be required to ensure safe work at night.

Electrical testing and tagging of electrical equipment is undertaken.

Risk assessment tools

Risk Matrix

The scale used through this assessment will be the 'Risk Matrix'. This scale identifies an approximate level of risk (R) given consideration of the consequence (C) factor multiplied by the likelihood (L) factor of a stated event.

Consequence factors range from minor injuries or environmental incident through to catastrophically serious events such as multiple deaths and long term catastrophic damage.

Likelihood factors range from being very unlikely through to very likely; this is generally based on historical industry reports and other available empirical data.

Refer: Image 1: Risk Matrix

Hierarchy of control

The hierarchy of control model will be used to determine best possible controls to the identified risks. The hierarchy identifies sets a priority order for the type of control to identified risks. The first priority being to eliminate the hazard and subsequently move down a decision analysis to the 'last line of defence' being the use of personal protective equipment (PPE).

Refer: Image 2: Hierarchy of control

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Image 1: Risk Matrix

Consequences			Likelihood				
			Rare Event is exceptional	**Unlikely** The event could happen	**Moderate** The event will probably occur	**Likely** The event will occur in most circumstances.	**Certain** The event is expected to occur in all circumstances.
			Less than once a year	At least once a year	At least once every six months	At least once per month.	At least once per week.
	Level		**1**	**2**	**3**	**4**	**5**
Negligible No Injury Low Environmental loss Low Financial loss	**0**		**N**	**N**	**N**	**N**	**N**
Minor First-aid treatment Moderate Environmental loss Moderate Financial loss	**1**		**L**	**L**	**L**	**M**	**M**
Serious Medical treatment Moderate Environmental loss High Financial loss	**2**		**L**	**M**	**M**	**H**	**H**
Major Excessive, major long term injuries High environmental implications Major Financial loss	**3**		**L**	**M**	**H**	**H**	**VH**
Fatality Single death	**4**		**M**	**H**	**H**	**VH**	**VH**
Multiple deaths Multiple deaths and serious long term injuries	**5**		**M**	**H**	**VH**	**VH**	**VH**

Legend

Risk Ranking	Risk Priority	Description
0	N	No risk. The cost to treat the risk are disproportionately high compared to the negligible consequences.
1-3	L	Low risk. May require consideration in any future changes to the work area or process, or can be fixed immediately.
4-6	M	Moderate risk. May require corrective action through planning and budgeting process.
8-12	H	High risk. Requires immediate corrective action.
15-25	VH	Very high risk. Requires immediate prohibition of the work, process and immediate corrective action.

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Image 2: Hierarchy of control



Recommendations

Item	Risk Rating	Hazard Identification	Recommendations
1. Occupational Health & Safety Management System	**H**	• No Occupational Health and Safety Management system in place. • No Emergency Management plan in place. • No Induction program in place.	• A safety management plan specific to the safe operation of the sale yards should be developed. The safety management plan will identify how the sale yards will ensure compliance to its legislative requirements. • An emergency management plan should be developed that incorporates the potential emergencies likely to occur at a cattle yard.
2. Site Security	**VH**	• Gates are not locked out of hours. • Limited or degraded safety signage. • Main gate and perimeter fencing in a state of disrepair. • Risk of unauthorised entry. • No documented traffic management plan in place – limited advisory signage in place.	• Site security requires review and upgrade. • The age and location of the site presents a very high risk of injury unauthorised persons.
3. Site Fire Safety	**VH**	• No Emergency Management plan in place. • No firefighting equipment available within the cattle yards. • Only one fire hydrant available.	• An emergency management plan should be developed that incorporates the potential emergencies likely to occur at a cattle yard. • The location and condition of firefighting equipment requires review.
4. Ramp Docking Facilities	**VH**	• Ramps lack modern ramp docking requirements for the prevention of cattle escape during unloading activities • Limited supervision available when unloading activities takes place. • Many ramps are old and degraded. • Previous history of animal escape.	• Ramp docking facilities require assessment and upgrade to meet best practice standards for the receival and safe unloading of cattle.
5. Cattle Crush	**H**	• Cattle crush presents with numerous potential strike and crush hazards. • No scheduled maintenance program in place to ensure the safe operation of the cattle crush etc	• The cattle crush requires a risk assessment be undertaken, to ensure it is fit for purpose and safe for operation within the environment it is set within. • Implement a scheduled maintenance program.

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6. Cattle Weigh Bridge	**VH**	• Weighbridge gates represent a strike hazard. • Potential entrapment points for people and animals. • No scheduled maintenance program in place to ensure the safe operation of gates etc	• The cattle crush requires a risk assessment be undertaken, to ensure it is fit for purpose and safe for operation within the environment it is set within. • Implement a scheduled maintenance program.
7. Cattle Yard Gates	**H**	• Protruding gate latches represent a catch point to people and animals • No scheduled maintenance program in place to ensure the effective and safe operation of gates. • The age and condition of many gates.	• Gate latches require upgrade to latch and spring type – removal of protrusions. • Ensure gates open smoothly and do not stick • Gates should be secure in both the closed and open state. • Implement a scheduled maintenance program.
8. Drafting Races	**H**	• Potholed and cracked and uneven flooring presents a risk of sprains and strains. • No scheduled maintenance program. • Nuts bolts and gate latches present as strike hazards	• Repair and upgrade flooring to remove all potential trip and sprain hazards. • Implement a scheduled maintenance program. • All protrusions should be removed. • Gate latches require upgrade to latch and spring type – removal of protrusions.
9. Metal Fence Posts	**M**	• Jagged, sharp and rusted parts of posts represent a hazard to both people and animals.	• Jagged edges should be levelled and capped, sharp edges should be removed. • Implement a scheduled maintenance program.
10. Timber Fence Posts	**VH**	• Degraded fence posts represent a strike and crush hazard to people and animals. • High risk for animal escape. • Escaped animals represent a strike hazard. • No emergency management plan in place.	• Degraded fence posts should be identified and replaced. • Implement a scheduled maintenance program.
11. Timber Fence Railings	**VH**	• Degraded timber fence railings represent a strike and crush hazard to people and animals. • High risk for animal escape. • Escaped animals represent a strike hazard. • No emergency management plan in place.	• Degraded timber railings should be identified and replaced. • Implement a scheduled maintenance program.
12. Water Troughs	**M**	• Water troughs filled with dirty and murky water. • Some water troughs observed in a degraded state.	• Degraded water troughs should be replaced. • Implement a scheduled maintenance program.
13. Yards & Pens	**H**	• Potholed and cracked and uneven flooring presents a risk of sprains and strains. • No scheduled maintenance program.	• Repair and upgrade flooring to remove all potential trip and sprain hazards. • Implement a scheduled maintenance program. • Sharp edges such as corrugated iron (used to secure fencing) should be removed or rectified. • All protrusions should be removed. • Gate latches require upgrade to latch and spring type – removal of protrusions.
14. Site Drainage	**M**	• Limit water drainage points. • People and animals working or standing in water for prolonged periods. • Risk of site runoff impacting neighbours.	• Review drainage requirements at site to ensure they meet the relevant codes of practice for: o A workplace o Animal management o EPA requirements.
15. Site Amenities	**L**	• Toilets aged and exposed to elements. • No disabled toilets provided.	• Review and upgrade amenities to ensure they meet the requirement of the relevant building code

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16. Site Workshop	**VH**	• Poor housekeeping presents as a risk. • Unregistered and inspected pressure vessel. • Free standing gas bottles.	• Review and update housekeeping requirements. • Ensure pressure vessel is registered and inspected as per legislative requirements. • Ensure all gas bottles are secured in the upright position by use of chain.
17. Site Lighting and Electrical Management	**VH**	• Aged and damaged electrical wiring to cattle yard lights. • No scheduled maintenance program in place. • No Emergency Management plan in place. • No firefighting equipment available within the cattle yards. • Only one fire hydrant available. • Zelemite electrical panel – no identification • No asbestos audit has been conducted and as such an asbestos register is not available for reference by staff or contractors.	• All electrical wiring requires review. • Implement a scheduled inspection and maintenance program • An emergency management plan should be developed that incorporates the potential emergencies likely to occur at a cattle yard. • The location and condition of firefighting equipment requires review. • Schedule an asbestos audit of the site, review and implement recommendations from the audit.

As per observations above, it should be noted that in its present condition the cattleyards would not meet Victorian Occupational Health and Safety Legislative requirements for the provision of a safe work place.



Lindsay Brunton
Director / OH&S Consultant
COHSPrac.

Attachment 5

Surfcoast Shire Council
Item 3.3 Geelong Saleyards – Council Resolution – 22 November 2016
Council Resolution
MOVED Cr Heather Wellington, Seconded Cr Clive Goldsworthy

That Council:

1. Acknowledge the value of the hinterland economy and the importance of the role played by smaller farmers.

2. Acknowledge that smaller farmers with livestock require ongoing access to market which enables the buying and selling of their livestock.

3. Note that the marketplace is evolving and that farmers have a range of channels available through which to buy and sell livestock, however not all channels may be suitable for small producers.

4. Request the City of Greater Geelong to undertake the following immediate actions:

a) Undertake necessary tactical works to re-open the existing Geelong Saleyards facility as soon as possible to cater for cattle and sheep.

b) Form a Saleyards Stakeholder Committee as widely canvassed at the stakeholder forum on 11 November 2016.

c) Commence a 'Livestock Market Channel Analysis' (LMCA) as a joint regional project including the identification of the range of livestock buying and selling options and the relative pros and cons of each option including the identification of solutions that meet the needs of small sheep and cattle producers.

d) Defer any decision as to the long term future of the Geelong Saleyards until consideration of the LMCA.

5. Authorise the allocation of up to $10,000 to support a Livestock Market Channel Analysis from the Accumulated Unallocated Cash reserve.

6. Express an interest to collaborate with the City of Greater Geelong, neighbouring Councils, the G21 Agri-business group and Regional Development Victoria on the Livestock Market Channel Analysis and any required infrastructure investment.

7. Consider a proposal from the City of Greater Geelong for Surf Coast Shire Council to contribute to the operational funding of a regional saleyard service.

8. Receive a further report after the completion of the Livestock Market Channel Analysis.

9. Acknowledge and commend the City of Greater Geelong commitment as announced on 16 November 2016 to undertake interim works necessary to re-open the existing Geelong Saleyards facility by early January.

CARRIED 9:0

3. AMENDMENT C301 – REZONE LAND AT 892-958 AND 960-990 BARWON HEADS ROAD, ARMSTRONG CREEK TO URBAN GROWTH ZONE – SCHEDULE 2 (UGZ2) – ADOPTION OF AMENDMENT

Source: **Planning & Development – Urban Growth Area Planning**
General Manager: **Peter Bettess**
Index Reference: **Amendment C301**

Purpose

This report seeks Council adoption of Greater Geelong Planning Scheme Amendment C301 which has been modified in accordance with the recommendations of the independent Panel appointed by the Minister for Planning to hear submissions.

Background

The amendment applies to approximately 52 hectares of land located at 892-958 and 960-990 Barwon Heads Road, Armstrong Creek.

The amendment proposes the rezoning of the land to Urban Growth Zone – Schedule 2 (UGZ2) and the incorporation of the Armstrong Creek South Precinct Structure Plan (ACSPSP). The amendment also proposes the application of a Public Acquisition Overlay (PAO12) on land required for drainage.

Amendment C301 was formally exhibited in 2015 and twelve (12) submissions were received.

A Panel Hearing was held in February 2016 with the Panel Report received in March 2016. The Panel supports the amendment subject to minor changes. See Attachment 1 for detail on the Panel recommendations.

A Section 173 Agreement has also been developed to fund the infrastructure required to service the new community. This document and recommended amendment modifications are shown in Attachment 2 *(previously provided with briefing papers).*

Key Issues

A total of five (5) parties, in addition to the City of Greater Geelong, presented to Panel during the Hearing. Key issues raised and considered were:

- Storm water management, including the application of the PAO;
- Traffic management; and,
- Development timing and funding.

L Gardner moved, P Dorling seconded -

That Council, having considered the Panel Report for Amendment C301, resolves to:

1) **Adopt Amendment C301 in the modified form recommended by the Panel and shown in Attachment 1 and;**

2) **Submit the adopted amendment to the Minister for Planning.**

Carried.

Attachment 1

Discussion

Amendment C301 proposes to incorporate the Armstrong Creek South Precinct Structure Plan into the Greater Geelong Planning Scheme.

Key issues raised by submissions and Panel recommendations

Response to key issues raised in submissions, and the subsequent Panel recommendations are summarised below.

Planning Context

The Panel reviewed the amendment against the relevant policies in both the State Planning Policy Framework (SPPF) and the Local Planning Policy Framework (LPPF).

The Panel concluded that:

- The Amendment is supported by, and implements the relevant sections of the State and Local Planning Policy Framework and,
- The Amendment is well founded and is strategically justified subject to addressing the more specific issues raised in submissions…..; (Page 5)

Armstrong Creek South Precinct Structure Plan

Submissions were heard from the proponent on the benefits associated with the incorporation of the Armstrong Creek South Precinct Structure Plan into the Greater Geelong Planning Scheme including;

- The continued delivery of best practice storm water management;
- Utilisation of recycled water for toilet flushing and garden watering; and,
- Additional passive open space for the benefit of residents that is linked to the surrounding area via shared paths for both pedestrians and cyclists.

The Panel concluded that:

- The ACSPSP is strategically sound and can be included in the Armstrong Creek Urban Growth Area;
- The proposed changes to Clause 21.11 – Armstrong Creek Urban Growth Area to include the ACSPSP are supported.

Drainage and Floodplain Management

The issue of whether the proposed ACSPSP Storm Water Management Strategy is appropriate and whether the Public Acquisition Overlay (PAO) proposed as part of the amendment should be applied were both considered by the Panel.

The submission by the land holder whose land is being acquired for the purpose of the diversion channel suggested in their submission that the PAO for the purpose of a diversion channel was not for either a community benefit or a public purpose. The submission also contended that the diversion channel will restrict access to the eastern section of his property and that the dimensions of the diversion channel would result in adverse flooding of the property during extreme rain events.

The Panel heard evidence from Council that the Storm Water Management Strategy, as exhibited, will assist in mitigating flood risk on the subject land and that the proposed diversion channel will also resolve issues of increased Storm Water volume from the entire Armstrong Creek Urban Growth Area.

The Corangamite Catchment Management Authority (CCMA) sought changes to the Floodway Overlay mapping shown in the Armstrong Creek South PSP which were agreed to, and amended by Council, during the Panel Hearing.

The Panel concluded that:

- The concept drainage design and storm water management strategy for the subject site is appropriate.
- The Public Acquisition Overlay (PAO12) is appropriate.
- Changes to Plan 16 should reflect the CCMA requirements as outlined in Council's Part B submission to align with the Land Subject to Inundation Overlay.

Traffic

The issue of whether the proposed intersection, including a proposed pedestrian crossing, at Barwon Heads Road is appropriate was considered by Panel.

One of the submissions received during exhibition of the amendment indicated concern about the potential for increased traffic flows on Lake Road as a result of the additional residential developed proposed by the Armstrong Creek South Precinct Structure Plan. In response, Council submitted that approximately 75 per cent of the total number of vehicle movements per day will be using Barwon Heads Road. Of the traffic using Barwon Heads Road, the small number of vehicles heading south would not be likely to utilise a low order road, such as Lake Road, over Barwon Heads Road. These assumptions are based on the Traffic Impact Assessment undertaken as a component of the amendment.

Vicroads submitted that their preference was for a roundabout as the access control in to the Armstrong Creek South PSP area rather than a set of traffic lights, as nominated in the exhibited Amendment C301. Council submitted that this change was supported on the condition that a safe pedestrian crossing, such as a signalised crossing near the roundabout, is constructed to allow pedestrians to safely cross to the eastern side of Barwon Heads Road.

Council and the proponent also agreed on the Department of Economic Development, Jobs, Transport and Resources request to provide a 3 metre wide shared path on the east-west internal collector road and a standard footpath on the other side.

The Panel concluded that it supported the roundabout treatment, pedestrian crossing and shared path outcomes.

Other issues

Department of Environment, Land, Water and Planning submission

The Department of Environment, Land, Water and Planning (DELWP) requested that the construction works for the diversion channel be supported by a 'Construction Environment Management Plan'. Council included additional wording in Schedule 2 to the Urban Growth Zone and Clause 66.04 of the Greater Geelong Planning Scheme to in accordance with DELWP's requests.

The Panel accepted the proposed changes.

Controlled action under the EPBC Act

The construction of the proposed diversion channel has been determined a Controlled Action for the purposes of the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). The Panel determined that the Panel Hearing was not the appropriate forum for discussion of EPBC Act requirements and that both Council and the proponent would be able to progress EPBC Act requirements as a separate process.

Potential for flooding of surrounding land parcels as a result of development

One submitter raised concerns that their land parcel would be flooded as a result of the proposed development.

The proposed engineering solution for the development includes the provision of several drainage channels that will ensure that water is drained away from both the site and the surrounding land parcels. As a result there will be no adverse impact on the surrounding area.

The Panel agreed that Council had written to the submitter to detail that the proposed drainage design for the subject land would mitigate any potential future flooding.

Objection to the application of a Public Acquisition Overlay on land at 82-88 Groves Road, Armstrong Creek for the purposes of a storm water diversion channel in to the Sparrovale Wetlands.

A component of Amendment C301 is the application of a Public Acquisition Overlay over land approximately 22 metres wide across the property at 82-88 Groves Road, Armstrong Creek to accommodate a drainage channel. The purpose of the channel is to convey summer storm water volume and flows from Armstrong Creek waterway, bypassing Hospital Swamp, directly in to the Sparrovale Wetlands once they are established.

The owner of the Groves Road property, upon which the PAO is being proposed, is concerned at the loss of his land for the financial benefit of others. The submission argues that the ultimate function of the compulsorily acquired land will not be a public purpose (which is the legislative basis for the application of a PAO) as it simply allows the proponents of the Armstrong Creek South Precinct Structure Plan to develop their land, to their benefit.

The proposed diversion channel is part of a broader drainage solution for the growth area and when constructed will direct excess storm water volumes from the RAMSAR listed Connewarre wetland system. This action will allow the historic routine of wetting and drying and saline/fresh water to be maintained in the wetland thereby preserving the established ecological values of the system. The public benefits of the channel are twofold; enabling development of a new community in the Armstrong Creek South Precinct and the provision of potential benefits to the overall management of storm water within the Armstrong Creek Urban Growth Area and the Connewarre wetlands complex.

Traffic Management

A number of traffic management issues were raised in submissions including the potential negative impact of the additional traffic on the existing rural road system, a request for a roundabout on Barwon Heads Road rather than the nominated traffic signals, shared path requirements and a preferred widening of the east – west local road through the PSP area.

One submitter was concerned that southbound traffic from the PSP area will use Lake Road to join Barwon Heads Road at the Barwon Heads Airport rather than head south to the Lower Duneed roundabout and then east towards Barwon Heads. Council officers advised that there is a low likelihood of drivers choosing a longer route on a rural road rather than the Barwon Heads/Lower Duneed Road.

Vicroads submitted that a roundabout at the intersection of Barwon Heads Road and the east-west road through the PSP area is their preferred option. Council officers agree that a roundabout can be constructed, in place of the nominated traffic signals, on the understanding that a high quality pedestrian crossing is provided across Barwon Heads Road to enable safe access to the nominated Bus Stops. Council officers will continue to work with Public Transport Victoria, Vicroads and the proponent to progress detailed designs for the intersection.

The Department of Economic Development, Jobs, Transport and Resources (DEDJTR) submitted that a three (3) metre wide shared path is required along Barwon Heads Road and the east-west local road. The current standard of shared path within the Armstrong Creek Urban Growth Area is 2.5 metres wide with existing path connections to the north and west of the PSP area. Council officers submit that the 2.5 metre wide shared path can be continued from the north as far as the east-west road and then west through to the Armstrong Waters development to connect to the open space network in both the east and west of the PSP area.

Both Vicroads and DEDJTR nominated that the east-west road through the PSP be a connector road standard rather than the mix of both connector and local road as shown in the exhibited PSP. The local street cross section has been nominated in the PSP as it feeds in to the approved local street network to the west. Should the road be increased in width to a connector road standard the existing road hierarchy in the Armstrong Creek East Precinct may be compromised by encouraging more than local traffic through the Armstrong Creek South Precinct and on to Barwon Heads Road.

The connector road cross section has been used in the Armstrong Creek South Precinct between Barwon Heads Road and the eastern boundary of the passive open space to assist with traffic distribution through the new subdivision area.

Changes to exhibited documents

Modification to the exhibited documents will be required where Council officers have agreed with submitter issues. These modifications include:

- Amendment to the Urban Growth Zone - Schedule 2 to reflect that the Armstrong Creek South PSP area cannot be developed until the land forming part of the nominated Sparrovale Wetlands has been purchased and commissioned to receive storm water and the diversion channel has been constructed.
- Several changes to water and sewerage plans to reflect a change in pipe diameter and alignment.
- Plan 9 in the Armstrong Creek South PSP will be updated to reflect a shared path along Barwon Heads Road with a connection in to the existing shared path network current being established within the Armstrong Creek East PSP area.
- Several plans, and associated text, will be updated to reflect a roundabout as Vicroads preferred intersection treatment on Barwon Heads Road. Costings associated with this change will also need to be incorporated into the funding agreement with the proponent.
- Reference to Vicroads *Access Management Policy* will be removed from the Table in Appendix 3 of the Armstrong Creek South PSP.

- Plan 16 of the PSP will be updated to clearly show both the flood storage and post development flood boundary nominated by the Corangamite Catchment Management Authority.

Financial Implications

The Section 173 Agreement, between the land holders and Council, identifies and nominates funding of all the capital financial requirements for development of the Armstrong Creek South Precinct. The administration of the Section 173 Agreement will be undertaken by the Urban Growth unit as part of the overall responsibility for development contributions within the Armstrong Creek Urban Growth Area.

No impact to budget.

With Council responsibility for the management of the S173 Agreement there will be decisions required across the Armstrong Creek South Precinct and other precincts within the Armstrong Creek Urban Growth Area. These will be matters which will be assessed via the Development Contributions Steering Committee with recommendations coming to Council as part of the annual consideration of the budget.

Stakeholder Consultation and Communication

Formal exhibition of Amendment C301 occurred between 27th August 2015 and 2nd October 2015 via the following means:

- Notices sent to affected landholders and occupiers.
- Notices published in the Geelong Advertiser and Geelong Independent notifying readers of details of the amendment.
- Notice published in the Victorian Government Gazette.
- Notices sent to Government Departments and Statutory Authorities.
- Notices sent to relevant State Government Ministers in accordance with the requirements of the Planning and Environment Act 1987.
- Documents available for viewing at Council Customer Service Centres.
- Documents available for viewing on the Council and State Government websites.

Policy/Legal/Statutory Implications

The planning scheme amendment to incorporate the Precinct Structure Plan for the Armstrong Creek South Precinct accords with the broader structure for the Armstrong Creek Urban Growth area as established in the Greater Geelong Planning Scheme.

The Armstrong Creek South Precinct Structure Plan and associated S173 Agreement and in line with Council's adopted position on the provision of infrastructure within the Armstrong Creek Urban Growth Area.

The amendment is also considered to meet the relevant requirements of both State Government and Council.

Alignment to City Plan

The Armstrong Creek Urban Growth area is one of Council's priority projects.

The Armstrong Creek South Precinct Structure Plan will ensure that the continuing needs of the growing community will be met.

Conflict of Interest

In accordance with Section 80C of the *Local Government Act* no Council officers involved in this report have a direct or indirect interest.

Risk Assessment

The Section 173 agreement identifies the infrastructure items required to service the additional residential community in Armstrong Creek South and also nominates the development proponent as the delivery agency for these projects.

Environmental Implications

This amendment has addressed potential environmental implications of the development through the protection of remnant native vegetation and the nomination of a large, central area of passive open space for the benefit of the Armstrong Creek community.

The diversion channel link in to the Sparrovale Wetlands will provide significant positive environmental outcomes including a reduction storm water volumes into Hospital Swamps and the protection of several habitat zones which were nominated in the Armstrong Creek East Precinct Structure Plan.

Planning and Environment Act 1987

GREATER GEELONG PLANNING SCHEME

AMENDMENT C301

INSTRUCTION SHEET

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

The Greater Geelong Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 4 attached maps.

Zoning Maps

1. Amend Planning Scheme Map No 78 in the manner shown on the 1 attached map marked 'Greater Geelong Planning Scheme, Amendment C301'.

Overlay Maps

2. Amend Planning Scheme Map No 67 PAO and 78PAO in the manner shown on the 1 attached map marked 'Greater Geelong Planning Scheme, Amendment C301'.

3. Amend Planning Scheme Map No 78LSIO-FO in the manner shown on the 2 attached maps marked 'Greater Geelong Planning Scheme, Amendment C301'.

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

4. In Local Planning Policy Framework – replace Clause 21.11 with a new Clause 21.11 in the form of the attached document.

5. In Zones – Clause 37.07 replace Schedule 2 with a new Schedule 2 in the form of the attached document.

6. In Particular Provisions – Clause 52.01 replace the Schedule with a new Schedule in the form of the attached document.

7. In General Provisions – Clause 66.04, replace the Schedule with a new Schedule in the form of the attached document.

8. In Incorporated Documents – Clause 81.01, replace the Schedule with a new Schedule in the form of the attached document.

End of document

Planning and Environment Act 1987

GREATER GEELONG PLANNING SCHEME

AMENDMENT C301

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the City of Greater Geelong, which is the planning authority for this amendment.

The amendment has been made at the request of Armstrong Creek Development Corporation who represents all of the land interest in the Armstrong Creek South Precinct (ACSP).

Land affected by the amendment

The amendment applies to approximately 52.28 hectares of land located at 892-958 and 960-990 Barwon Heads Road, Armstrong Creek (the subject land) as shown on Plan 1. The land is known as the ACSP.

Plan 1 - Land Affected by the Amendment



What the amendment does

The amendment makes a number of changes to the Greater Geelong Planning Scheme (the Scheme) to facilitate the future urban development of the ACSP.

The amendment:

- amends Clause 21.11 (Armstrong Creek Urban Growth Area) to include the ACSP in the Urban Growth Boundary shown on the Armstrong Creek Urban Growth Plan;
- rezones the ACSP from Farming Zone (FZ) to Urban Growth Zone (UGZ);
- applies the Urban Growth Zone Schedule 2 (UGZ2) to land within ACSP;

- amends the mapping of the Floodway Overlay (FO) as it applies to land within ACSP;
- amends the mapping of the Land Subject to Inundation Overlay (LSIO) as it applies to land within ACSP;
- applies the Public Acquisition Overlay (PAO12) to the drainage diversion channel located within 76-88 Groves Road, Armstrong Creek;
- amends the Schedule to Clause 52.01 to apply a 10% unencumbered public open space requirement on land within the ACSP;
- amends the Schedule to Clause 66.04 to nominate the Corangamite Catchment Management Authority as a referral authority for land within the 1 in 100 year flood line.
- amends the Schedule to Clause 81.01 to incorporate the *Armstrong Creek South Precinct Structure Plan* and a revised *Armstrong Creek Urban Growth Plan Framework Plan*.

Strategic assessment of the amendment

Why is the amendment required?

The amendment is required to include the subject land within the Armstrong Creek Urban Growth Area (ACUGA) which is the largest and most important growth area in Geelong.

The amendment will provide a small, logical addition to the Armstrong Creek Urban Growth Boundary adjacent to the land affected by the Armstrong Creek East Precinct Structure Plan.

The amendment is required to facilitate the development of the ACSP in accordance with an incorporated precinct structure plan (PSP).

The PSP is to be implemented through an amendment to Schedule 2 to the Urban Growth Zone. Various other changes to the Scheme are also required to fully implement the PSP and supporting documents.

How does the amendment implement the objectives of planning in Victoria?

The amendment satisfies the following objectives set out in Section 4 of the Planning and Environment Act 1987 (the Act).

- *To provide for the fair, orderly, economic and sustainable use, and development of land.*
- *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*
- *To balance the present and future interests of all Victorians.*

The amendment will facilitate the efficient development of land proposed to be included within the Armstrong Creek Urban Growth Boundary.

The amendment ensures that a PSP is prepared for the subject land to guide the future development of the ACSP.

Necessary new infrastructure and required changes to planned infrastructure within the ACUGA are funded to support the community and will be provided in a timely manner.

The amendment will contribute to the provision of affordable and diverse land supply in the ACUGA.

How does the amendment address any environmental, social and economic effects?

<u>Environmental Effects</u>

The amendment is not anticipated to have any significant adverse environmental impacts.

The ACSP has historically been used for grazing and agricultural purposes and is therefore largely devoid of significant vegetation.

Flora and fauna studies have been completed for the ACSP and have informed the preparation of the PSP. ACSP contains two small and degraded patches of remnant vegetation and two scattered trees.

The removal of native vegetation will be dealt with during the planning permit application stage.

Social and Economic Effects

The amendment will provide positive social and economic benefits by providing appropriate housing opportunities in an area suited to urban growth. The Geelong area has been suffering from a lack of land supply and this amendment will assist in meeting the shortfall of urban land.

Public open space will be provided as part of the future development of ASCP with linkages to the broader open space network, activity centres and community facilities that are being provided elsewhere in the ACUGA.

Development of the site will create employment opportunities, which in turn will lead to other related spin-off benefits in the Geelong region.

How does the amendment address any relevant bushfire risk?

ACSP is not covered by a Bushfire Management Overlay however, the subject land is located in a bushfire prone area. The site has been largely cleared of vegetation and does not present a significant bushfire hazard. The subject land is surrounded by land designated for future residential development and farming properties with little vegetation.

As urban development occurs, thereby mitigating significant bushfire risk, it is anticipated that this classification will be rescinded.

Does the amendment comply with the requirements of any other Minister's Direction applicable to the amendment?

The amendment is affected by the Ministerial Direction for the Form and Content of Planning Schemes under section 7(5) of the Act. The form and content of the amendment is consistent with this Direction.

Ministerial Direction No. 11 Strategic Assessment of Amendments under section 12 (2)(a) of the Act is also applicable to the amendment. This explanatory report provides the strategic evaluation required by this Direction.

Ministerial Direction No. 12 Urban Growth Areas under section 12 (2)(a) of the Act is applicable to amendments relating to new urban development. This amendment involves a change to the Armstrong Creek Urban Growth Plan at Clause 21.11 of the Scheme with the subject land to be included within the Armstrong Creek Urban Growth Boundary. The PSP has been prepared in accordance with the objectives and strategies of Clause 21.11.

The PSP has been prepared generally in accordance with the Precinct Structure Plan Guidelines as approved by the Minister for Planning.

How does the amendment support or implement the State Planning Policy Framework and any adopted State policy?

The State Planning Policy Framework (SPPF) provides a set of general policies to guide more specific planning policies for each municipality. The policies of the SPPF that are relevant to the ACSP and the amendment are contained in the following clauses.

Clause 11.02 - Urban Growth. The amendment assists in ensuring that suitable land is available for residential use in a location already experiencing significant growth. Sustainable urban development will be facilitated by providing the necessary supporting infrastructure in a timely manner.

Clause 12.01 - Biodiversity. A flora and fauna assessment of the ACSP has been completed and concluded that the subject land makes a limited contribution to Victoria's biodiversity. Vegetation within the ACSP is degraded and has limited habitat value.

Clause 13.02 - Floodplains. Parts of the ACSP are liable to flooding. An amended drainage strategy has been prepared and provides an integrated solution to drainage within the ACUGA.

Clause 14.01- Agriculture. The proposal does not impact on productive farmland of local or regional significance.

Clause 16.01 - Residential Development. The supply of housing in the ACSP will be integrated with the provision of infrastructure and services.

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendment is consistent with the following clauses of the Local Planning Policy Framework.

Clause 21.06 *Settlement and Housing*
The amendment supports managed urban expansion adjacent to an area already undergoing significant change and urban development. A minimum density of 15 dwellings per hectare for urban areas will be achieved and is included as a requirement under the ACSPSP. The amendment will facilitate housing affordability through the appropriate provision of urban land.

Clause 21.08 *Development and Community Infrastructure*
Development and community infrastructure will be provided in accordance with a Section 173 Agreement. Development contributions will be provided to support infrastructure associated with the proposed development.

Clause 21.11 *Armstrong Creek Urban Growth Area*
The Armstrong Creek Urban Growth Plan is being updated as part of this amendment to include the ACSP. The amendment supports the objectives and strategies outlined in Clause 21.11. The small expansion of the ACUGA does not remove the urban break between the ACUGA and Surf Coast Shire.

Does the amendment make proper use of the Victorian Planning Provisions?

The Amendment is consistent with the VPP Practice Note - Urban Growth Zone (June 2008) that applies to land adjacent to regional cities and towns where a strategy has been prepared that identifies that the land is suitable for future urban development.

The Urban Growth Zone is the appropriate zone to facilitate a small expansion of the Armstrong Creek Urban Growth Boundary. The Urban Growth Zone will ensure that planned urban development occurs to the satisfaction of the responsible authority and in a manner consistent with other land within the ACUGA.

The proposed amendment to Schedule 2 to the Urban Growth Zone and the PSP apply standard VPP zone provisions to various parts of ACUGA, therefore ensuring easy application of the VPPs to ACSP following substantial completion of development anticipated by the PSP.

How does the amendment address the views of any relevant agency?

As part of the preparation of the amendment, a number of government agencies were consulted throughout the preparation of the Precinct Structure Plan. Some agencies involved in the process include:

- Department of Environment, Land, Water and Planning;
- VicRoads;
- Barwon Water;
- Corangamite Catchment Management Authority.

The proposed amendment has considered the views of each agency as part of the PSP process.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The amendment does not have a significant impact on the existing or proposed transport system which has been carefully considered within the Armstrong Creek East Precinct Structure Plan.

Resource and administrative

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

Upon adoption of the amendment, Council will be responsible for administering the ACSPSP in accordance with the relevant provisions of the Scheme. The amendment will have some impact on the resource and administrative costs of Council associated with assessing future planning permit applications however, these costs are considered to be a normal part of the Council operations and will not have an unreasonable impact.

In relation to the provision of infrastructure within the ACSP, a Section 173 Agreement has been prepared to enable the equitable and efficient delivery of a range of infrastructure to service the planned growth area. The Section 173 Agreement identifies necessary infrastructure and ensures that the costs associated with the development will be at least partially funded by the development proponents of the ACSP.

Where you may inspect this Amendment

The Amendment is available for public inspection, free of charge, during office hours at the following places:

Greater Geelong City Council
Customer Service Centre
100 Brougham Street
GEELONG
8.00am – 5.00pm weekdays

Belmont Customer Service Centre (inside the Library)
163 High Street
BELMONT
9.00am – 5.00pm weekdays

Waurn Ponds Customer Service Centre (inside the Library)
230 Pioneer Road
WAURN PONDS
10.00am – 2.00pm weekdays

The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.dtpli.vic.gov.au/publicinspection.

Any person who may be affected by the amendment may make a submission to the planning authority. Submissions about the amendment must be received by Friday 2 October 2015.

A submission must be sent to:

Dinah O'Brien
Senior Strategic Planner - Urban Growth Area Planning
City of Greater Geelong
PO Box 104
GEELONG VIC 3220

21.11 ARMSTRONG CREEK URBAN GROWTH AREA

03/03/2016
~~C333~~Proposed C301

21.11-1 Key Issues and Influences

28/01/2010
C129(Part1)

The Armstrong Creek Urban Growth Area (ACUGA) is the primary growth area for the G21 Region. At capacity, the ACUGA is expected to accommodate approximately 54,000 persons and 22,000 dwellings.

The ACUGA will be developed as a sustainable community, setting new benchmarks in best practice urban development.

Development in the ACUGA will provide a wide range of housing types and densities in an urban structure based on walkable neighbourhoods, public transport and mixed use activity centres.

Areas of visual sensitivity along the Mount Duneed ridgeline and flood prone areas to the east of Barwon Heads Road will be protected from urban development.

The rural break between the ACUGA and Surf Coast Shire is to be maintained.

Rural land outside of the ACUGA will be maintained in productive agricultural parcels which provide an attractive rural setting.

Land for extractive industries to the west of Ghazeepore Road will be protected from incompatible development.

21.11-2 Objectives

23/10/2014
C267

- To provide a wide range of housing types and densities in an urban structure based on walkable neighbourhoods, public transport and mixed use activity centres.
- To establish a network of mixed use activity centres providing retail, community and educational facilities for the incoming Armstrong Creek community.
- To create an economic and employment structure that complements the broader Geelong region while providing employment areas, business opportunities and local jobs.
- To protect and enhance the natural environmental features and cultural heritage values of the Armstrong Creek area and provide a distinct urban character and green setting.
- To ensure the provision of a comprehensive and well connected network of open space and recreation facilities.
- To provide a sustainable movement and access network within the Armstrong Creek area.
- To provide utility services that meet current best practice standards and are environmentally sustainable.
- To ensure the orderly and controlled development of Armstrong Creek.
- To encourage sustainable design and development to minimise energy and resource use within Armstrong Creek, in particular the Armstrong Creek Town Centre Precinct.

Strategies

- Ensure land use and development in the Armstrong Creek Urban Growth Area proceeds generally in accordance with the Armstrong Creek Urban Growth - Framework Plan Incorporated Document.
- Require the preparation of Precinct Structure Plans providing for at least one ‘walkable neighbourhood’ of approximately 1.6 kilometres in diameter, prior to any application for land use and development in the Armstrong Creek Urban Growth Area.
- Ensure that Precinct Structure Plans in the ACUGA are generally in accordance with the Armstrong Creek Urban Growth Plan, Volume 1.

- Require planning permit applications for subdivision to demonstrate:
  - that required infrastructure will be provided to the subdivision area in a timely manner.
  - that the subdivision layout will achieve integration with existing or future subdivision layouts for surrounding landholdings; and
  - that the subdivision will facilitate the orderly development of the precinct.

21.11-3 Implementation

03/03/2016
C333

These strategies will be implemented by:

Applying Zones and overlays

Applying the Heritage Overlay to significant heritage sites.

Further Work

Prepare an Infrastructure Funding Model and Development Contributions Plan for the Urban Growth Area.

Coordinate the preparation of Precinct Structure Plans for development areas within the Urban Growth Area.

Coordinate the input of relevant State Government agencies and service providers to ensure the realisation of the development vision for the Armstrong Creek Urban Growth Area, particularly the provision of appropriate infrastructure and services.

Apply relevant Land Management Overlays (Floodway Overlay and Land Subject to Inundation Overlay) to areas prone to flooding / inundation once post development conditions are established based upon preparation of drainage schemes.

Investigate the opportunity for an integrated approach to the development of Cultural Heritage Management Plans for the entire ACUGA.

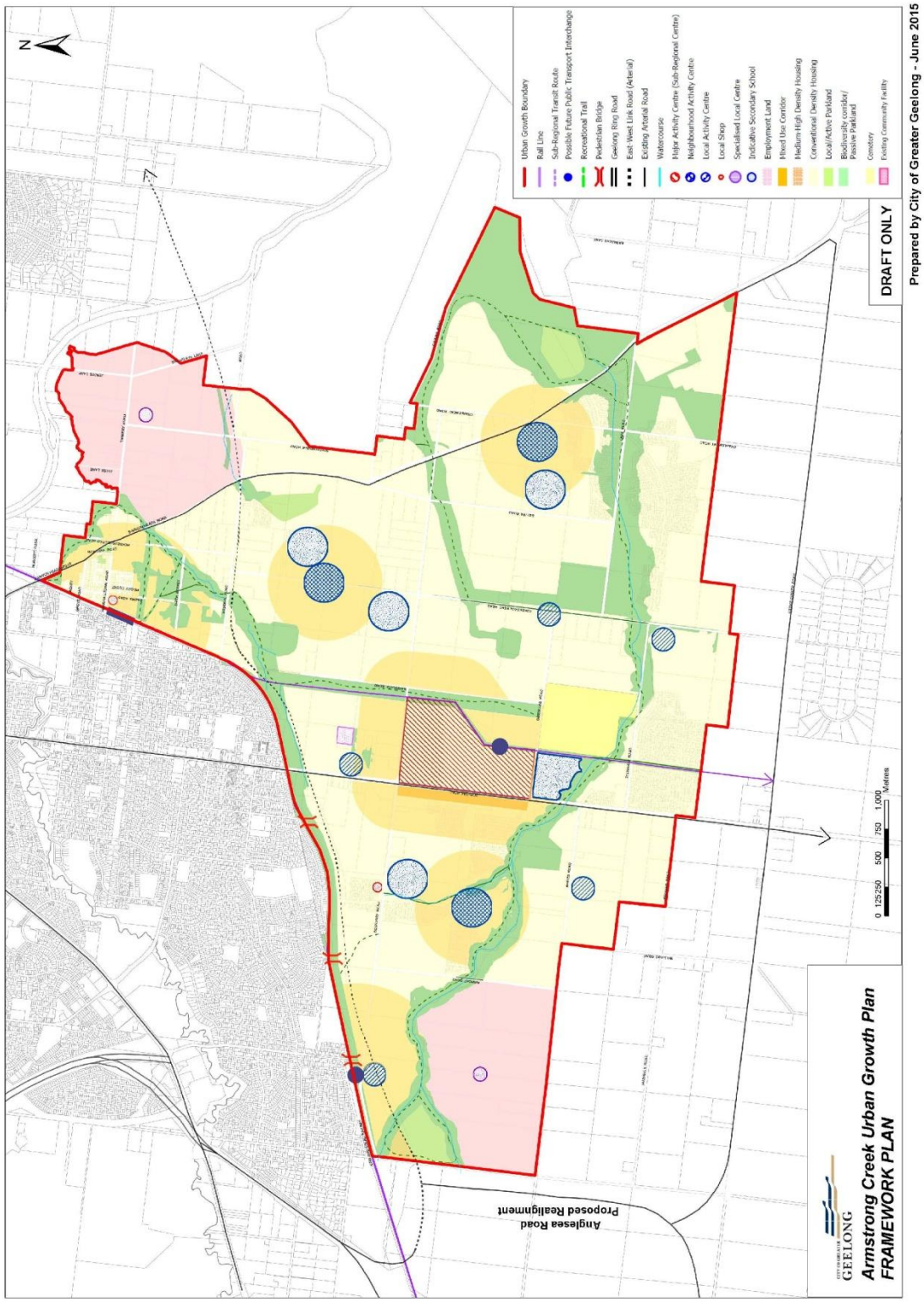
Investigate the establishment of a Cultural Heritage Interpretation Trail.

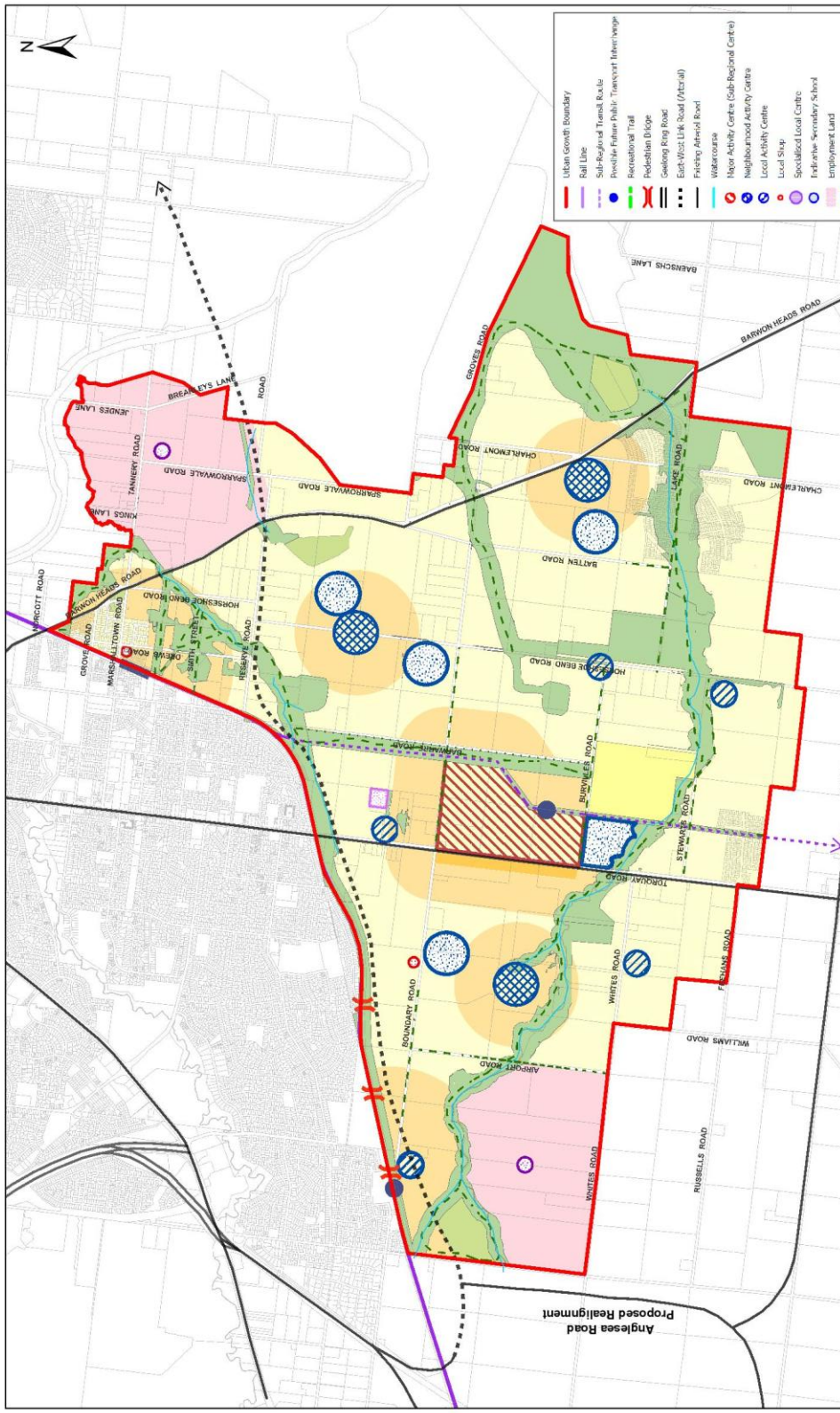
Reference Document

Armstrong Creek Urban Growth Plan, Volume 1, May 2010, Amended September 2012.

21.11-4 Armstrong Creek Urban Growth Plan - Framework Plan map

23/10/2014
~~**C267**~~
Proposed
C301


N
Urban Growth Boundary
Rail Line
Sub-Regional Transit Route
Possible Future Public Transport Interchange
Recreational Trail
Pedestrian Bridge
Geelong Ring Road
East-West Link Road (Arterial)
Existing Arterial Road
Watercourse
Major Activity Centre (Sub-Regional Centre)
Neighborhood Activity Centre
Local Activity Centre
Local Shop
Specialised Local Centre
Indicative Secondary School
Employment Land
Mixed Use Corridor
Medium-High Density Housing
Conventional Density Housing
Local/Active Parkland
Biodiversity corridor/ Passive Parkland
Cemetery
Existing Community Facility
DRAFT ONLY
Prepared by City of Greater Geelong - June 2015
0 125 250 500 750 1,000 Metres
Anglesea Road Proposed Realignment
CITY OF GREATER GEELONG
Armstrong Creek Urban Growth Plan
FRAMEWORK PLAN


N
Urban Growth Boundary
Rail Line
Sub-Regional Transit Route
Recreational Trail
Pedestrian Bridge
Geelong Ring Road
East-West Link Road (Arterial)
Existing Arterial Road
Watercourse
Major Activity Centre (Sub-Regional Centre)
Neighbourhood Activity Centre
Local Activity Centre
Local Stop
Specialised Local Centre
Employment Land
BARWON HEADS ROAD
GROVES ROAD
CHARLEMONT ROAD
LAKE ROAD
BATTEN ROAD
SPARROWVALE ROAD
TANNERY ROAD
JENDES LANE
KINGS LANE
HORSESHOE BEND ROAD
MARSHALLTOWN ROAD
RESERVE ROAD
BURVILLES ROAD
STEWARTS ROAD
TORQUAY ROAD
BOUNDARY ROAD
WHITES ROAD
FERGUSONS ROAD
WILLIAMS ROAD
RUSSELLS ROAD
Anglesea Road
Proposed Realignment

SCHEDULE 2 TO THE URBAN GROWTH ZONE

07/08/2014
~~C310~~
Proposed
C301

Shown on the planning scheme map as **UGZ2.**

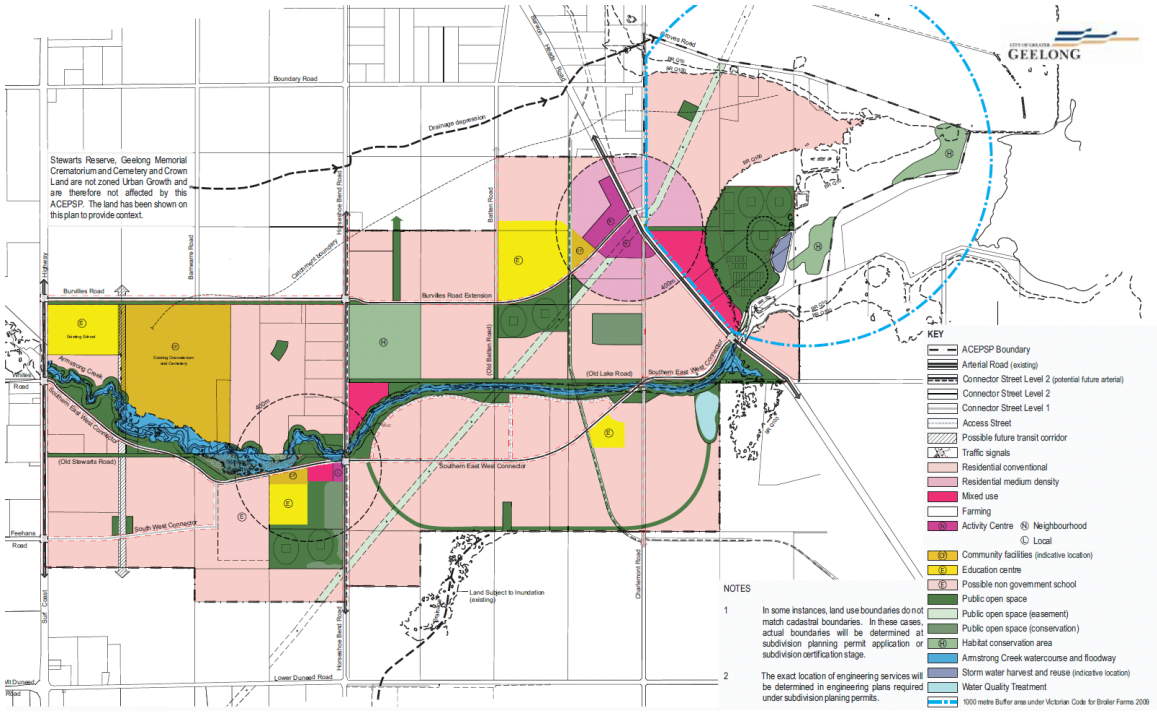
Armstrong Creek East Precinct Structure Plan (May 2010, Amended November 2011) and Armstrong Creek South Precinct Structure Plan (~~June~~ February 2016~~5~~)

1.0 The Plan

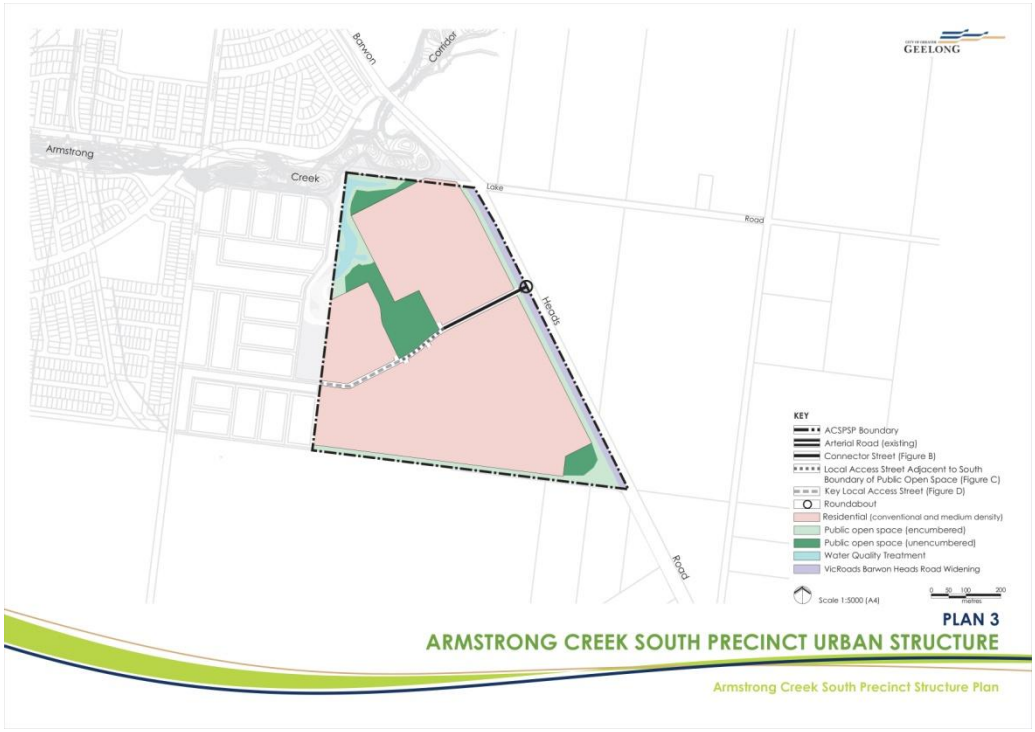
~~12/07/2012~~
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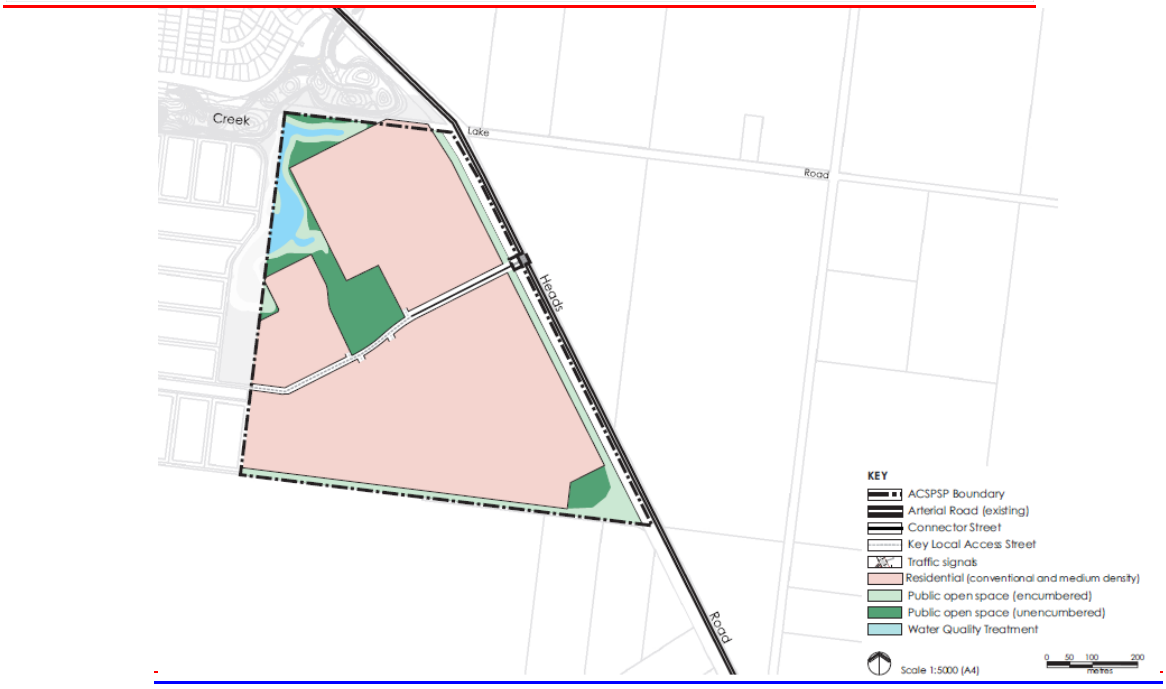
Maps 1 and 2 show~~s~~ the future urban structure proposed in the incorporated *Armstrong Creek East Precinct Structure Plan* (May 2010, Amended November 2011) and the *Armstrong Creek South Precinct Structure Plan* (~~June 2015~~February 2016).

Map 1 – Armstrong Creek East Precinct Urban Structure Plan (November 2011)



Map 2 – Armstrong Creek South Precinct Urban Structure Plan (February 2016)





2.0 Use and development

2.1 The land

07/08/2014 C310 Proposed C301
03/06/2010 C206 Proposed C301

The provisions specified in this schedule only apply to land in the Armstrong Creek East Precinct (Map 1) and the Armstrong Creek South Precinct (Map 2) that is zoned UGZ.

2.2 Applied zone provisions

07/08/2014 C310 Proposed C301

The provisions of the following zones in this scheme apply to the use and subdivision of land, construction of a building and construction and carrying out of works, by reference to Map 1 and Map 2 of this schedule.

Table 1: Applied zone provisions

Land Shown On Maps 1 and 2 of This Schedule	Applied Zone Provisions
Residential conventional	Clause 32.08 - General Residential Zone (Schedule 1)
Residential medium density	Clause 32.08 - General Residential Zone (Schedule 1)
Mixed use	Clause 32.04 - Mixed Use Zone
Activity Centre - Neighbourhood Activity	Clause 34.01 - Commercial 1 Zone
Activity Centre - Local Activity	Clause 34.01 - Commercial 1 Zone
Community facilities	Clause 32.04 - Mixed Use Zone
Education centre	Clause 32.08 - General Residential Zone (Schedule 1)
Public open space - Unencumbered	Clause 36.02 - Public Park and Recreation Zone
Public open space - encumbered	Clause 36.02 - Public Park and Recreation Zone
Habitat conservation area	Clause 35.06 - Rural Conservation Zone
Armstrong Creek watercourse and floodway	Clause 36.02 - Public Park and Recreation Zone
Storm water harvest and reuse	Clause 36.02 - Public Park and Recreation Zone
Farming	Clause 35.07 - Farming Zone
Retarding Basin	Clause 36.02 - Public Park and Recreation Zone

The precise boundary of the Commercial 1 Zone, the Mixed Use Zone, the General Residential Zone, the Rural Conservation Zone or the Farming Zone will be determined by the designation of land in a relevant plan of subdivision to the satisfaction of the ~~Responsible Authority~~Responsible Authority.

The precise boundary of the Public Park and Recreation Zone will be determined by the Landscape Masterplan, approved as a condition of permit for subdivision.

2.3 Specific provisions – Use of land

03/06/2010 C206

The following provisions apply to the use of land.

Table 2: Use

Use	Condition
Display Home on land shown as residential or mixed use in Map 1 of this schedule	Despite any requirement under Clause 52.06, car parking must be provided to the satisfaction of the ~~responsible authority~~Responsible Authority.
Dwelling (other than a dwelling used in	Must not be located within the broiler farm

Use	Condition
conjunction with agriculture)	buffer area as shown on Plan 3 of the incorporated Armstrong Creek East Precinct Structure Plan while the land at 76-88 Groves Road continues to be used as a broiler farm.
Dwelling (used in conjunction with agriculture)	If located within the broiler farm buffer area as shown on Plan 3 of the incorporated Armstrong Creek East Precinct Structure Plan a permit is required.

2.4 Specific provisions - Buildings and works

07/08/2014
C310

A permit is not required for the construction or carrying out of buildings and works associated with a display home on a lot over 300 square metres.

A permit is not required to construct or extend one dwelling on a lot with an area less than 300 square metres where a site is identified as a lot to be assessed against the Small Lot Housing Code via a restriction on title, and it complies with the Small Lot Housing Code.

2.5 Specific provisions - Resolution of doubt

03/06/2010
~~C206~~
Proposed
C301

If any doubt arises as to whether a provision specified in this schedule applies to land, a permit may be granted for any use or development if the ~~responsible authority~~Responsible Authority is satisfied that the use or development is in accordance with the incorporated *Armstrong Creek East Precinct Structure Plan* or the incorporated *Armstrong Creek South Precinct Structure Plan*.

2.6 Specific provisions – Provision of reticulated recycled water

03/06/2010
C206

All newly created lots and buildings must be connected to a reticulated recycled water supply system for toilet flushing and garden watering. Where a reticulated recycled water supply system is not available to the building, a building must be connected to a rain water tank with a minimum capacity of 2500 litres for toilet flushing and garden watering or an alternative grey water recycling system to the satisfaction of the ~~responsible authority~~Responsible Authority.

3.0 Application requirements

03/06/2010
~~C206~~
Proposed
C301

An application for use, buildings and works, or subdivision must be accompanied by a site assessment of the potential for contaminated land as a result of the previous land uses in areas proposed for a sensitive use (residential use, child care centre, pre-school centre or primary school). If the ~~responsible authority~~Responsible Authority is satisfied that this requirement is not relevant to the assessment of the application, it may waive or reduce the requirement.

Activity Centres

A permit must not be granted to use or subdivide land, or to construct a building or construct and carry out works within the land identified as the neighbourhood activity centre in the incorporated *Armstrong Creek East Precinct Structure Plan* until an urban design framework for the neighbourhood activity centre has been prepared to the satisfaction of the ~~responsible authority~~Responsible Authority.

Unless the ~~responsible authority~~Responsible Authority agrees, the urban design framework must address all of the land in the neighbourhood activity centre and be generally in accordance with the incorporated *Armstrong Creek East Precinct Structure Plan* and must address and respond to Section 4.5 of the incorporated *Armstrong Creek East Precinct Structure Plan* and any other relevant part of the incorporated *Armstrong Creek East Precinct Structure Plan* as appropriate.

A permit may be granted to subdivide land or to construct a building or construct and carry out works prior to approval of an urban design framework if, in the opinion of the ~~responsible authority~~Responsible Authority, the grant of the permit will assist in achieving the objectives and the planning and design guidelines for the activity centre set out in the incorporated precinct structure plan.

The urban design framework may be amended to the satisfaction of the ~~responsible authority~~Responsible Authority.

Mixed Use Area East of Barwon Heads Road

A permit must not be granted to use or subdivide land, or to construct a building or construct and carry out works within the land identified as the mixed use area east of Barwon Heads Road in the incorporated *Armstrong Creek East Precinct Structure Plan* until an urban design framework for the mixed use area east of Barwon Heads Road has been prepared to the satisfaction of the ~~responsible authority~~Responsible Authority.

Unless the ~~Responsible Authority~~Responsible Authority agrees, the urban design framework must address all of the land in the mixed use area east of Barwon Heads Road and be generally in accordance with the incorporated *Armstrong Creek East Precinct Structure Plan* and must address and respond to Section 4.5 of the incorporated *Armstrong Creek East Precinct Structure Plan* and any other relevant part of the incorporated *Armstrong Creek East Precinct Structure Plan* as appropriate.

A permit may be granted to subdivide land or to construct a building or construct and carry out works prior to approval of an urban design framework if, in the opinion of the ~~responsible authority~~Responsible Authority, the grant of the permit will assist in achieving the objectives and the planning and design guidelines for the mixed use area east of Barwon Heads Road set out in the incorporated precinct structure plan.

The urban design framework may be amended to the satisfaction of the ~~responsible authority~~Responsible Authority.

Subdivision

An application for subdivision must be accompanied by a site analysis and design response as detailed in Clause 56.01. In addition, the site analysis and design response must show or address the following to the satisfaction of the ~~responsible authority~~Responsible Authority.

- Integration with the existing or proposed subdivision of adjoining properties including through alignment and configuration of the street network and landscape character.
- The staging of the development.
- Where appropriate, the location of proposed planned community infrastructure, public open space areas and their recreation function.
- An assessment of the existing surface and subsurface drainage conditions on the site by a suitably qualified professional and the potential impacts on the proposed development, including any measures required to mitigate the impacts of springs on the development and the impact of the development on drainage.
- An application for a residential subdivision of 10 lots or more must be accompanied by:
- a written statement that explains how the subdivision meets the objectives and planning and design guidelines for the Image and Character and Subdivision and Housing elements of the incorporated Armstrong Creek East Precinct Structure Plan or the incorporated *Armstrong Creek South Precinct Structure Plan*.
- subdivision and housing guidelines.

If the R~~r~~esponsible ~~a~~Authority is satisfied that an application requirement is not relevant to the assessment of an application, the ~~responsible authority~~Responsible Authority may waive any of the above requirements.

An application for subdivision within the incorporated *Armstrong Creek South Precinct Structure Plan* must be accompanied by a Precinct Infrastructure Plan which addresses the following:

- the provision, staging and timing of stormwater drainage works.

- what land may be affected or required for the provision of infrastructure works.
- the provision, staging and timing of road works internal and external to the land consistent with any relevant traffic report or assessment.
- the landscaping of any land.
- the provision of public open space and land for any community facilities.
- what, if any, infrastructure set out in the *Armstrong Creek South Precinct Structure Plan* is sought to be provided as 'works in kind' subject to the consent of the collecting agency.
- any other matter relevant to the provision of public infrastructure required by the Responsible Authority.

Drainage and Floodplain Management

Any application for use or subdivide land, construct a building or construct or carry out works must demonstrate how the proposal affects, or is affected by the requirements of the Armstrong Creek South Precinct Stormwater Management Strategy (ACSSWMS).

The design response must address or provide the following to the satisfaction of the Responsible Authority:

- Stormwater Environmental Management Plans which identify the following:
  - Potential waterway stability/environmental/drainage/flooding problems and constraints arising from their development proposals (including upstream or downstream impacts on existing receiving environments, waterways, land uses and assets/works) and quantify and recommend what is required to ensure compliance with best practice water management objectives.
  - Explicit details on control over stormwater sediment loads and monitoring of same during estate construction works, and demonstrate how the works comply with best practice whilst addressing high construction-era sediment loads, potential acid sulphate soils and dispersive soils management issues.
  - Identification and appraisal of potential acid sulphate and dispersive soils. This assessment is to be peer reviewed by a suitably qualified environmental professional approved by Council.

4.0 Conditions and requirements for permits

07/08/2014
~~C310~~
Proposed
C301

Any permit must contain conditions and requirements as appropriate which give effect to any relevant part of the incorporated *Armstrong Creek East Precinct Structure Plan* or the incorporated *Armstrong Creek South Precinct Structure Plan*.

4.1 Conditions for subdivision or building and works permits where land is required for community facilities, public open space, road widening and drainage.

07/08/2014
~~C310~~
Proposed
C301

Public open space and community facilities

Land identified as public open space or community facilities in the incorporated *Armstrong Creek East Precinct Structure Plan* and specified on Plan 3 - Urban Structure Plan and in Table 1 - Land Use Budget in the incorporated *Armstrong Creek East Precinct Structure Plan* and in the incorporated *Armstrong Creek South Precinct Structure Plan* and specified on Plan 3 - Urban Structure Plan and in Table 1 – Summary Land Use Budget in the incorporated *Armstrong Creek South Precinct Structure Plan* or any applicable Development Contributions Plan must be transferred to or vested in Council at no cost to Council unless funded by the applicable Development Contributions Plan.

Public open space must be provided in accordance with Plan 3 - Urban Structure Plan and Appendix 1 - Detailed Land Use Budget by Property in the incorporated *Armstrong Creek*

East Precinct Structure Plan and Plan 3 - Urban Structure Plan and Table 1 – Summary Land Use Budget in the incorporated *Armstrong Creek South Precinct Structure Plan*, before the issue of a Statement of Compliance (or as otherwise agreed with the ~~responsible authority~~Responsible Authority). These contributions are subject to an equalisation for unencumbered open space.

Any public open space provided at the applicants request in addition to that reflected in Plan 3 - Urban Structure Plan and Appendix 1 - Detailed Land Use Budget by Property in the incorporated *Armstrong Creek East Precinct Structure Plan* and Plan 3 - Urban Structure Plan and Table 1 - Summary Land Use Budget in the incorporated *Armstrong Creek South Precinct Structure Plan*, must be transferred to or vested in Council at no cost to Council and is not subject to compensation.

Road widening

Apart from land affected by a Public Acquisition Overlay, land required for road widening including right of way flaring for the ultimate design of any intersection with an existing or proposed arterial road must be referred to or vested in Council or VicRoads at no cost to the acquiring agency unless funded by an applicable Development Contributions Plan.

Drainage

Individual stages of development must demonstrate compliance with the staged delivery of ultimate drainage infrastructure in accordance with Plan 26 of the incorporated *Armstrong Creek East Precinct Structure Plan* or Plan 16 of the incorporated *Armstrong Creek South Precinct Structure Plan*.

Prior to the issue of a statement of compliance for any plan of subdivision creating any additional lot in the Armstrong Creek South Precinct, the diversion channel linking the terminal wetland in the Armstrong Creek East Precinct to the Sparrovale Wetlands (as described at paragraph 4.7.1 of the Armstrong Creek South Precinct Structure Plan) must be constructed to receive and convey stormwater and the Sparrovale wetlands must be commissioned to receive ~~and convey~~ stormwater via the diversion channel, unless otherwise agreed by the ~~Responsible Authority~~Responsible Authority.

Flood Mitigation

Any permit application for land that is shown to be subject to flooding in a 1 in 100 year event as detailed on Plan 18 (Flood boundary for existing conditions Q100) in the incorporated *Armstrong Creek East Precinct Structure Plan* or Plan 16 in the incorporated *Armstrong Creek South Precinct Structure Plan* must be referred to the relevant Catchment Management Authority.

Requirements for Native Vegetation

Armstrong Creek East Precinct

Prior to the removal, destruction or lopping of any native vegetation including dead native vegetation an Offset Plan concerning the land must be prepared in accordance with Tables 5 and 6 of the incorporated *Armstrong Creek East Native Vegetation Precinct Plan* (NVPP) to the satisfaction of the Department of Environment and Primary Industries and the ~~responsible authority~~Responsible Authority.

Any permit application for land containing native vegetation identified by the NVPP, or land that is identified within the NVPP as an offset site must be referred to the Department of Environment and Primary Industries.

Armstrong Creek South Precinct

The requirements of Clause 52.17 apply to the Armstrong Creek South Precinct.

The removal of any vegetation must be generally in accordance with Plan 7 in the incorporated *Armstrong Creek South Precinct Structure Plan.*

Prior to the removal, destruction or lopping of any native vegetation, including dead native vegetation, an Offset Plan concerning the land must be prepared to the satisfaction of the Department of Environment, Land Water and Planning and the ~~esponsible uthority~~Responsible Authority.

4.2 Conditions for subdivision permits that allow for the creation of a lot of less than 300 square metres

07/08/2014 C310

Any permit for subdivision that allows the creation of a lot less than 300 square metres must contain the following conditions:

- Prior to the certification of the plan of subdivision for the relevant stage, a plan must be submitted for approval to the satisfaction of the ~~Responsible Authority~~Responsible Authority, which identifies the lots that will include a restriction which reads "The construction or extension of a dwelling on lots identified on this plan must be assessed for compliance against the Small Lot Housing Code". This restriction must also be shown on the plan of subdivision submitted for certification to the satisfaction of the ~~Responsible Authority~~Responsible Authority.

5.0 Advertising signs

03/06/2010 C206

The advertising category is the category which is applicable for the relevant applied zone.

Despite the provisions of Clause 52.05, a permit may be granted to display an advertising sign that promotes the sale of land or dwellings, whether or not the advertising sign is located on the land for sale.

6.0 Decision guidelines

07/08/2014 ~~C310~~ Proposed C301

Before deciding on an application to subdivide, use and/or develop land the ~~responsible authority~~Responsible Authority must consider, as appropriate:

- Whether the application is consistent with the Armstrong Creek Urban Growth Plan, City of Greater Geelong, 2008, Updated June 2015.
- Whether the application is consistent with the incorporated Armstrong Creek East Native Vegetation Precinct Plan, May 2010.
- Whether the application is consistent with the incorporated Armstrong Creek East Precinct Structure Plan, May 2010, Amended November 2011 including any approved Urban Design Frameworks.
- Whether the application is consistent with the incorporated Armstrong Creek East Precinct Development Contributions Plan, Version 4.1 Alternate Version November 2011.
- Whether the application is consistent with the incorporated Armstrong Creek South Precinct Structure Plan, ~~June 2015~~February 2016, including any approved Urban Design Frameworks.

7.0 References

03/06/2010 ~~C206~~ Proposed C301

Detailed Ecological Assessment Armstrong Creek East Precinct, SMEC, 18 October 2009

Armstrong Creek Eastern Precinct Traffic Impact Assessment, Cardno Grogan Richards, 14 October 2009

Stormwater Management Strategy for the Armstrong Creek East Precinct: Analysis of Integrated Stormwater Management Strategies Final Report, Bonacci Water, October 2009

Armstrong Creek, East Precinct Neighbourhood Activity Centre, Pitney Bowes, September 2009

Armstrong Creek East Precinct Heritage Background Study and Implications for Development, Andrew Long + Associates, 22 September 2009

Armstrong Creek East Precinct Infrastructure Servicing Report, SMEC Urban, October 2009

Biodiversity Assessment, 892-990 Barwon Heads Road, Armstrong Creek, Ecology and Heritage Partners, May 2015

892-990 Barwon Heads Road, Armstrong Creek, Traffic Impact Assessment, SMEC Urban, July 2015

Armstrong Creek South Precinct (ACSP) Stormwater Management Strategy (SWMS), Neil M. Craigie, 24 July 2015 (V4)

~~*Cultural Heritage Letter of Advice*, Ecology and Heritage Partners, 2015~~

Infrastructure Servicing Report, 892-990 Barwon Heads Road, Armstrong Creek, SMEC Urban, May 2015

Warralily Desktop Contamination Assessment, Coffey, 29 April 2015

13/12/2012
~~C258~~Proposed C301

SCHEDULE TO CLAUSE 52.01

Type or location of subdivision	Amount of contribution for public open space
See Waurn Ponds Creek Environs Subdivision Diagram 1	10%
See Armstrong Creek Urban Growth Area Diagram 2	10% (unencumbered)
The subdivision of land zoned for residential purposes	1 additional lot – none 2 to 9 additional lots – 1 per cent per additional lot, up to a maximum of 5 per cent 10 or more lots on land zoned for residential purposes prior to August 31st 2007 – 5 per cent 10 or more lots on land zoned for residential purposes after August 31st 2007 – 10 per cent
See Armstrong Creek Urban Growth Area – North East Industrial Precinct Diagram 3	3.1% (unencumbered)

DIAGRAM 1 FOR SCHEDULE TO CLAUSE 52.01 - WAURN PONDS CREEK ENVIRONS SUBDIVISION DIAGRAM

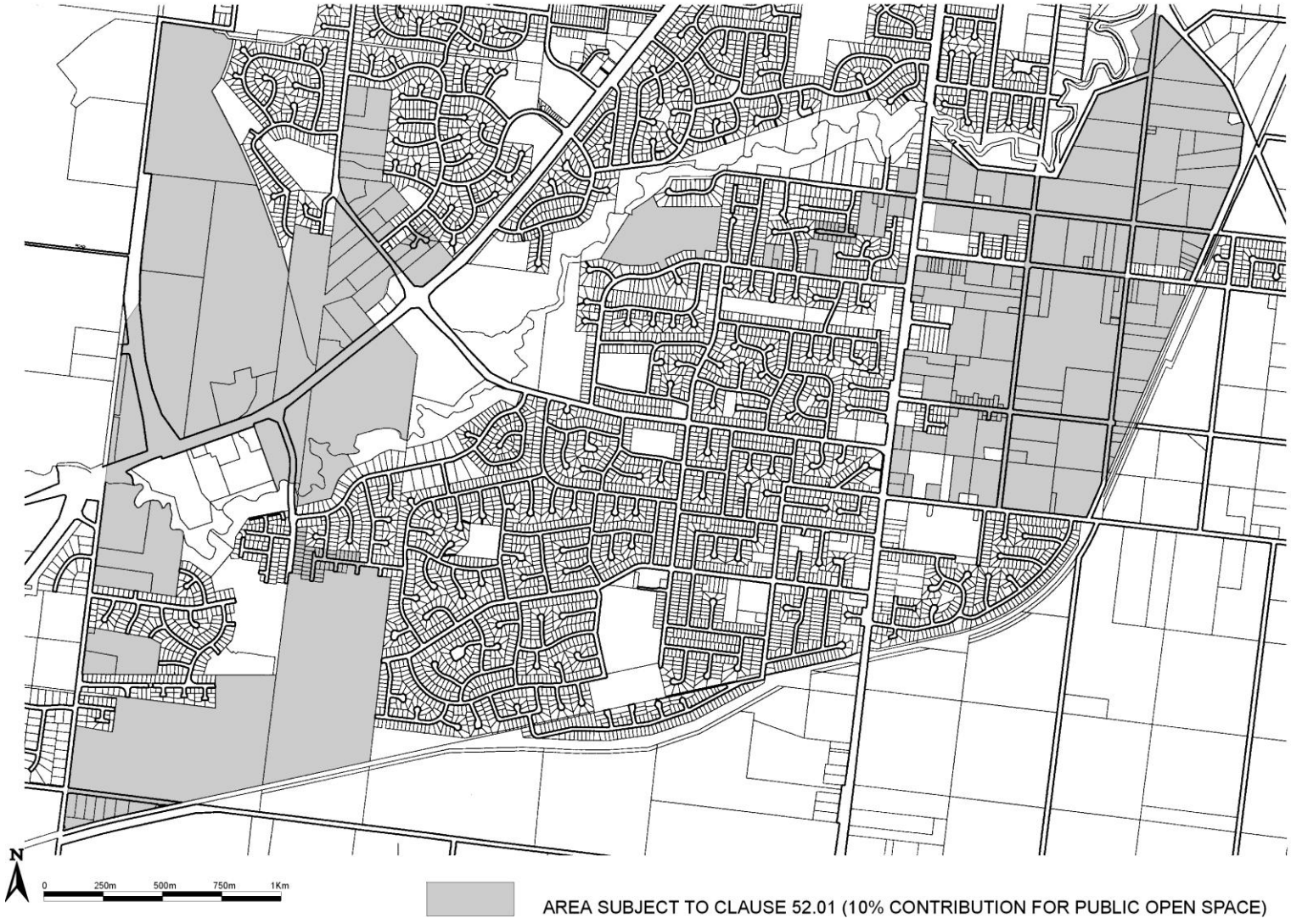
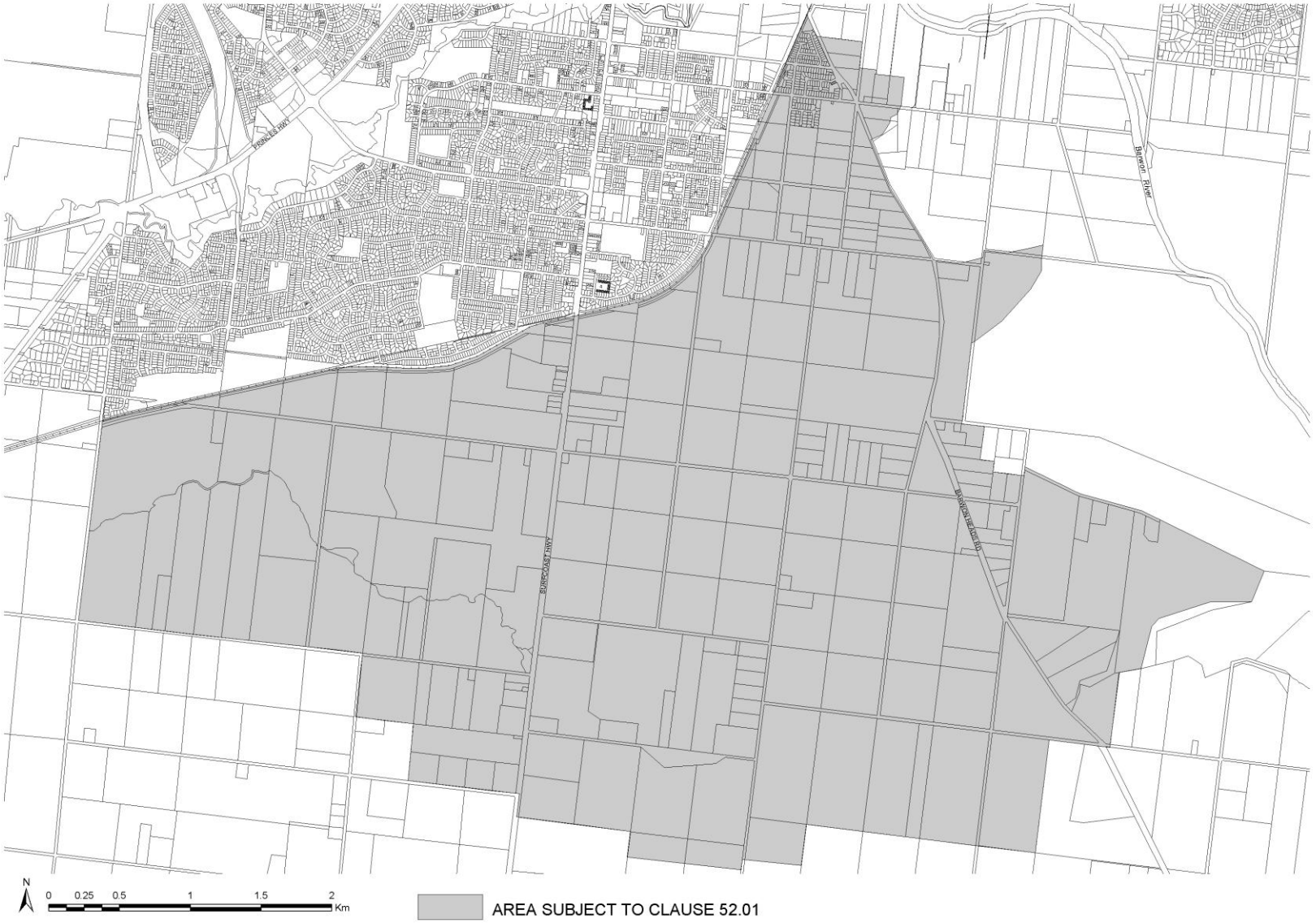


DIAGRAM 2 FOR SCHEDULE TO CLAUSE 52.01 – ARMSTRONG CREEK URBAN GROWTH AREA DIAGRAM



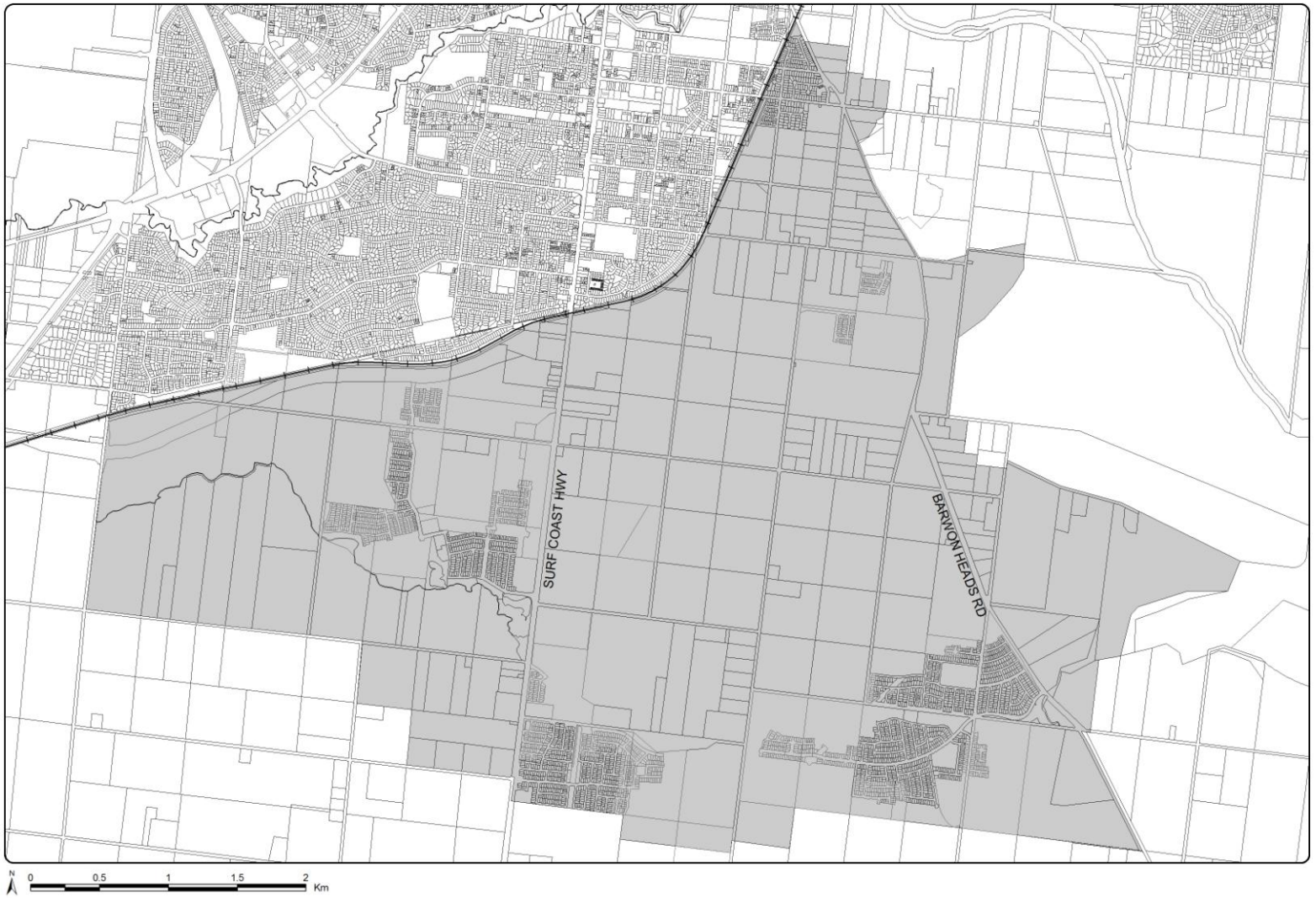

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DIAGRAM 3 FOR SCHEDULE TO CLAUSE 52.01 – ARMSTRONG CREEK URBAN GROWTH AREA – NORTH EAST INDUSTRIAL PRECINCT DIAGRAM



14/01/2016
~~C315~~Proposed C301

SCHEDULE TO CLAUSE 66.04

Referral of permit applications under local provisions

Clause	Kind of application	Referral authority	Type of referral authority
Clause 5.0 of Schedule 3 to 42.01 (ESO)	An application required under Schedule 3 to Clause 42.01.	Secretary to the Department of Environment , Land, Water and Planning.	Determining referral authority
Clause 5.0 of Schedule 4 to 42.01 (ESO)	An application required under Schedule 4 to Clause 42.01.	Secretary to the Department of Environment, Land, Water and Planning.	Determining referral authority
Clause 5.0 of Schedule 3 to 37.07 (UGZ)	An application for the removal of 'retained vegetation' identified in the Armstrong Creek West Native Vegetation Precinct Plan, November 2012	Secretary to the Department of Environment , Land, Water and Planning.	Determining referral authority
Clause 5.0 of Schedule 3 to 37.07 (UGZ)	An application on land shown to be subject to flooding in a 1 in 100 year event as detailed in Plan 19 in the Armstrong Creek West Precinct Structure Plan, September 2012	Catchment Management Authority	Recommending referral authority
Clause 3.0 of Schedule 6 to 37.07 (UGZ)	An application on land containing native vegetation identified to be retained in the Lara West Growth Area. Lara, Native Vegetation Precinct Plan September 2013 or land that is identified within the Lara West Growth Area, Lara, Native Precinct Plan September 2013 as an offset site.	Secretary to the Department of Environment , Land, Water and Planning	Determining referral authority
Clause 3.0 of Schedule 6 to 37.07 (UGZ)	An application for the use, development or subdivision of land within the high pressure gas pipeline measurement length (as defined in AS2855) as shown in the Incorporated Lara West Precinct Structure Plan, Revision J, 25 September 2013.	Minister administering the Pipelines Act 2005.	Recommending referral authority.

Clause	Kind of application	Referral authority	Type of referral authority
Clause 3.0 of Schedule 6 to 37.07 (UGZ)	An application on land that is shown to be subject to flooding in a 1 in 100 year event as detailed on Plan 10 (Flood Boundary for Existing Conditions Q100) in the incorporated Lara West Precinct Structure Plan.	Catchment Management Authority	Recommending referral authority.
Clause 5.1 of Schedule 4 to 37.07 (UGZ)	An application for the removal of 'retained vegetation' identified in the Native Vegetation Precinct Plan - Horseshoe Bend Precinct, Armstrong Creek Urban Growth Area, August 2014	Secretary to the Department of Environment , Land, Water and Planning	Determining referral authority.
Clause 5.2 of Schedule 4 to 37.07 (UGZ)	An application on land that is shown to be subject to flooding in a 1 in 100 year event as detailed on Plan 18 (Flood boundary for existing conditions Q100) in the incorporated Armstrong Creek Horseshoe Bend Precinct Structure Plan September 2014	Catchment Management Authority	Recommending referral authority.
Clause 4.1 of Schedule 2 to 37.07 (UGZ)	An application on land containing native vegetation identified in the Armstrong Creek East Native Vegetation Precinct Plan 2010~~2~~ or land that is identified in the Armstrong Creek East Native Vegetation Precinct Plan 2010~~2~~ as an offset site. An application proposing removal of native vegetation shown to be retained in Plan 7 of the Armstrong Creek South Precinct Structure Plan (February 2016)	Secretary to the Department of Environment , Land, Water and Planning	Determining referral authority.
Clause 5.0 of Schedule 5 to 37.07 (UGZ)	An application for the removal of 'retained vegetation' identified in the Armstrong Creek Town Centre Native Vegetation Precinct Plan March 2014.	Secretary to the Department of Environment , Land, Water and Planning	Determining referral authority.
Clause 6.0 of Schedule 11 to 37.01 (SUZ)	An application on land in the Avalon Airport Rail Link Area*	Secretary to the Department of Economic Development, Jobs, Transport and Resources	Determining referral authority

Clause	Kind of application	Referral authority	Type of referral authority
Clause 4.0 of Schedule 35 to 43.02 (DDO)	Any application required under Schedule 35 to Clause 43.02.	Secretary to the Department of Health and Human Services	Determining referral authority
Clause 4.0 of Schedule 36 to 43.02 (DDO)	Any application required under Schedule 36 to Clause 43.02	Secretary to the Department of Health and Human Services	Determining referral authority
Clause 4.0 of Schedule 38 to 43.02 (DDO)	Any application required under Schedule 38 to Clause 43.02	Secretary to the Department of Health and Human Services	Determining referral authority
Clause 32.04 (MUZ) Clause 32.07 (RGZ) Clause 32.08 (GRZ) Clause 33.01 (IN1Z) Clause 34.01 (C1Z) Clause 35.07 (FZ) Clause 36.01 (PUZ) Clause 36.02 (PPRZ) Clause 36.03 (PCRZ) Clause 37.01 (SUZ) Clause 37.08 (ACZ) Clause 37.09 (PZ) Clause 42.01 (ESO) Clause 43.01 (HO) Clause 43.02 (DDO) Clause 44.05 (SBO) Clause 45.03 (EAO)	An application to use or to construct a building or construct or carry out works if: The land is located within the Minister for Planning Responsible Authority Area identified in Figure 1 in the Schedule to Clause 61.01. The Minister for Planning is the responsible authority.	Places Victoria	Recommending referral authority

Clause	Kind of application	Referral authority	Type of referral authority
Clause 32.04 (MUZ) Clause 32.07 (RGZ) Clause 32.08 (GRZ) Clause 33.01 (IN1Z) Clause 34.01 (C1Z) Clause 35.07 (FZ) Clause 36.01 (PUZ) Clause 36.02 (PPRZ) Clause 36.03 (PCRZ) Clauise 37.01 (SUZ) Clause 37.08 (ACZ) Clause 37.09 (PZ) Clause 42.01 (ESO) Clause 43.01 (HO) Clause 43.02 (DDO) Clause 44.05 (SBO) Clause 45.03 (EAO)	An application to use or to construct a building or construct or carry out works if: The land is located within the Minister for Planning Responsible Authority Area identified in Figure 1 in the Schedule to Clause 61.01. The Minister for Planning is the responsible authority.	Greater Geelong City Council	Recommending referral authority
Clause 2.0, 3.0 and 4.0 of Schedule 15 to Clause 37.01 (SUZ)	An application to use, develop or subdivide land at 125 – 135 Pigdons Road, Waurn Ponds, where the application applies to land within 171 metres of the frontage of the land to Pidgons Road, Waurn Ponds and within 223 metres of PL - 99 gas transmission pipeline.	Minister administering the Pipelines Act 2005	Recommending referral authority.
Clause 4.1 of Schedule 2 to 37.07 (UGZ)	An application on land that is shown to be subject to flooding in a 1 in 100 year event as detailed on Plan 16 in the Armstrong Creek South Precinct Structure Plan February 2016	Catchment Management Authority	Recommending referral authority

17/11/2016 ~~C316~~Proposed C301

SCHEDULE TO CLAUSE 81.01

Name of document	Introduced by:
14 Shepherd Court, North Geelong, Cotton On Office Redevelopment, July 2011	**C257**
Adventure Park Comprehensive Development Plan May 2014	**C288**
Advertising Sign Guidelines, City of Greater Geelong, November 1997, Amended October 2014.	**C296**
Anakie, Lara & Lovely Banks Heritage Places Incorporated Plan, May 2016	**C316**
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 Horseshoe Bend Precinct Structure Plan September 2014.	**C259**
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 South Precinct Structure Plan, February 2016	**C301**
Armstrong Creek Town Centre Precinct Structure Plan, March 2014	**C267**
Armstrong Creek Town Centre Development Contributions Plan, March 2014	**C267**
Armstrong Creek Town Centre Native Vegetation Precinct Plan, March 2014	**C267**
Armstrong Creek Urban Growth Plan Framework Plan, November 2008, Updated ~~September 2012~~ June 2015	**C301~~240~~**
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**
Batman Park, Indented Head Incorporated Plan, June 2015	**C274**
BUPA Aged Care Facility, Bellarine Lakes, May 2016	**C336**
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**

Name of document	Introduced by:
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**
Horseshoe Bend Precinct Development Contributions Plan September 2014.	**C259**
Jetty Road Urban Growth Area Development Contributions Plan, September 2011	**C230**
Lara West Development Contributions Plan, Final Version – C246/C285, March 2014	**C285**
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**
Manzeene Village, Lara, Native Vegetation Precinct Plan, June 2014	**C285**
Native Vegetation Precinct Plan, Geelong Ring Road Employment Precinct, March 2013	**C243**
Native Vegetation Precinct Plan, Horseshoe Bend Precinct, Armstrong Creek Urban Growth Area August 2014.	**C259**
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**
Small Lot Housing Code, December 2012	**C267**
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**

Greater Geelong Planning Scheme

Incorporated Document

Armstrong Creek Urban Growth Plan – Framework Plan

November 2008, Updated September 2012 and June 2015

Introduction

This document is incorporated in the Schedule to Clause 81.01 of the Greater Geelong Planning Scheme.

The land identified in the document may be developed and used in accordance with the specific controls contained in this document.

Armstrong Creek Urban Growth Area - Framework Plan

The Armstrong Creek Urban Growth Area as depicted in the attached Framework Plan provides for the principal urban growth of the City of Greater Geelong and the broader Geelong Region. The vision for this area is detailed as follows:

> *The Armstrong Creek urban growth area will be developed into a sustainable community that sets new benchmarks in best practice urban development. Natural and cultural features will be protected and enhanced to create a distinct urban character. Armstrong Creek will become a highly sought-after location for living, working and recreation, forming an attractive addition to Geelong.*

Below is a summary of the Framework Plan:

Population and Job Growth

The Armstrong Creek Urban Growth Area is located to the south of existing urban Geelong and includes the communities of Marshall, Connewarre and Mt Duneed.

The Armstrong Creek Growth Area is anticipated to:

- provide housing for 54,000 people, accommodated in 22,000 households; and
- provide employment for 22,000 people in industries and local businesses.

Environment

The Plan protects from development:

- the high landscape and conservation value of Armstrong Creek and Barwon River and their associated floodplains;
- the high landscape value of Mt Duneed which will form the backdrop to urban development in Armstrong Creek Growth Area;
- areas designated flood prone;
- roads with significant vegetation; and
- areas of environmental sensitivity, in particular those containing significant vegetation.

Housing

The Plan provides for a variety of housing needs by:

- basing development on walkable neighbourhoods of approximately 1.6km across, centered on local centres;
- ensuring each neighbourhood provides for a mix of housing types, sizes and prices;

- ensuring that housing achieves a minimum gross residential density of 15.5 dwellings per hectare across the whole growth area; and
- providing medium and higher density housing (30 dwellings per hectare) proximate to activity centres, open space, the existing Marshall train station , the proposed new Rossack Drive train station and other areas of high amenity.

Activity Centres

The Plan provides for vibrant activity centres by:

- providing for a new centrally located Major Activity Centre within the growth area;
- supporting the primacy of Geelong Central Activities Area to the region;
- provision of a bulky goods retailing precinct within the Major Activity Centre;
- providing three new Neighbourhood Activity Centres, one in the north east, one in the south east, and one in the west of the growth area; and
- provision of a (non-retail based) mixed use corridor along Torquay Road.

Employment

The Plan provides for economic and employment growth by encouraging development of:

- an employment precinct (industrial) in the Tannery Road, Marshall area located in the north east portion of the growth area, which provides a service business function;
- an employment precinct in the western part of the growth area in close proximity to the Geelong Ring Road and future East-West link road, with a focus on hi tech manufacturing; and
- a mix of employment opportunities within the new activity centres.

Open Space

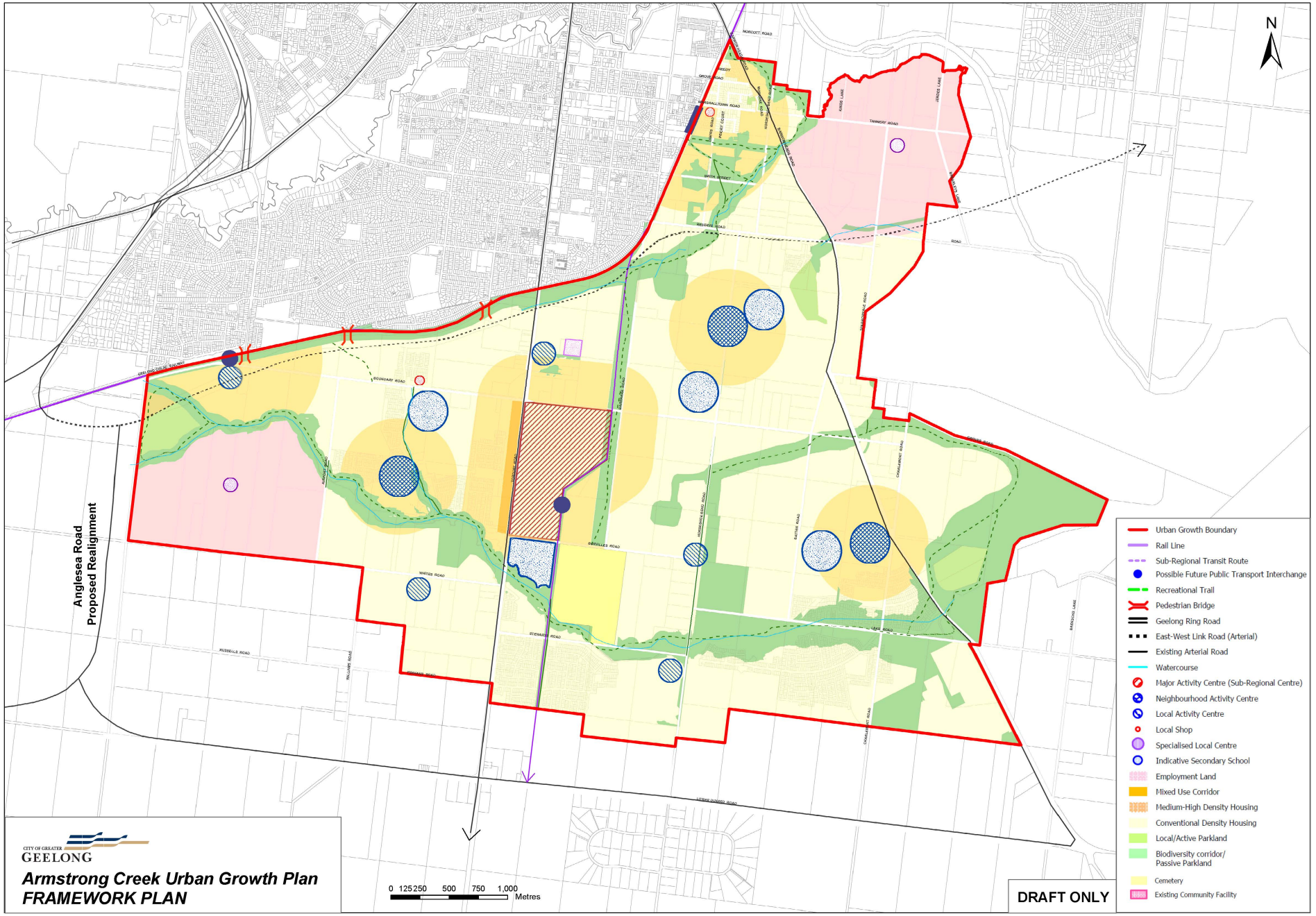
The Plan provides for local and regional open space by:

- providing a network of recreational walking and cycling trail across the entire growth area through the provision of linear open space corridors along Barwon River, Armstrong Creek and its tributaries and Waurn Ponds Creek, vegetated rural roads and other new routes that provides direct links to all activity centres, schools and major parks;
- providing a vegetated corridor alongside the public transport link to the new Major Activity Centre; nominating two regional sports facilities consisting of multi purpose sports reserves one located on Ghazeepore Road at the western extent of the growth area and the other close to Barwon Heads Road at the eastern extent of the growth area;
- provision of a regional scale conservation park at the eastern end of Armstrong Creek around existing Stewarts Reserve; and
- small local parks of at least 0.5 hectares provided throughout the residential areas.

Transport

The Plan provides for the transport needs of the growth area by:

- providing a new public transport interchange at Rossack Drive, including a park and ride facility;
- providing for the long term provision of a high quality public transport link between the existing rail line and the proposed new Major Activity Centre, and to areas to the south beyond the Growth Area;
- making provision for a future dedicated public transport link
- providing a new East-West link road between Angelsea Road and the Barwon River with potential link to the Bellarine Highway beyond; and
- identifying the arterial road network.



Prepared by City of Greater Geelong - June 2015

ARMSTRONG CREEK SOUTH

PRECINCT STRUCTURE PLAN

February 2016

Author
Collie Pty Ltd

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Disclaimer
Neither the City of Greater Geelong, nor any member or employee of City of Greater Geelong takes responsibility in any way whatsoever to any person or organisation (other than that for which this report has been prepared) in respect of the information set out in this report, including any errors or omissions therein. In the course of our preparation of this report, projections have been prepared on the basis of assumptions and methodology which have been described in the report. It is possible that some of the assumptions underlying the projections may change. Nevertheless, the professional judgement of the members and employees of City of Greater Geelong. have been applied in making these assumptions, such that they constitute an understandable basis for estimates and projections. Beyond this, to the extent that the assumptions do not materialise, the estimates and projections of achievable results may vary.

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1 INTRODUCTION

1.1 ROLE OF THE PRECINCT STRUCTURE PLAN

A Precinct Structure Plan (PSP) is the planning mechanism used to plan for major new urban development, together with the infrastructure and services required by its future community. It is the link between the State and Local Planning Policies and the planning permit for development and use of land.

The PSP therefore, is at a higher or broader level than the plans that form the required documents to accompany a planning permit application. It is a long-term plan to guide future urban development. It describes how the land is expected to be developed and how and where services are planned to support development.

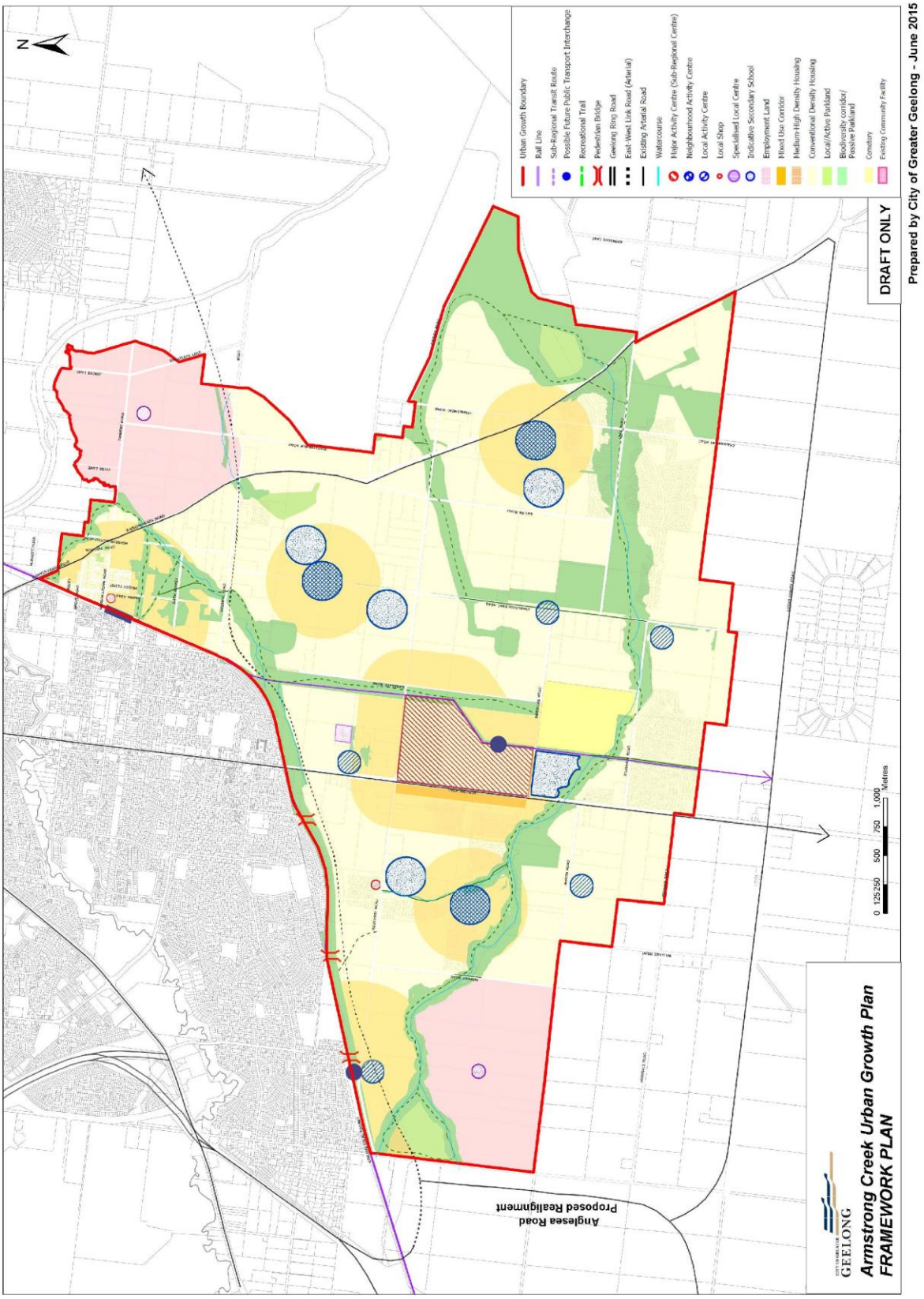
The PSP:

- is a strategic plan setting out the vision and structure for the creation of a new urban area that implements Victorian Government guidelines;
- provides the basis for planning controls that apply in the Schedule to the Urban Growth Zone in the relevant planning scheme;
- provides the framework for the consideration of planning permits that provide for urban development under the provisions of the relevant planning scheme;
- details requirements or conditions that must be met by future development and use;
- outlines projects required to ensure that the future community within the area is provided as early as possible with access to infrastructure and services to support a quality, affordable lifestyle;
- provides developers, investors and local communities with certainty regarding the nature of future development within the PSP area.

A PSP over land in the Armstrong Creek Urban Growth Area (ACUGA) must be generally in accordance with the incorporated (in the Greater Geelong Planning Scheme (the Scheme)) Armstrong Creek Urban Growth Plan - Framework Plan June 2015 (amended) (the Framework Plan).

The ACUGA establishes the strategic context and vision for urban development within Armstrong Creek.

Plan 1 (***Framework Plan***) contains the incorporated Framework Plan.



PLAN 1

FRAMEWORK PLAN

The Armstrong Creek South Precinct Structure Plan (ACSPSP) sets objectives and provides for their implementation in relation to six key elements:

- image and character;
- subdivision and housing;
- public open space, natural systems and biodiversity;
- transport and movement;
- utilities and energy;
- drainage and floodplain management.

These are set out in detail in sections 4.1 to 4.6.

1.2 LAND TO WHICH THE PRECINCT STRUCTURE PLAN APPLIES AND ITS CONTEXT

Plan 2 (Context) shows Armstrong Creek South Precinct (ACSP) in its local context. It is approximately 10 kilometres south of the Geelong central activities area and makes up the southeast part of the ACUGA, the planned major extension of the greater Geelong urban area. The ACUGA includes seven other precincts: Armstrong Creek Town Centre; Horseshoe Bend; North East Industrial; Marshall; Armstrong Creek East; Armstrong Creek West; and Western Industrial.

The ACSP adjoins Armstrong Creek East Precinct to the north and west and is a logical infill area in the ACUGA.

The ACSPSP covers ACSP which is approximately 52.28 hectares in gross area.

ACSP consists of two properties, 892-958 Barwon Heads Road and 960-990 Barwon Heads Road, Armstrong Creek. The land is formally known as Lot 1 on Title Plan 839787 and Lot 1 on Title Plan 16739. ACSP is defined generally by Barwon Heads Road (east), Lake Road (north), Armstrong Creek East Precinct (north and west) and private farming properties (south).

1.2.1 Key Existing Roads

ACSP, located between Geelong and Torquay, has its east boundary on Barwon Heads Road which extends generally in a north-south direction between Geelong and the ACSP before turning in a south easterly direction to Barwon Heads. This Road links the area north to Geelong and Melbourne and south to the Bellarine Peninsula.

Other roads of significance in the area include Surf Coast Highway approximately 3.65 kilometres to the west of ACSP. This Highway links the area north to Geelong and Melbourne and south to the Surf Coast.

Other local roads of some significance include the north-south Charlemont Road and the east-west Lower Duneed Road.

1.2.2 Existing Public Transport

The public transport network for Geelong and Melbourne is accessed via the Melbourne-Geelong-Warrnambool rail line, which abuts the northern boundary of the ACUGA. The nearest station is Marshall about 5 kilometres northwest of ACSP. The station includes 400 car parking spaces and bicycle storage facilities. The Waurn Ponds Railway Station opened on 12 October 2014 and is approximately 8 kilometres west of ACSP. The station includes a car park with 292 spaces, a bus interchange, a taxi rank and a secure Parkiteer bicycle cage.

Regional public transport is provided by bus services (on Barwon Heads Road). Local bus services in Grovedale will expand or be supplemented by new services as development and occupation of dwellings and activity nodes occurs in the ACUGA.

1.2.3 Key Existing and Planned Activity Centres

ACSP is served by a hierarchy of activity centres in the region, the pre-eminent regional centre of these being the central activities area of Geelong.

Planned activity centres to serve ACSP are as contained in the ***Framework Plan*** (Plan 1) within the surrounding precincts in the ACUGA and include:

- Armstrong Creek Town Centre, abutting the north west corner of Armstrong Creek East Precinct (ACEP) on Surf Coast Highway and planned for 137,000 square metres of retail, non-retail commercial and community services floor space together with a public transport interchange, 3,500 jobs and higher density housing;
- a neighbourhood activity centre within ACEP, north-west of ACSP abutting Barwon Heads Road, and planned for at least 6,000 square metres of retail, non-retail commercial, community services floor space, 585 jobs and medium density housing;
- two local activity centres west of ACSP on Horseshoe Bend Road, each of which are planned for about 1,000 square metres of convenience shops and services, associated jobs and some possible medium density housing;
- neighbourhood and local activity centres in other precincts;
- State Government primary school and special needs school, both of which are due to open in 2018;
- future Catholic primary school site on Warralily Boulevard.

The more significant existing employment areas reasonably accessible to ACSP include the industrial areas of Geelong including North Geelong, North Shore, Moolap, Breakwater, Newtown and South Geelong.

1.2.4 Key Existing and Planned Public Open Spaces

The existing major public open space areas serving the region include:

- key recreation nodes and passive public open space associated with the Barwon River and its floodplain, which are proposed to be upgraded over time, to the north and north east;
- regional public open space facilities in Greater Geelong such as the Geelong Botanic Gardens and Eastern Park;
- the beach and foreshore areas of Geelong, the Surf Coast and Bellarine Peninsula;
- Kardinia Park Sports Precinct;
- Waurn Ponds Creek with major recreational facilities;
- regional active public open space nearby to the north on the east side of Barwon Heads Road in ACEP.

Existing local public open spaces in the vicinity of ACSP include Stewarts Reserve in Stewarts Road to the west of ACSP and Connewarre Memorial Reserve on the corner of Dans Road and Randlers Road to the southeast of ACSP (***refer Plan 2: Context***).

These will be complemented by the establishment of planned new passive and active local and regional public open space in the ACUGA and more specifically in ACSP and ACEP (***refer Plan 1: Framework Plan***). Encumbered and unencumbered public open space will be provided at the northwest corner, central region and southeast corner of ACSP.

Planned public open spaces within the ACUGA, and more specifically within ACEP that will provide for future residents in ACSP include:

- encumbered public open space along the Armstrong Creek corridor to the north and west of ACSP;
- unencumbered passive public open space along Armstrong Creek to the west of ACSP;
- encumbered conservation reserve to the northwest of ACSP.

1.2.5 Key Existing and Planned Community Facilities

Existing and higher order social and community infrastructure that will serve ACSP is based largely in Geelong and the greater Geelong region. ACSP has no planned existing community facilities. ACSP will be serviced by existing and planned community facilities located outside ACSP including:

- Stewarts Reserve in Stewarts Road;
- the Geelong Lutheran College in Burvilles Road;

CoGG has adopted a community 'hub' approach to community facilities, which sees schools, community complexes, health and well-being centres, activity centres and active public open

space co-located. This approach is reflected in the other precincts within the ACUGA adjacent to ACSP. Planned community facilities that will be provided in other ACUGA precincts and will provide for ACSP residents include:

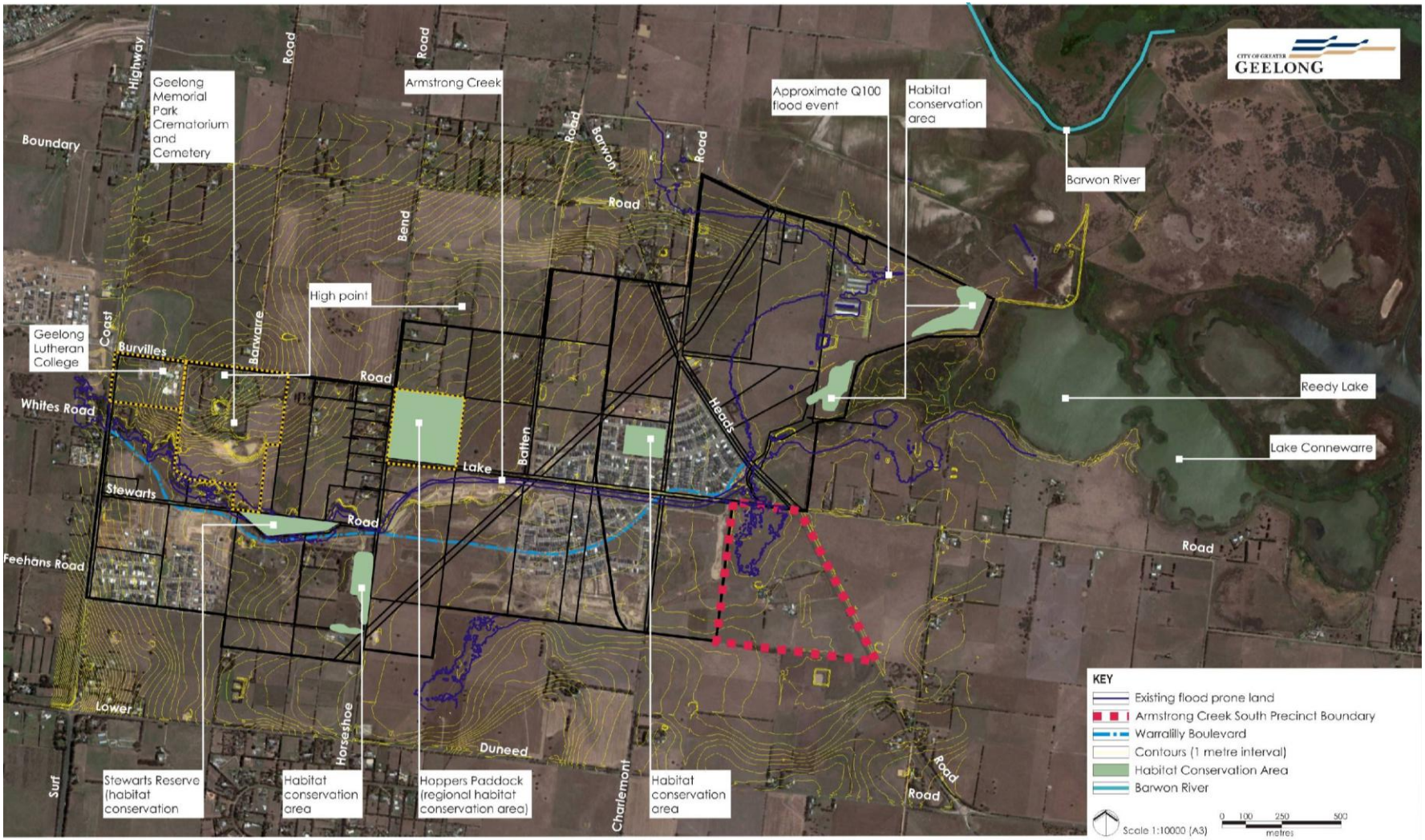
- community facilities and education centre located west of ACSP adjacent to a mixed use area and local activity centre within ACEP;
- community facilities and three education centres located north of ACSP adjacent to the neighbourhood activity centre within ACEP.

1.2.6 Other Existing Features

Part of the Armstrong Creek tributary is located within the northern boundary of the subject land adjoining Lake Road.

1.3 MONITORING AND REVIEW

CoGG will monitor the implementation of this ACSPSP. Its effectiveness will be evaluated regularly, at least every four years. It is expected that this ACSPSP will be revised and updated as required.



PLAN 2

CONTEXT

Armstrong Creek South Precinct Structure Plan

2 PRECINCT FEATURES

Plan 2 (***Context***) shows the key features of ACSP as described in the sections following.

2.1 HERITAGE

ABORIGINAL HERITAGE

As part of investigations for ACSP, archaeological studies were completed to satisfy the normal requirements of the Office of Aboriginal Affairs Victoria (AAV).

A cultural heritage letter of advice (LoA), incorporating a desk top and standard assessment has been completed for ACSP. The LoA was prepared in order to identify known cultural heritage values that may be present within ACSP and to provide guidance to future development proponents in relation to obligations and risk management principles for compliance with the *Aboriginal Heritage Act 2006* and *Aboriginal Heritage Regulations 2007* for any subsequent development of the land. The LoA identified that ACSP is within an area of cultural heritage sensitivity however, post-European settlement disturbance is likely to have removed intact deposits of Aboriginal cultural heritage. The LoA recommends further investigations at the planning permit application stage.

Before planning permits for subdivision or development occur, further more detailed investigations will be necessary, and a Cultural Heritage Management Plan (CHMP) may be required for prescribed activities in areas of cultural heritage sensitivity.

EUROPEAN HERITAGE

The European cultural heritage of the area reflects the selection and settlement of the region from the late 1850s onwards and in particular the development of mixed farming during the late 19th and early 20th centuries.

The ACSP has been used for farming / grazing purposes and contains two dwellings and outbuildings. The dwelling located on Lot 1 of Title Plan 839787 is from the late-Victorian era but has been extensively modified. This dwelling is not considered to have architectural or aesthetic significance. All other buildings on the ACSP were constructed in the mid-late twentieth century and have no heritage significance.

There are no heritage places or dry stone walls in ACSP that are listed in the Greater Geelong Planning Scheme.

2.2 BIODIVERSITY

2.2.1 Biodiversity Significance

The land is within the Armstrong Creek catchment and lies within the Victorian Volcanic Plain bioregion. The land is located within the jurisdiction of the Corangamite Catchment Management Authority (CCMA).

The modelled Ecological Vegetation Class (EVC) mapping prepared by the Department of Environment, Land, Water and Planning (DELWP), showed that the area would have originally been dominated by Plains Grassland (EVC 132) with a small band of Plains Sedgy Wetland (EVC 647) in the south east corner. The precinct contains a small drainage line which is a tributary of Armstrong Creek.

The ACSP has been subject to a range of agricultural practices and is covered by exotic vegetation, particularly pasture grasses and other exotic weed species. The scattered trees provide moderate biodiversity value for the movement, roosting and food sources for birds, microbats and possums.

2.2.2 Biodiversity Assets

General values

Significant flora and fauna species are unlikely to occur in ACSP. A small highly modified patch of Western [Basalt] Plains Grasslands Community is present in ACSP, however, it is in a poor condition. This native grassland provides low quality habitat for native fauna species.

Two scattered trees are located within the boundaries of ACSP and additional scattered trees are present in the Barwon Heads Road reserve and just outside the property boundaries to the north and south. Land around farm dams within ACSP has been grazed heavily. The dams do not contain permanent water. The scattered trees and farm dams provide low to moderate quality habitat for native fauna.

Much of ACSP has been cleared for agricultural purposes and, subject to the protection of scattered trees, development within ACSP is not considered to be constrained by ecological values.

The removal of scattered trees can be avoided through the subdivision design however, it is likely that the removal will be unavoidable of remnant patches of vegetation.

Flora values

Remnant vegetation is restricted to the northeast lot adjacent to Lake Road and consists of two small patches of Plains Grassland that are in a highly modified condition within an open paddock.

Two scattered River Red-gum (Eucalyptus camaldulensis) trees were recorded on the land with an additional six scattered trees recorded in the Barwon Heads Road reserve. A further two trees were recorded just outside the property boundary to the north and south. Other trees present on the site have been planted around the dwellings and along the fence line.

Fauna values

The River Red-gums within the study area may occasionally be used as a potential foraging resource for the Grey-headed Flying-fox *Pteropus poliocephalus* but are unlikely to be used by this species for extended periods of time. The Swift Parrot *Lathamus discolour* may fly over the study area on an intermittent basis for feeding or roosting purposes.

No State-significant or regionally significant fauna species were recorded within the study area during the assessment.

2.3 TOPOGRAPHY AND LANDFORM

ACSP has a relatively flat topography with a gentle fall from the slightly higher ground in the south and southwest of the site towards the Armstrong Creek channel in the northwest and to the northeast adjoining Barwon Heads Road. The land has a peak of 7.33 AHD in the southwest corner and low points of 3.15 AHD (northwest corner) and 2.85 AHD (northeast corner)

A small drainage line, which is a tributary of Armstrong Creek, occurs in the northwest corner of ACSP.

The site, as noted earlier, is within the Victorian Volcanic Plains bioregion and has been subject to rock removal and significant disturbance as a result of its farming history.

The topography and landform offers no constraints to development other than in terms of land that will remain prone to flooding. The extent of the 1:100 year flood line has been estimated, having regard to the intended stormwater drainage treatment and management outcome proposed for the area.

Soils consist generally of red loamy clays which are characteristic of decomposing basalt.

2.4 CATCHMENTS AND DRAINAGE

ACSP is located in the Armstrong Creek catchment and water derived from this catchment has previously been used to sustain agricultural activities on the land.

The northwest part of the land has in the past been subject to intermittent flooding during heavy rain events. This part of the site is affected by a Floodway Overlay impacted by the 100 year ARI flooding event from Armstrong Creek.

Works within the ACEP however, have addressed flooding along Armstrong Creek and these works are expected to result in the removal of all flooding impacts from Armstrong Creek on the subject land.

The southeast corner of the land is affected by a Land Subject to Inundation Overlay (LSIO) from catchment overland flows that pond before passing beneath Barwon Heads Road and discharging in a north easterly direction.

A detailed Storm Water Management Strategy (SWMS) has been prepared for ACSP. Full details of the drainage considerations and strategy for ASCP are contained in the final report.

In summary, the Storm Water Management Strategy proposes a linking diversion channel from Armstrong Creek wetlands around Baensch's wetland and Hospital Swamps to the Sparrovale wetlands to manage increased urban run-off from the entire ACUGA on Hospital Swamps.

Amendments to the Armstrong Waters wetlands to address both this development and ACSP and a new drainage line along the west frontage of Barwon Heads Road to replace the existing drainage line are also proposed.

3 VISION

The vision for Armstrong Creek was first identified by CoGG, which envisaged the following.

- Armstrong Creek will be developed into a sustainable community that sets new benchmarks in best practice urban development. Natural and cultural features will be protected and enhanced to create a distinct urban character. Armstrong Creek will become a highly sought-after location for living, working and recreation, forming an attractive addition to Geelong.
- Armstrong Creek will provide a range of housing types and densities in an urban structure based on walkable neighbourhoods with access to public transport and mixed use activity centres.
- All residents will be close to public open space that will provide adequate opportunities for recreation and passive use.
- Armstrong Creek is the key urban extension to Greater Geelong and will accommodate major population expansion for the next 20 plus years.

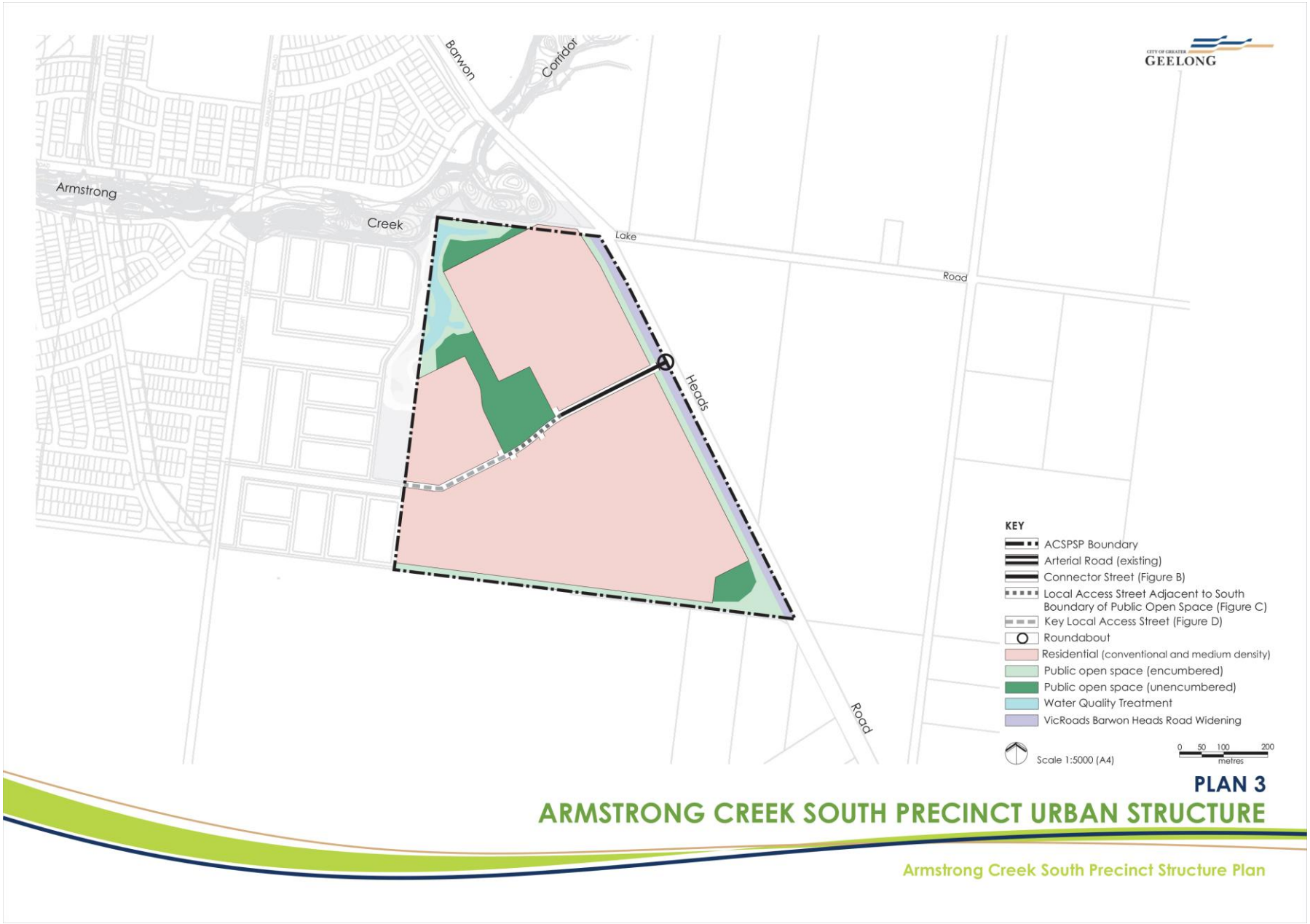
The vision for ACSP is derived from the overall Armstrong Creek Urban Growth Area (ACUGA) vision and draws on a combination of the existing and natural site features coupled with the desire to produce a distinct urban environment for future residents. ACSP will also utilise the facilities provided in ACEP including activity centres, community facilities and education centres.

The vision is for ACSP will be characterised by:

- **Walkable, connected neighbourhoods**. Walkable neighbourhoods connected internally and externally will promote ease of movement and help to establish a positive sense of place. These neighbourhoods will be underpinned by connected street blocks and an equitable distribution of public open space. Together, well distributed and connected neighbourhoods will minimise walking and cycling distance from homes to access key local services and facilities, some of which are provided in ACEP.
- **Promote walking and cycling**. Transport and movement systems that are permeable, legible, distribute transport flows and facilitate the ability to move about safely by walking and cycling. This will promote healthy exercise, assist energy conservation and increase potential for social interaction.
- **Quality public realm and streets**. Quality public realm that focuses on the important role of streets and street tree planting as highly important character elements as well as the importance of landscape design of parkland and community activity centres. These quality public spaces will support a diversity of housing and lifestyle opportunities.

- **Integrated public open space network**. An inter-linked public open space and path network, that builds on the existing landscape character and provides logical connections to public open spaces provided in ACEP and beyond.

- **Easy access to activity centres and community facilities**. Provide direct connections to the neighbourhood activity centre, local activity centre and community facilities provided in ACEP and beyond.


Barwon
Corridor
Armstrong
Creek
Lake
Road
Heads
Road
KEY
ACSPSP Boundary
Arterial Road (existing)
Connector Street (Figure B)
Local Access Street Adjacent to South Boundary of Public Open Space (Figure C)
Key Local Access Street (Figure D)
Roundabout
Residential (conventional and medium density)
Public open space (encumbered)
Public open space (unencumbered)
Water Quality Treatment
VicRoads Barwon Heads Road Widening
Scale 1:5000 (A4)
0 50 100 200
metres
PLAN 3
ARMSTRONG CREEK SOUTH PRECINCT URBAN STRUCTURE
Armstrong Creek South Precinct Structure Plan

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3.1 INTEGRATED NEIGHBOURHOOD DESIGN

The location of the ACSP at the southern edge of the ACUGA and its close connection to the ACEP enables it to be developed with the preferred neighbourhood character intended for ACEP, based on best practice integrated neighbourhood design.

This integrated design is summarised under the headings that follow.

3.1.1 Sense of Place and Community

A sense of place and community comes from people of all ages having opportunities to meet and interact in appropriate spaces in suitable ways and times. It requires community development over time but is facilitated through the provision of some necessary base ingredients - appropriate community infrastructure in the form of public open space; internal and external meeting places for all age groups; related buildings and other structures; the provision of needed services and support people to bring the infrastructure to life; and appropriate design, materials and finishes.

The location and content of community infrastructure in ACEP has been determined to give grounding to the start of community development across ACEP and this, because of its close physical relationship, will equally ground ACSP.

The vision of CoGG is to do whatever is possible reasonably to encourage / provide community infrastructure as early as possible in the life of ACSP / ACEP to maximise the availability of community buildings and services to new residents and other visitors to ACSP / ACEP. Community groups will be encouraged to establish to assist in building a sense of community via participation and input into future decisions about community infrastructure development.

Public art within ACSP will provide opportunities for local communities (and broader audiences) to relate in new ways to the natural and built environment. Art is an important element in the urban fabric, providing interest and opportunities for a deeper connection with place, environment, storytelling, way finding and community identity.

3.1.2 Housing Choice Diversity and Affordability

The intention for ACSP / ACEP is that a variety of housing types and densities will be developed at a variety of prices, in order to provide suitable choices for a range of different needs, lifestyle preferences and income levels thus attracting a diverse mix of people.

3.1.3 Accessible and Vibrant Activity Centres

Two activity centres, a neighbourhood activity centre and a local activity centre will be provided in ACEP and will provide for the nearby residents of ACSP.

The neighbourhood activity centre is located northwest of ACSP and will be focused on 'main street' with larger shops (such as the supermarket) and car parking generally sleeved by smaller shop fronts which face onto the 'main street'.

The local activity centre will be much smaller than the neighbourhood activity centre and is located west of ACSP. This centre will comprise a relatively higher proportion of community facilities than retail / commercial floor space.

Further detail regarding the features of both of these activity centres is provided in sections 3.1.3 and 4.5 of the Armstrong Creek East Precinct Structure Plan (ACEPSP).

3.1.4 Local Employment and Business Activity

The ACUGA contains three proposed employment areas: in the northeast, in the west and associated with the Armstrong Creek Town Centre, all within easy access of ACSP.

Local employment opportunities will also grow within the adjoining ACEP. It is estimated that the development of the neighbourhood activity centre in ACEP will generate a net increase of 585 direct jobs and an additional 55 indirect jobs over the long term.

Construction activity for the whole of ACSP is predicted to generate a net increase of 452 direct jobs with additional indirect jobs also created as a result of the development.

3.1.5 Better Transport Options

The ACSP / ACEP land use structures have been planned with the underlying goal that new urban development should be more sustainable ecologically, socially and economically. An essential ingredient of this is reduced distances for required travel and increased efficiency and overall community health in travel movements. The ACSPSP was designed to maximise these opportunities through the provision of:

- walking and cycling paths that provide safe, attractive and direct access around the residential areas of ACSP and that link to planned walking and cycling paths in ACEP that provide access to planned activity centres, education facilities and public open spaces;
- ready access to bus services on Barwon Heads Road;
- an internal road design hierarchy that, in combination with Barwon Heads Road, is capable of supporting a future bus route to ensure that the majority of households are within 400 metres of a local bus service;
- a permeable and efficient local street network connecting to higher order roads at appropriate points with safe crossing control, including a proposed roundabout at the intersection of the connector road and Barwon Heads Road;
- based on all of the above, convenient access to local and dedicated employment areas within the adjoining ACEP, the broader ACUGA and in the greater Geelong area and beyond.

3.1.6 Climate Change and Environmental Sustainability

The aim for the ACUGA and thus also for ACSP is to deliver a sustainable community that is designed to:

- maximise passive solar design through lot orientation and building design;

- reduce car dependence through a convenient network of walking / cycling links to local employment opportunities and community infrastructure;
- retain native vegetation;
- provide for the availability of recycled water.

The early delivery of public transport will contribute significantly to the overall sustainability of the ACUGA.

The stormwater management strategy is based on the treatment and management of stormwater runoff as close to the point of origin as practicable. Objectives for stormwater management have been defined as has the extent of the retardation basin, overland flow paths, drainage systems and constructed wetlands controlling stormwater flows and quality serving both ACSP and adjoining Armstrong Waters development.

By virtue of its inland location, the ACUGA and thus ACSP, is unlikely to be subject to the expected future increase in storm surges and sea levels along the Victorian coastline generated by climate change.

The drainage study has sought to maximise environmental sustainability through integrated systems analysis techniques to develop a stormwater management strategy tailored specifically to the unique topography and stream corridor within ACSP and the adjoining development of Armstrong Waters in ACEP. The strategy has considered stormwater runoff volumes, flood mitigation, likely if any impacts from sea level rise due to climate change and stormwater quality objectives for public safety and environmental protection of waterways and the downstream Ramsar wetland.

The key features of the drainage strategy are to:

- provide an integrated wetland system to service ACSP and the adjoining Armstrong Waters development to the west;
- provide a pipe and channel drain line along Barwon Heads Road connecting from the retarding basin in the southeast corner of ACSP;
- deliver the linking diversion channel from Armstrong Creek wetlands around Baensch's wetland and Hospital Swamps to the Sparrovale wetlands.

The stormwater strategy aims to meet the objectives of the CoGG (the relevant drainage authority) stormwater management policy for the ACUGA.

Low water use gardens will be encouraged. Alternative water supplied via a reticulated recycled water system will be provided. Water sensitive urban design principles will be incorporated throughout ACSP through adopting the following measures:

- retardation basins;
- utilisation of storm water to conserve potable water;
- use of vegetation for water filtering purposes;

- water efficient landscaping;
- gross pollutant traps;
- environmental buffers;
- swales;
- bio retention systems;
- porous pavements;
- localised water harvesting.

3.1.7 Accessible Integrated and Adaptable Community Facilities

Two community hubs are being provided in ACEP that will provide for both ACEP and ACSP residents. These community hubs incorporate local social and community infrastructure. A comprehensive network of active and passive public open space and recreation facilities both within ACSP and ACEP are planned within easy reach of all homes. This will range from active sports facilities provided in ACEP to informal parks and passive areas in both ACEP and ACSP.

Playing fields are planned and associated with each activity centre in ACEP and in the larger, regional facility in ACEP to the north of ACSP. Indoor recreation facilities are envisaged in accessible locations. Local parks and playgrounds designed specifically for children in ACSP and ACEP will be distributed within easy walking distance of every home. Public open spaces will be linked with a network of footpaths and shared paths, contributing to the formation of a healthy community.

3.2 LAND USE BUDGET

ACSP covers a gross development area (GDA) (all included land within its boundaries irrespective of its use or condition) of 52.28 hectares and a net developable area (NDA) of 41.64 hectares (GDA less Barwon Heads Road widening, wetland / retarding basin, waterway / drainage line and unencumbered public open space). That is, about 79 per cent of ACSP is available for development.

The NDA excludes a range of proposed land uses that do not include dwellings (such as encumbered land, arterial roads and public open space). The summary land use budget (***refer Table 1: Summary Land Use Budget***) provides target land budget lot yield details on the future urban structure as a whole.

Table 1: Summary Land Use Budget

Description	Hectares	% Total	% NDA
Total Precinct Area	52.280	100.00	
Transport			
Barwon Heads Road Widening	1.860	3.558	4.503
Sub total	**1.860**	**3.558**	**4.503**
Proposed Public Open Space			
Encumbered land available for Recreation			
Wetland / Retarding	2.066	3.952	5.002
Waterway / Drainage Line	2.949	5.641	7.140
Sub-total	**5.015**	**9.593**	**12.142**
Un-Encumbered land available for			
Passive Open Space	4.102	7.846	9.931
Net Developable Area (NDA)	**41.303**	**78.998**	

The land use budget is based on the assumption that drainage lines are nominated as encumbered space.

3.1.1 Residential Lot Yield Analysis

The residential lot yield for ACSP is estimated to be 615 conventional lots.

3.3 DEMOGRAPHIC PROJECTIONS

The ACUGA is anticipated to provide housing for 54,000 people in 23,000 households, which translates to an average of 2.45 persons per household. At an average of 15 dwellings per net developable hectare (41.3 hectares) and 2.45 persons per household, ACSP will house in the order of 1500 people assuming one household per lot.

Recent trends in new growth areas suggest occupancy rates closer to 2.8 persons per household which, for ACSP, would deliver an estimated population of 1,700 people. This sensitivity has been considered in the planning and provision of infrastructure.

4 ELEMENTS

There are six main elements that will shape the development of ACSP and provide for future residents. These elements are:

- image and character;
- subdivision and housing;
- public open space, natural systems and biodiversity;
- transport and movement;
- utilities and energy;
- drainage and floodplain management.

These elements are detailed in this section with objectives, implementation requirements and any specific planning and design guidelines, set out for each, where:

- **objectives** describe the desired outcome to be achieved in the completed development;
- **plans / figures** are a spatial expression of objectives;
- **implementation** summaries describe how the objectives are met;
- **planning and design guidelines** including figures and tables, depending on the specific guideline, are indicated as **must** or **should** be met.

If the Responsible Authority is satisfied that an application for an alternative to a planning and design guideline that should be met, meets the objective, the alternative may be approved to the satisfaction of the Responsible Authority.

Facilities including activity centres, employment precincts, community facilities, mixed use areas and active public open spaces to be provided in ACEP and Horseshoe Bend Precinct (HBP) will provide for the future residents of ACSP. For this reason additional facilities are not required in ACSP. Those facilities within ACEP and HBP that will be utilised by ACSP residents are discussed in the following sections.

For further information regarding the infrastructure provided in ACEP refer to Section 4 of the ACEPSP.

4.1 IMAGE AND CHARACTER

4.1.1 Objectives: Image and Character

The objectives for enhancing or developing the image and character as essential parts of the development of ACSP are to:

- capitalise on the existing natural and cultural features of the site, and to deliberately incorporate specific urban design, landscaping and built form initiatives to create an interesting, attractive and diverse neighbourhood;
- enhance the drainage reserve as a linear green space, passive recreation area, walking / cycling link and landscape asset in ACSP;
- provide an attractive and usable off road shared path through the wetland area and passive public open space reserve that links to other off-road walking and cycling trails within ACEP that connect to activity centres, community hubs and education and sporting facilities in ACEP;
- promote new landscape and street tree planting that is consistent with a predominantly native / indigenous landscape character but does not exclude exotic species where appropriate to promote a particular theme, to provide alternative feature trees or to enhance passive solar access;
- treat appropriately the southern rural / urban interface in order to minimise adverse visual impacts beyond the growth area, including by providing appropriate landscaping along the southern boundary of ACSP that responds to the context of the adjoining farming properties;
- to plan and provide a subdivision design and pedestrian / cycle path network that emphasises walkability and safe access for bicycles;
- encourage distribution of densities through the plan area to achieve a diverse selection of lots and housing forms in all streets;
- encourage street based urban design treatments that create points of internal amenity, such as small green spaces, urban parks and character streets / diverse cross-sections that provide a context for diverse housing and land uses throughout the ACSPSP;
- discourage intersections that are not functional for pedestrians and cyclists, and road design speeds that prevent planting of canopy trees;
- protect or treat appropriately any places of recognised heritage value;
- create a range of public art opportunities which enhance sense of place, interpret heritage and landscape and promote the identity and character of ACSP.

4.1.2 Implementation: Image and Character

The objectives for enhancing or developing the image and character are met by implementation of all of the following.

- Plan 3: Armstrong Creek South Precinct Urban Structure.

- Appendix 2: Public Open Space Guidelines.
- Appendix 4: Road Cross Sections.
- Planning and design guidelines under Section 4.1.3.

4.1.3 Planning and Design Guidelines: Image and Character

The following planning and design guidelines must be met.

- New development with an interface with public open space, including encumbered public open space, must be designed to address the public land while promoting public use and surveillance.
- New development must implement (construction and landscaping) the footpaths and shared paths included in Appendix 3 and road cross-sections in Appendix 4.
- Street trees along Barwon Heads Road must be selected and planted in accordance with the clear zone guidelines to the satisfaction of the relevant road authority.
- Where key pedestrian and shared paths intersect with roads, safe road crossings must be provided to the satisfaction of the relevant road authority.

The following planning and design guidelines should be met.

- New development fronting the drainage reserve and public open space should provide for a diverse range of lot types and sizes, including a range of (small and large) lot products and where appropriate, a diverse range of streetscapes.
- Protection, where possible, of existing vegetation, and in particular, scattered native trees as high amenity landscaped features in streetscapes and open space (refer to Section 4.4 for details).
- Street trees should:
    - be selected for streets to ensure the scale of the tree is in keeping with the scale of the street, ensuring the tree fits its planting area and provides an appropriate future form and character;
    - be selected, wherever possible, to provide appropriate canopy and shade character and advantages;
    - be selected on the basis that they are appropriate in local growing conditions;
    - be selected and placed to identify different sub-precincts (such as marking arrival at the neighbourhood activity centre or a key public open space area) and categories of road function as defined by the cross-sections in Appendix 4;
    - be selected to enhance and be compatible with existing trees at key interface locations (such as along Armstrong Creek, adjacent to habitat conservation areas and adjacent to the proposed greenways that contain significant existing roadside vegetation);

- be selected to match tree species planted in roads and streets that enter a new development area from an adjacent completed or approved (in terms of landscape plans for streetscapes) development area;
- be guided by Appendix 1: Indicative Street Tree Planting which provides suggestions (the list is advisory only and is not intended to prohibit other appropriate species) on tree species options suitable for ACSP;
- be selected on the basis that they will not become a weed issue to waterways and conservation reserves.

- New development should avoid loss of roadside vegetation of recognised significance where possible, and where achievable through application of the cross sections in Appendix 4 Road Cross Sections.
- Public art is encouraged and where provided should meet the requirements of the Responsible Authority.
- Planning for public art needs to identify opportunities of different types for artists to respond to the design of new development, its context and the makeup of the community.
- The rural-urban interface should minimise adverse impacts at the growth area boundary between urban land uses and rural activity by:
  - achieving a well designed transition, including a physical separation of the urban land use from the rural boundary by locating a combination of roads / access lanes, vegetated linear reserves and pathways, drainage reserves, basins and systems or infrastructure and easements;
  - ensuring the adjacent street network is arranged to provide good visual integration and physical access for emergency services.

4.2 SUBDIVISION AND HOUSING

4.2.1 Objectives: Subdivision and Housing

The objectives for housing as an essential part of the development of ACSP are to:

- provide a diversity of lots sizes that can facilitate different housing types;
- encourage opportunities for affordable housing;
- reach a target density of approximately 15 dwellings per net developable hectare through a mix of conventional and medium density lots;
- provide a residential neighbourhood that promotes liveability through high urban design standards, creating attractive streetscapes and a distinctive neighbourhood character;
- provide lot sizes and housing types which are responsive to the character of the natural and built environment in the area and respond to principles of environmental sustainability;
- encourage integrated housing sites in appropriate locations such as at the interface with and overlooking public open space;
- avoid gated communities in order to maximise residential permeability and neighbourhood integration;
- facilitate delivery of smaller lot housing through implementation of the Small Lot Housing Code in suitable locations, including:
    - within walking distance of open space;
    - where a contiguous row of lots smaller than 300 square metres is proposed.

4.2.2 Implementation: Subdivision and Housing

The objectives for housing are met by the implementation of all of the following:

- Plan 3: Armstrong Creek South Precinct Urban Structure;
- An minimum lot yield of approximately 615 lots;
- Plan 5: Public Open Space;
- Plan 9: Walking / Cycling Links;
- Planning and design guidelines as set out in Section 4.2.3;
- Small Lot Housing Code (MPA, 2014);
- Road cross sections as set out in Appendix 4.

4.2.3 Planning and Design Guidelines: Subdivision and Housing

The following planning and design guidelines must be met.

- A variety of lot sizes to meet market demands must be provided across ACSP.
- Each dwelling must be connected to a reticulated recycled water supply system (where connected to the lot) for toilet flushing and garden watering.
- Development adjacent to the drainage reserve must provide an active frontage other than corner lots as necessary. Design guidelines in Appendix 2 apply to drainage reserves.
- The subdivision of land for housing that creates a lot less than 300 square metres where the Responsible Authority has approved application of the Small Lot Housing Code, must be nominated via a restriction on a plan of subdivision.

The following planning and design guidelines should be met.

- The estimated total lot yield of 615 lots recommended for ACSP should be achieved.
- Development of medium density housing is encouraged as follows:
  - part of an integrated development site and designed to comply with the objectives of Clauses 54 or 55 of the Scheme;
  - adjacent to public open space with appropriate orientation.
- Residential development should be within 400 metres street walking distance of an existing or planned public transport stop.

TABLE 2: Target Lot Yield and Distribution of Densities

Density Target	Area (hectares)	Total Dwellings (approximate)	% of Net Development Area	% of Total Lots	Average Lot Size (square metres)
Net Developable Area	41.303	NA	NA	NA	NA
Net Residential Area	41.303	620	NA	NA	NA
Conventional and Medium Density (average of approximately 15 dwellings per hectare)	41.303	620	100	100	430
Totals		620			

4.4 PUBLIC OPEN SPACE, NATURAL SYSTEMS AND BIODIVERSITY

4.4.1 Objectives: Public Open Space and Natural Systems

The objectives for public open space and natural systems as an essential part of the development of ACSP are to:

- inter-connect public open spaces and residential areas through safe and attractive on and off-road pavement walking / cycling links that also provide connections to activity centres, community facilities and public transport provided in ACEP;
- ensure the appropriate landscape treatment of public open spaces in keeping with their intended character and functions and the objective of life-cycle sustainability (care, growth and maintenance);
- promote the early provision of public open space in its intended functional form.

4.4.2 Implementation: Public Open Space and Natural Systems

The objectives for public open space and natural systems are met by the implementation of all of the following:

- Plan 3: Armstrong Creek South Precinct Urban Structure;
- Plan 5: Public Open Space;
- Appendix 3: Road Design and Delivery Characteristics (and in particular shared paths and footpaths);
- Appendix 4: Road Cross Sections;
- Plan 7: Biodiversity;
- Plan 9: Walking / Cycling Links ;
- Plan 10: Public Transport Network;
- Planning and design guidelines as set out in section 4.4.3.

4.4.3 Planning and Design Guidelines: Public Open Space and Natural Systems

The following planning and design guidelines must be met.

- Unencumbered land for public open space must be provided generally in the locations specified on Plan 5 (**Public Open Space**).
- A property with greater than 10 per cent unencumbered public open space will receive compensation for the value of the land above 10 per cent. A property with less than 10 per cent unencumbered public open space will be required to pay cash-in-lieu equal to the value of the land less than 10 per cent.

- A developer may elect to provide unencumbered public open space in addition to that shown on Plan 5 (**Public Open Space**) and the land budget but it will neither be included in nor affect the equalisation scheme. It must be provided and embellished entirely at the cost of the developer.
- A building which is to be connected to a potable water supply must be connected also to a reticulated recycled water supply (where connected to the lot) for toilet flushing and garden watering.
- All public open space must be provided to the satisfaction of the Responsible Authority before the transfer of land with but not limited to:
  - completed bulk earthworks where required fit for intended purpose;
  - clearance of all rubbish and environmental weeds, top soiled and grassed with warm climate grass;
  - a water tapping for recycled and potable water;
  - landscaping including drought-resistant tree and other planting;
  - shared paths and footpaths, as appropriate;
  - vehicle exclusion devices and maintenance access points;
  - any liability for native vegetation offsets to be provided to the satisfaction of DELWP;
  - the installation of basic play equipment, as appropriate.

The following planning and design guidelines should be met.

- All public open space should be provided to address the guidelines in Appendix 2.



PLAN 5

PUBLIC OPEN SPACE

Armstrong Creek South Precinct Structure Plan



PLAN 6

SPECIFIED FILL AREAS

Armstrong Creek South Precinct Structure Plan

4.4.4 Objectives: Biodiversity

The objectives for biodiversity as an essential part of the development of ACSP are to:

- ensure ACSP (the precinct) is developed in ways sympathetic to continuing conservation management;
- balance the assessment and management of native vegetation as either a conservation outcome or a landscape / aesthetic outcome recognising the quality of the vegetation and the planned urban context of the land;
- enhance the landscape values within the precinct and facilitate their function as corridors linking habitats across the precinct and beyond;
- protect and enhance the biodiversity values along any drainage ways with design to maintain a habitat corridor link;
- maximise the retention of scattered trees where practicable;
- enhance the biodiversity of the area to provide habitat and ecological connectivity throughout the precinct particularly for threatened species as the area develops in accordance with the ACSPSP.

4.4.5 Implementation: Biodiversity

The objectives for biodiversity are met by implementation of all the following:

- Plan 7: Biodiversity Plan;
- Section 4.4.6 Biodiversity Conservation Planning and Design Guidelines;
- Plan 5: Public Open Space;
- Appendix 2: Open Space Guidelines.

A planning permit is required for the removal of native vegetation in accordance with the requirements of Clause 52.17 of the Greater Geelong Planning Scheme and the *Permitted clearing of native vegetation - Biodiversity assessment guidelines*.


Barwon
Corridor
Armstrong
Creek
Lake
Road
Heads
Road
KEY
ACSPSP Boundary
Trees to be Retained
Trees to be Removed
Plains Grassland to be Removed
Note: refer to Plan 7 in ACEPSP for broader biodiversity plan
Scale 1:5000 (A4)
0 50 100 200
metres
PLAN 7
BIODIVERSITY
Armstrong Creek South Precinct Structure Plan

4.4.6 Planning and Design Guidelines: Biodiversity

The following planning and design guidelines must be met to the satisfaction of the Responsible Authority.

- Any Tree Protection and Construction Management Plan developed in consultation with DELWP must address the following.
  - The protection of trees identified as retained and protected to Australian Standards and the planting of indigenous ground storey.
  - The need for measures to be used that will limit and manage earthworks in proximity to the tree identified for retention.
  - Management of subdivisional and public open space drainage to support the health of vegetation to be retained.

The following planning and design guidelines should be met.

- Proposals and applications for the development of public open space and drainage works should include as appropriate the design requirements for fauna habitat.
- Street trees and public open space landscaping should contribute to habitat for indigenous fauna species in particular arboreal animals and avifauna. Where appropriate the use of indigenous trees is encouraged along streets and in parks. Lower level indigenous planting may be appropriate where it can be demonstrated it is compatible with the planning and design guidelines for street tree planting and delivery of public open space.
- Development of public open space and drainage works should include design requirements for fauna habitat where appropriate.
- Street trees and public open space landscaping should contribute to habitat for indigenous fauna.
- Design and landscaping of drainage areas should promote the establishment of habitat suitable for local species such as the Growling Grass Frog (Litoria raniformis).
- Linear parks, water ways, greenways and widened road reserves should support the connection of areas capable of supporting the flora and fauna habitat through appropriate design and planting.

4.5 TRANSPORT AND MOVEMENT

4.5.1 Objectives: Transport and Movement

The objectives for transport and movement as an essential part of the development of ACSP are to:

- ensure the detailed planning of ACSP facilitates a broad range of transport modes that start with making attractive, accessible and convenient walking and cycling trips;
- develop shared paths or safe on-road links that provide a network of inter-connected walking and cycling routes within ACSP that link to existing and planned trails in the adjoining ACEP;
- develop a safe and appropriate road network that services ACSP and beyond, that recognizes the wider regional function of key existing highways and major roads but one that encourages trips by walking and cycling through the planning of movement links and mode choices;
- plan appropriately for and to facilitate the provision of public transport with good accessibility to all households and other people places;
- ensure the design of road elements including their cross-sections, creates a positive relationship between the street and adjacent land uses.

4.5.2 Implementation: Transport and Movement

The objectives for transport and movement are met by implementation of all of the following:

- Plan 3: Armstrong Creek South Precinct Structure;
- Plan 8: Road Hierarchy;
- Appendix 3: Road Design and Delivery Characteristics;
- Plan 9: Walking / Cycling Links;
- Plan 10: Public Transport Network;
- Appendix 4: Road Cross Sections.

4.5.3 Planning and Design Guidelines: Transport and Movement

The following planning and design guidelines for transport and movement must be met.

- The connector street (including any culverts and all related infrastructure) must be constructed progressively by development proponents as part of the subdivision works (before the issue of a statement of compliance for the relevant stages).
- Subdivisions must be staged to provide for the timely connection of road links between properties and to the arterial road network to support transport and movement links (that is, walking, cycling and vehicular links).

- Underground infrastructure such as drainage and utilities must be provided in their ultimate location, such as within ultimate cross section allocation as reflected in Appendix 4.
- The intersection of the proposed east-west road with Barwon Heads Road must be designed, constructed and controlled, in accordance with the precinct infrastructure plan, to the satisfaction of the Responsible Authority and the roads corporation.
- The provision must be made for any bus route and bus stops (which must have direct and safe pedestrian access connected to an existing walking / cycling path) where nominated by Public Transport Victoria.
- Any roundabouts constructed on roads that are planned to accommodate a public transport route shown in Plan 10 Public Transport Plan, must be designed to accommodate ultra low floor buses, to the satisfaction of Public Transport Victoria.
- Bicycle priority for the shared path network, at the intersections of minor streets, must be achieved through strong and consistent visual and physical cues and supportive road signs.
- Connections to the off-road cycle path network must be provided to the adjoining network.

The following planning and design guidelines for transport and movement should be met.

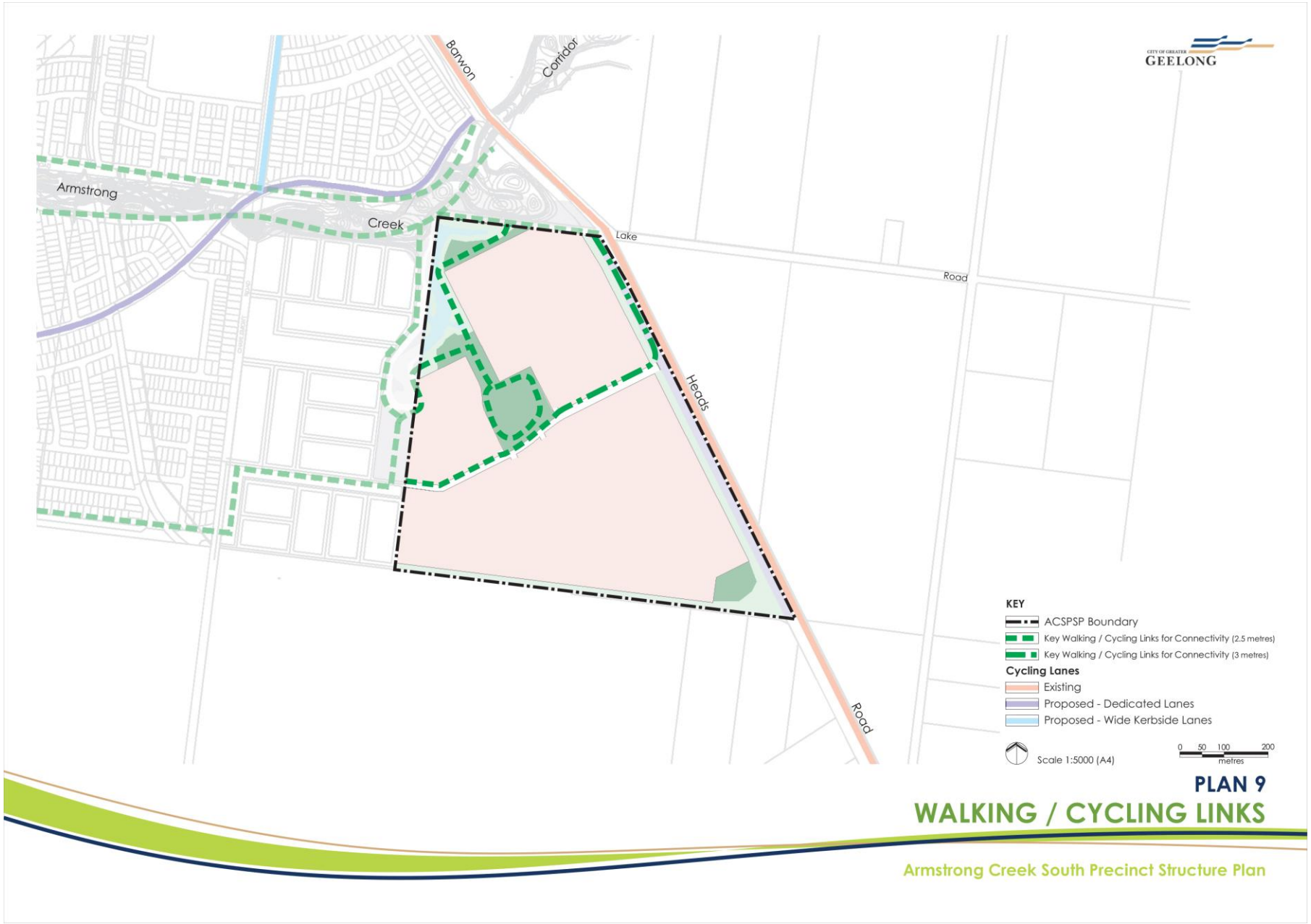
- Dwellings or other land uses abutting Barwon Heads Road should be designed and sited to address, except in limited situations, Barwon Heads Road but be separated by service roads or inter-connected T-head courts or internal loop roads.
- Bicycle lanes should be designed to allow for the smooth transition between on-road and off-road facilities.
- Walking and cycling path crossings should be provided at necessary intersections to provide for the safety of all road users.
- Walking / cycling paths should be constructed by development proponents as part of subdivision works (before the issue of a statement of compliance for the relevant stage except if the works are bonded).
- Walking / cycling paths and footpaths should be designed and located to maximise passive surveillance.
- Road and street cross sections should be consistent generally with those in Appendix 4: Road Cross Sections but with consideration of the need for adjustments within the overall specified road reserve widths if required to cater for existing utilities and existing street trees.
- Courts that are not inter-connected for walking / cycling permeability should be avoided.

- Courts where included must have a T-head, court bowl or equivalent except where providing vehicle access to four or less dwellings and garbage collection is to occur at the mouth of the court.



PLAN 8
ROAD HIERARCHY

Armstrong Creek South Precinct Structure Plan


Barwon
Corridor
Armstrong
Creek
Lake
Road
Heads
Road
KEY
ACSPSP Boundary
Key Walking / Cycling Links for Connectivity (2.5 metres)
Key Walking / Cycling Links for Connectivity (3 metres)
Cycling Lanes
Existing
Proposed - Dedicated Lanes
Proposed - Wide Kerbside Lanes
Scale 1:5000 (A4)
0 50 100 200
metres
PLAN 9
WALKING / CYCLING LINKS
Armstrong Creek South Precinct Structure Plan



PLAN 10
PUBLIC TRANSPORT NETWORK

Armstrong Creek South Precinct Structure Plan

4.6 UTILITIES AND ENERGY

4.6.1 Objectives: Utilities and Energy

The objectives for the provision of utilities as an essential part of the development of ACSP are to:

- ensure all land is serviced appropriately including the supply to all developed lots to the satisfaction of the relevant authority of:
  - a potable water supply;
  - reticulated sewerage;
  - gas;
  - underground electricity (except for infrastructure to support cables with a voltage greater than 66kv and sub-stations);
  - telecommunications (including fibre to the lot);
  - a recycled water supply;
- encourage relevant authorities to work toward the undergrounding of existing electricity services.
- facilitate innovative, sustainable and energy efficient approaches to the provision of such servicing.

4.6.2 Implementation: Utilities and Energy

The objectives for the provision of utilities are met by implementation of all of the following:

- Plan 3: Armstrong Creek South Precinct Urban Structure;
- Plan 11: Main Sewerage Supply Network;
- Plan 12: Main Water Supply Network;
- Plan 13: Main Recycled Water / Third Pipe Supply Network;
- Plan 14: Main Electricity Supply Network;
- Plan 15: Main Natural Gas Supply Network.

The exact location of physical infrastructure and staging of development will be determined by proponents of development at the planning permit / conditions implementation stage through appropriate permit conditions.

4.6.3 Planning and Design Guidelines: Utilities and Energy

The following planning and design guidelines for utilities and energy must be met.

- Permits for the subdivision of land into lots must include a condition requiring the installation of infrastructure to the satisfaction of the Responsible Authority and the relevant water authority for the delivery of recycled water to each lot.

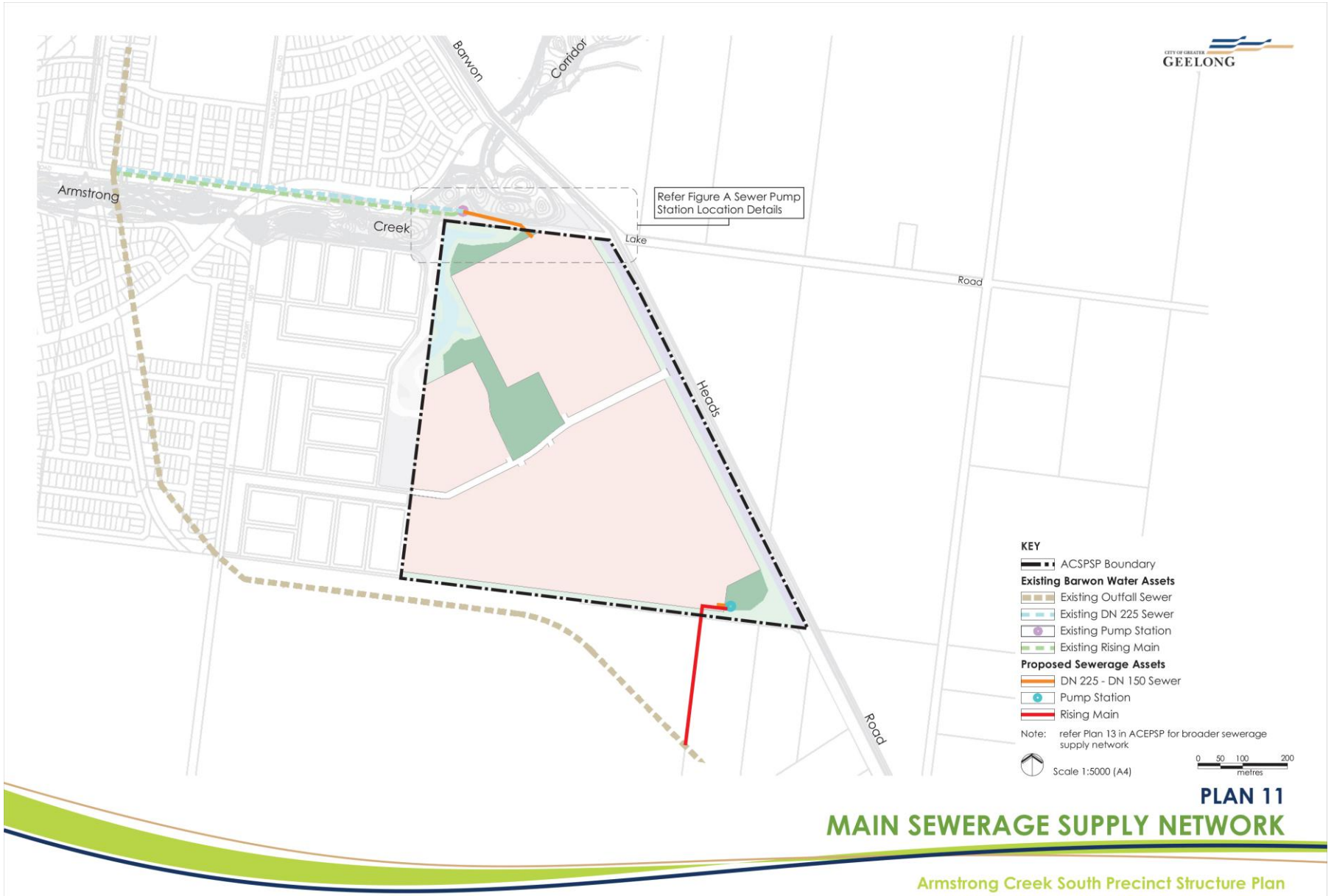
- Each dwelling must be connected to a reticulated recycled water supply system (where connected to the lot) for toilet flushing and garden watering.

- Ensure all road designs that have an interim role are designed to easily facilitate the delivery of the ultimate cross section and that underground infrastructure such as drainage and utilities are provided in their ultimate location.

- A new access way, from the precinct's internal road network, to the existing sewer pump station in Impeller Road (formerly Lake Road) must be provided to the satisfaction of the Responsible Authority and Barwon Water and in accordance with Plan 11 and Figure A.

Table 4: Service Authorities

Service	Relevant Authority
Water	Barwon Water
Sewerage	Barwon Water
Reticulated recycled water	Barwon Water
Gas	SPAusNet
Electricity	Powercor
Telecommunications	NBN Co (or other provider)


Barwon
Corridor
Armstrong
Creek
Refer Figure A Sewer Pump Station Location Details
Lake
Road
Heads
Road
KEY
ACSPSP Boundary
Existing Barwon Water Assets
Existing Outfall Sewer
Existing DN 225 Sewer
Existing Pump Station
Existing Rising Main
Proposed Sewerage Assets
DN 225 - DN 150 Sewer
Pump Station
Rising Main
Note: refer Plan 13 in ACEPSP for broader sewerage supply network
Scale 1:5000 (A4)
0 50 100 200
metres
PLAN 11
MAIN SEWERAGE SUPPLY NETWORK
Armstrong Creek South Precinct Structure Plan

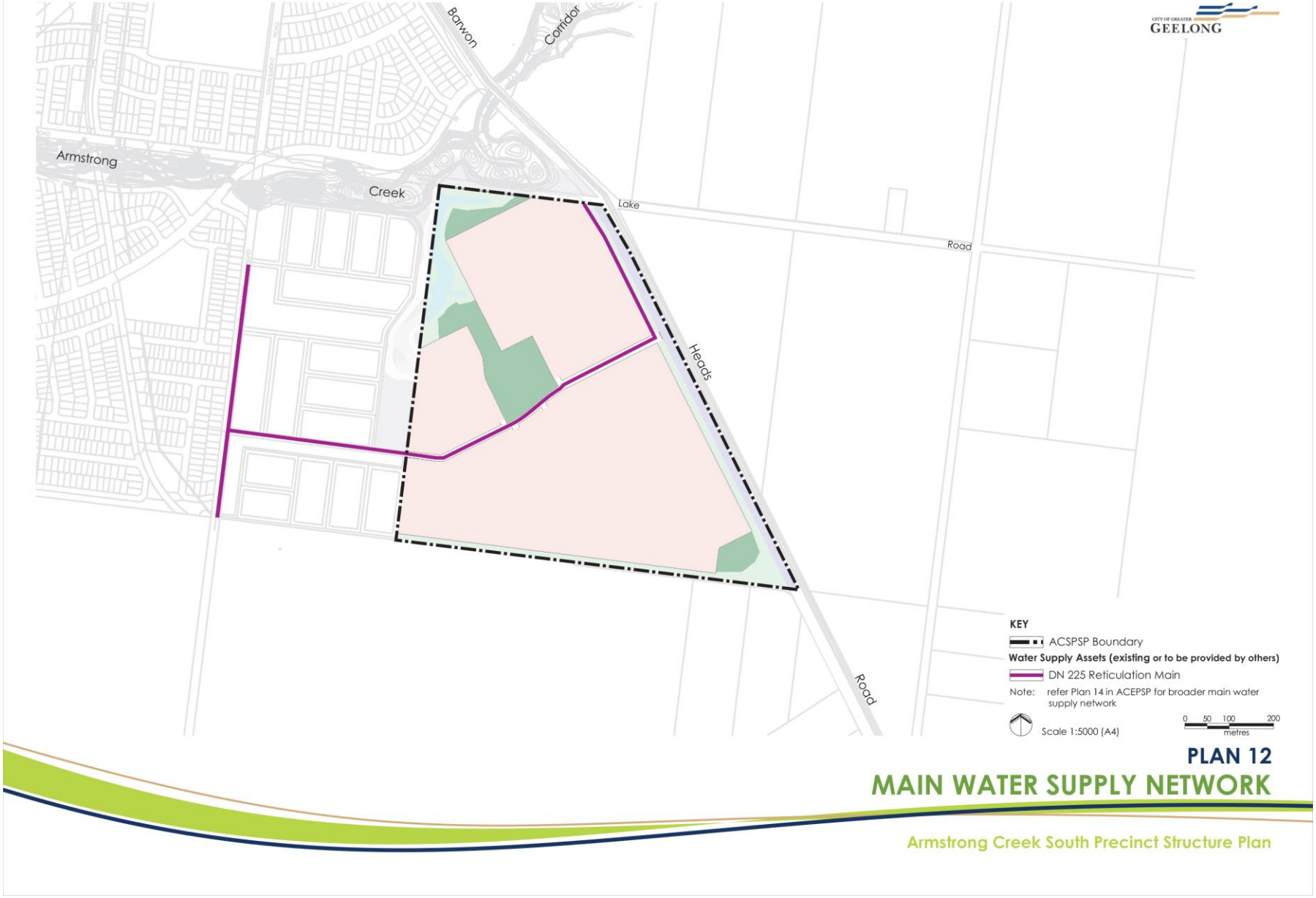


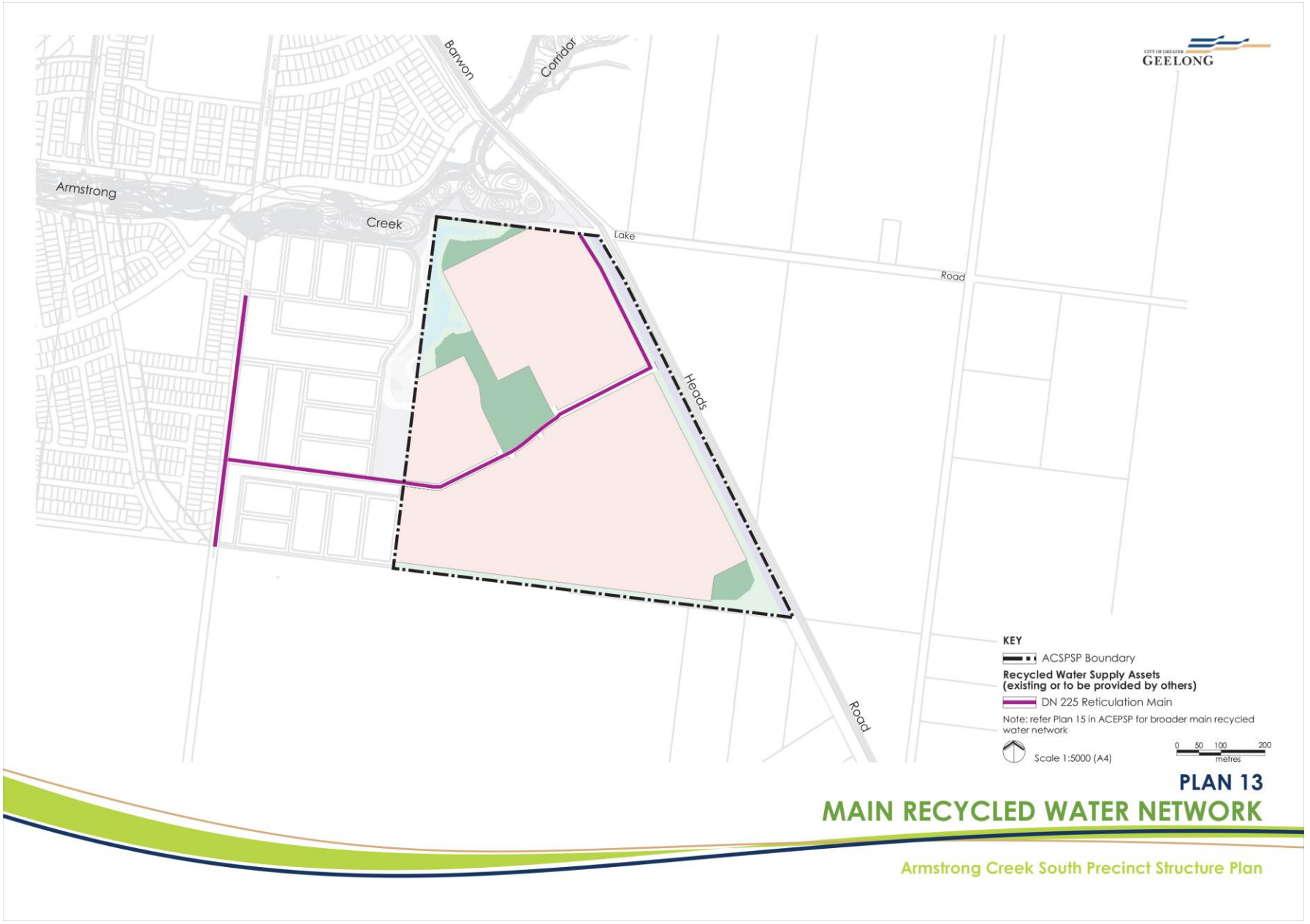
Warralily
ARMSTRONG CREEK

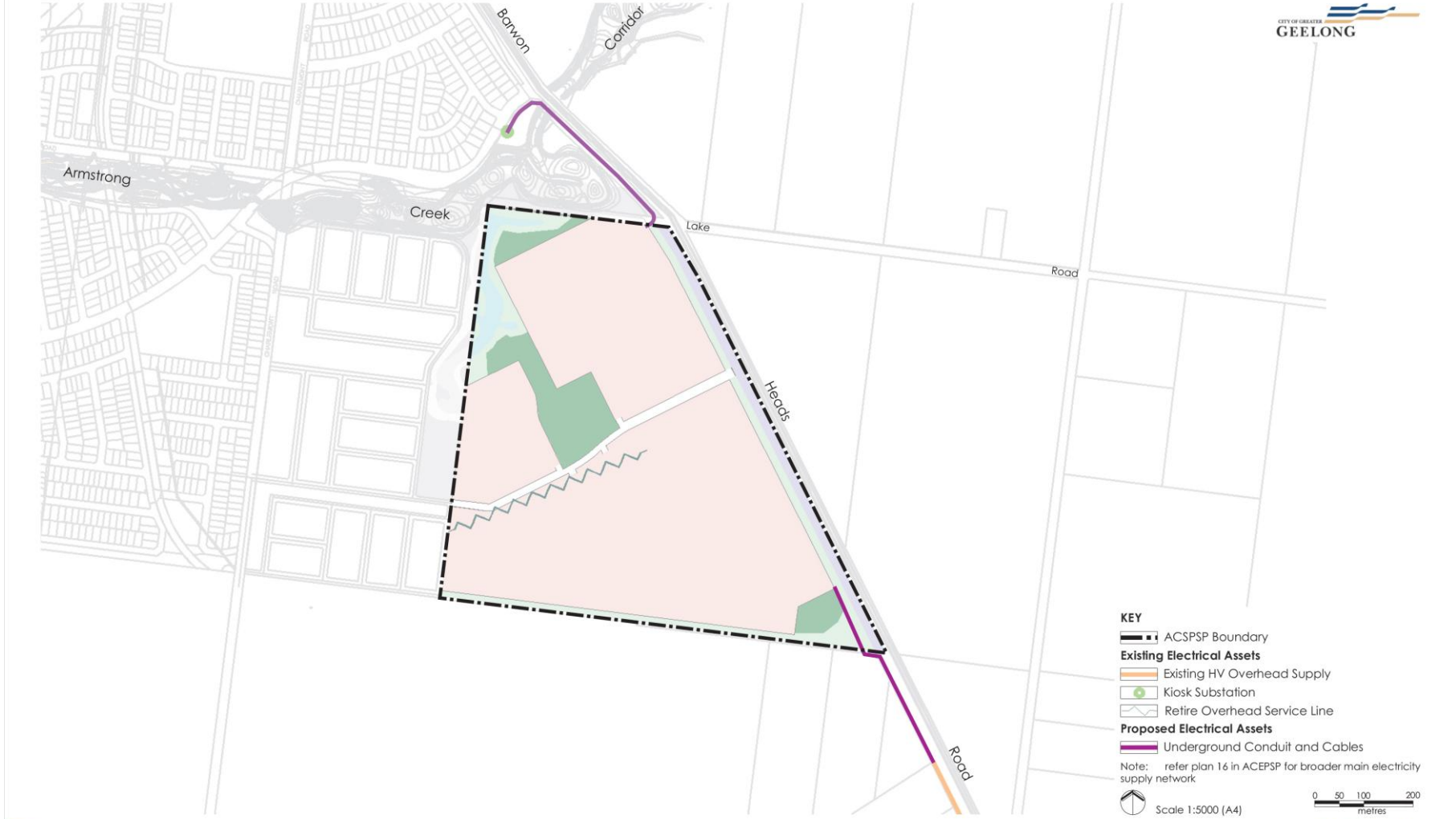
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FIGURE A

SEWER PUMP STATION LOCATION DETAILS


Barwon
Corridor
Armstrong
Creek
Lake
Road
Heads
Road
KEY
ACSPSP Boundary
Water Supply Assets (existing or to be provided by others)
DN 225 Reticulation Main
Note: refer Plan 14 in ACEPSP for broader main water supply network
Scale 1:5000 (A4)
0 50 100 200
metres
PLAN 12
MAIN WATER SUPPLY NETWORK
Armstrong Creek South Precinct Structure Plan

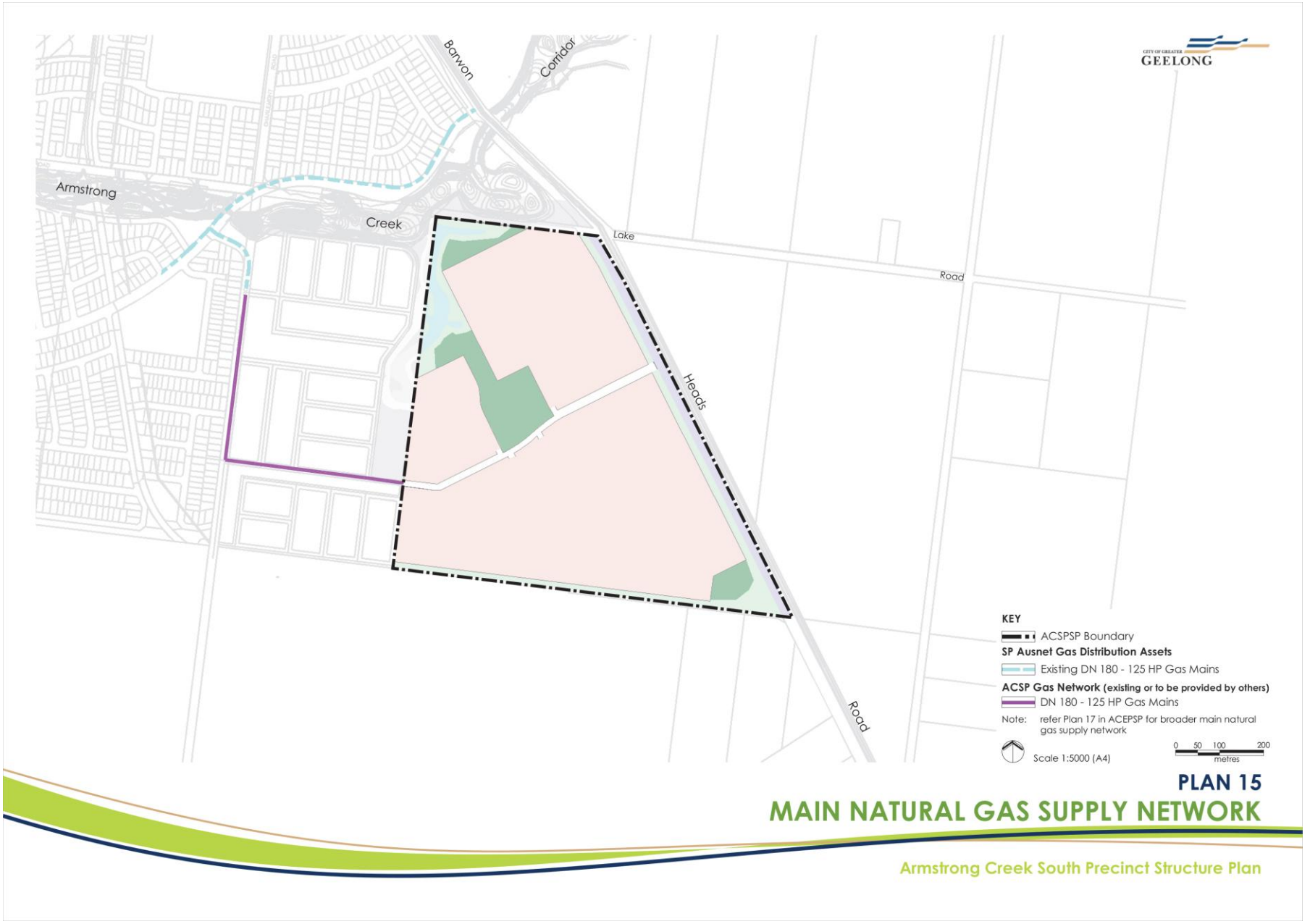

Barwon
Corridor
Armstrong
Creek
Lake
Road
Heads
Road
KEY
ACSPSP Boundary
Recycled Water Supply Assets
(existing or to be provided by others)
DN 225 Reticulation Main
Note: refer Plan 15 in ACEPSP for broader main recycled water network
Scale 1:5000 (A4)
0 50 100 200
metres
PLAN 13
MAIN RECYCLED WATER NETWORK
Armstrong Creek South Precinct Structure Plan



PLAN 14

MAIN ELECTRICITY SUPPLY NETWORK

Armstrong Creek South Precinct Structure Plan


Barwon
Corridor
Armstrong
Creek
Lake
Road
Heads
Road
KEY
ACSPSP Boundary
SP Ausnet Gas Distribution Assets
Existing DN 180 - 125 HP Gas Mains
ACSP Gas Network (existing or to be provided by others)
DN 180 - 125 HP Gas Mains
Note: refer Plan 17 in ACEPSP for broader main natural gas supply network
Scale 1:5000 (A4)
0 50 100 200
metres
PLAN 15
MAIN NATURAL GAS SUPPLY NETWORK
Armstrong Creek South Precinct Structure Plan

4.7 DRAINAGE AND FLOODPLAIN MANAGEMENT

4.7.1 Objectives: Drainage and Floodplain Management

The objectives for the provision of drainage and floodplain management as an essential part of the development of ACSP are to:

- ensure that the proposed diversion channel has been constructed and the Sparrovale wetlands have been commissioned before development within the ACSP commences or is constructed concurrently with subdivision works and completed before the issue of a Statement of Compliance for the first stage of subdivision in ACSP, unless otherwise agreed in writing by the Responsible Authority;
- ensure appropriate floodplain management in ACSP and beyond;
- retain urban runoff from ACSP within the Armstrong Creek catchment;
- protect and enhance downstream environments including recognised social, environmental and economic values, by managing appropriately the quality and quantity of stormwater runoff in accord with best practise;
- integrate appropriately designed stormwater systems into the natural and built environments whilst optimising the potential uses of drainage corridors for recreation, landscape and environmental values;
- address the impact of increased freshwater runoff from the Armstrong Creek urban area on Hospital Swamps, especially during Summer / Autumn periods;
- provide via development contributions the funding required to deliver the linking diversion channel from Armstrong Creek wetlands around Baensch's wetland and Hospital Swamps to the Sparrovale wetlands;
- reduce in ACSP the total annual average volume of stormwater runoff from developed catchments by a minimum of 30 per cent over traditional drainage treatment measures through participation in and additions to the approved drainage strategy and design guidelines contained in the ACEPSP;
- ensure interim drainage work in ACSP is compatible with and facilitates as far as practicable, establishment of the hydraulic link between Armstrong Creek and Sparrovale Wetland;
- ensure that drainage works address the longer term protection of the Baensch's wetlands area and surrounding high value vegetation zones;
-
- ensure that impervious surfaces and piped drainage systems are not directly connected to waterways;
- ensure stormwater is treated to contemporary best practice objectives, as measured / referenced at the precinct outfall boundaries;
- integrate surface water management features with public open space;

- consolidate drainage management assets wherever possible to minimise continuing maintenance costs;
- encourage re-use of stormwater;
- encourage landholders to co-operate to ensure delivery of required drainage and wetland infrastructure as land is developed.

4.7.2 Implementation: Drainage and Floodplain Management

The objectives for drainage and floodplain management are met by implementation of all of the following:

- Plan 3: Armstrong Creek South Precinct Urban Structure;
- Plan 16: Main Stormwater Drainage Network;
- Appendix 2: Public Open Space Guidelines;
- Appendix 5: Stormwater Management Strategy - Implementation Guidelines.

4.7.3 Planning and Design Guidelines: Drainage and Floodplain Management

The following planning and design guidelines for drainage and floodplain management must be met.

- The construction of the northwest wetland must be staged, in conjunction with the development to the west (Property 57 in the Armstrong Creek East PSP), in a manner that ensures timely delivery of the ultimate drainage solution.
- Development including subdivision within the Q100 flood event (existing and proposed) (refer to Plan 16 (Main Stormwater Drainage Network)) must be designed to satisfy the requirements of the Corangamite Catchment Management Authority (CCMA), including any interim flood mitigation works, to the satisfaction of the Responsible Authority.
- The minimum surface gradient on all lots to allow for appropriate drainage must be to the satisfaction of the Responsible Authority.
- The minimum finished surface level (excluding access driveways and paths) on all lots must be not less than 300 millimetres above the Q100 flood event.
- The minimum floor level on all buildings must be no less than 3.65 metres AHD except for lots in the south-east corner where the recommended minimum floor level is 650 millimetres above the future 100 year ARI flood level or 300 millimetres above the overtopping level of the future Barwon Heads Road (whichever is the higher).
- Underground drainage must cater for the flood events as specified in the drainage strategy endorsed by CoGG for ACSP.
- Wetlands and retarding basins must be generally located in accordance with Plan 16 Main Stormwater Drainage Network.

- The minimum floor level on all buildings must be 600 millimetres above the Q100 flood event. On roads used as floodways not flanking main waterways, floor levels on all lots should be not less than 300 mm above 100 year ARI flood levels as measured at the midpoint of the lot. The absolute minimum floor level of any building in the ACSP is 3.65m AHD which is 600mm above the Q100 level for the Barwon River floodplain.

- Culvert augmentation / upgrade works for major drainage must be provided to the satisfaction of the Responsible Authority for all road crossings.

- Piped and open drains, water quality treatment 'trains' and peak flow retardation, must be provided to the satisfaction of the Responsible Authority.

- Local retardation basins, overland flow paths, water quality treatment 'trains' and stream interface / outlet works, must be provided to the satisfaction of the Responsible Authority on relevant land parcels in accordance with the stormwater management strategy for ACSP, as approved by the relevant drainage authority.

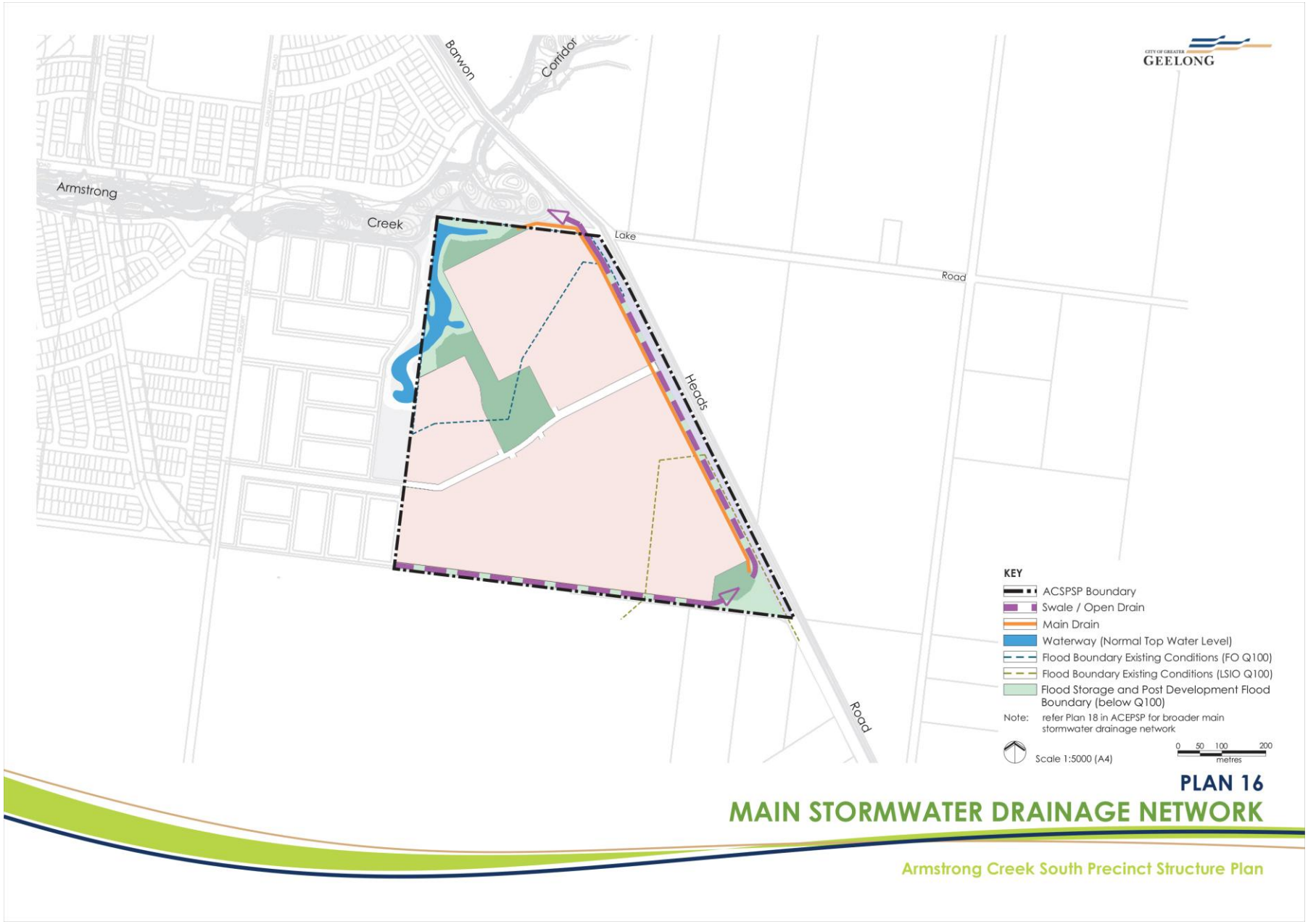
- Areas specified on the fill plan (*refer Plan 6: Specified Fill Areas*) must be filled to levels to comply with requirements of unencumbered public open space to the satisfaction of the Responsible Authority.

The following planning and design guidelines should be met.

- Rainwater tanks are recommended for each dwelling and other relevant building structures.

Table 5: Drainage and Floodplain Management Authorities

Management Item	Relevant Authority
Drainage	CoGG
Floodplain Management	Corangamite Catchment Management Authority


Barwon
Corridor
Armstrong
Creek
Lake
Road
Heads
Road
KEY
ACSPSP Boundary
Swale / Open Drain
Main Drain
Waterway (Normal Top Water Level)
Flood Boundary Existing Conditions (FO Q100)
Flood Boundary Existing Conditions (LSIO Q100)
Flood Storage and Post Development Flood Boundary (below Q100)
Note: refer Plan 18 in ACEPSP for broader main stormwater drainage network
Scale 1:5000 (A4)
0 50 100 200
metres
PLAN 16
MAIN STORMWATER DRAINAGE NETWORK
Armstrong Creek South Precinct Structure Plan

5 PRECINCT INFRASTRUCTURE PLAN

5.1 INTRODUCTION

This Precinct Infrastructure Plan (***refer Table 6: Infrastructure Required in Armstrong Creek South Precinct***) summarises the infrastructure required to ensure the appropriate development of ACSP generally in accordance with the ACSPSP. The infrastructure is to be provided through a number of mechanisms including:

- land development works and / or full funding by developers (individually or jointly in some cases);
- development contributions (community infrastructure levy and development infrastructure levy);
- utility service provider works and / or funding;
- capital works and / or funding by the Australian Government, State Government, CoGG and other agencies and non-Government organisations;
- grants funding available from a variety of sources.

Table 6: Infrastructure Required in Armstrong Creek South Precinct

Project	Title / Description	Lead Agency	Funding Responsibility
8.1	**Transport and Movement**		
	Barwon Heads Road		
	Land and construction	Roads Corporation	Roads Corporation
	Intersection with Connector Street – including provision of a signalised pedestrian crossing	Roads Corporation	Armstrong Creek South development contributions
	Other Road Items		
	Connector Streets	Developer	Developer
	Typical Local Access Street	Developer	Developer
	Typical Local Access Street (adjacent to public open space)	Developer	Developer
	Access Lane	Developer	Developer
8.2	**Drainage**		
	Wetland / retarding	Developer	Developer
	Waterway / drainage line	Developer	Developer
8.2	**Open Space**		
	Unencumbered passive public open space	Developer	Developer
	Playground	Developer	Armstrong Creek South development contributions
	Shared path through ACSP open space area connecting to ACEP	Developer	Armstrong Creek South development contributions
8.3	**Public Transport**		
	Bus Services	Public Transport Victoria	Public Transport Victoria
	Bus Stops	Public Transport Victoria	Developer
8.4	**Utilities and Energy**		
	Potable water / Recycled water	Barwon Water	Barwon Water / Developer
	Sewerage	Barwon Water	Barwon Water / Developer
	Electricity	Powercor	Powercor
	Gas	SPAusNet	SPAusNet
	Telecommunications	NBN Co or other supplier	NBN Co or other supplier

5.1.1 Land Development Works by Developers

As part of land development works, new development by a developer must provide and fully fund the cost of delivering the following infrastructure on or where abutting or related to the land:

- land and construction of roads including related culverts, intersection works and traffic management measures for all roads and streets as listed in Appendix 3;
- landscaping of all relevant roads and streets as listed in Appendix 3; local walking / cycling paths along streets in accordance with Appendix 3 and the relevant road cross-sections;
- unencumbered land equal to 10 per cent of the net developable area for public open space, to be located as specified on Plan 5 or cash-in-lieu to the equivalent value, all subject to equalisation;
- local infrastructure as required by utility service providers including water, sewerage, electricity, gas and telecommunications;
- all drainage system and flood mitigation works (excluding ACUGA drainage infrastructure works, that are included in development contributions plans); and,
- embellishment of encumbered land, as required in the S173 Agreement..

5.1.2 Development Contributions

Infrastructure obligations within the ACSP are set out in the form of an agreement in accordance with Section 173 of the Planning and Environment Act 1987. This Agreement has been prepared in conjunction with this ACSPSP. This Agreement specified the particular projects, costs and obligations for delivery and has been signed by the relevant parties.

5.2 INFRASTRUCTURE AND SERVICES REQUIRED OUTSIDE ACSP TO SUPPORT DEVELOPMENT OF ACSP

The DCP provides for:

- acquisition of land and construction of the drainage diversion channel from Armstrong Creek wetlands around Baensch's wetland and Hospital Swamps to the Sparrovale wetlands and associated works;
- contributions to required community infrastructure being provided in ACEP.

Otherwise there is no infrastructure or services outside ACSP required to be provided by developers or through the ACSP development contributions to support its development.

5.3 DELIVERY AND MONITORING

CoGG will monitor the implementation of the Precinct Infrastructure Plan.

6 OTHER INFORMATION

6.1 ACRONYMS AND GLOSSARY

Appendix 6 contains a list of acronyms used throughout this ACSPSP together with a glossary of words.

6.2 SUPPORTING INFORMATION

Armstrong Creek East Precinct Structure Plan, City of Greater Geelong, May 2010 (Amended November 2011)

Armstrong Creek East Precinct Development Contributions Plan, Urban Enterprise Pty Ltd, November 2011

Biodiversity Assessment, 892-990, Barwon Heads Road, Armstrong Creek, Ecology and Heritage Partners Pty Ltd, May 2015

Cultural Heritage Letter of Advice for proposed rezoning and subsequent subdivision at 892-990 Barwon Heads Road, Armstrong Creek, Victoria, Ecology and Heritage Partners, 14 May 2015

Infrastructure Servicing Report 892-990 Barwon Heads Road, Armstrong Creek, SMEC Australia Pty Ltd, May 2015

Armstrong Creek South Precinct (ACSP) Stormwater Management Strategy (SWMS) , as amended

892-990 Barwon Heads Road, Armstrong Creek, Traffic Impact Assessment, SMEC Australia Pty Ltd, July 2015

Warralily Desktop Contamination Assessment, Desktop Contamination Assessment to Support Council Exhibition Requirements, Coffey Environments Australia Pty Ltd, 29 April 2015

APPENDIX 1

INDICATIVE STREET TREE PLANTING

ARMSTRONG CREEK SOUTH PSP - Preferred Street Tree Species List

Road / Area Type	Botanical Name	Common Name	Minimum planting space requirements (Naturestrip width)	Not in naturest rips
Arterial Road	*Angophora costata*	*Smooth-barked Apple Myrtle*	3m	
	Brachychiton populneus	*Kurrajong*	3m	
	Corymbia eximia	*Yellow Bloodwood*	3m	
	Corymbia ficifolia	*Flowering Gum*	2m	
	Corymbia maculata	*Spotted Gum*	4m	
	Lophostemon confertus	*Queensland Brush Box*	3m	
	Platanus acerifolia	*London Plane*	4m	
	Quercus robur	*English oak*	4m	
Collector Road	*Acacia melanoxylon*	*Blackwood*	3m	
	Brachychiton populneus	*Kurrajong*	2m	
	Corymbia ficifolia	*Flowering Gum*	2m	
	Eucalyptus mannifera ssp maculosa	*Red Spotted Gum*	Open Space Area	x
	Eucalyptus mannifera ssp mannifera	*Brittle Gum*	Open Space Area	x
	Eucalyptus melliodora	*Yellow Box*	Open Space Area	x
	Eucalyptus sideroxylon	*Red Ironbark*	2m	
	Eucalyptus scoparia	*Wallangarra White Gum*	2m	
	Quercus robur	*English oak*	4m	
	Ulmus parvifolia 'Todd'	*Upright Chinese Elm*	2m	
Residential Area	*Acacia implexa*	*Lightwood*	2m	
	Acacia melanoxylon	*Blackwood*	3m	
	Angophora costata	*Smooth-barked Apple Myrtle*	3m	
	Brachychiton populneus	*Kurrajong*	3m	
	Banksia marginata	*Silver Banksia*	2m	
	Corymbia citriodora	*Lemon-scented Gum*	4m	
	Corymbia maculata	*Spotted Gum*	4m	
	Corymbia eximia 'nana'	*Dwarf Yellow Bloodwood*	2m	
	Corymbia ficifolia	*Flowering Gum*	2m	
	Eucalyptus mannifera 'Little Spotty'	*Little Spotty Gum*	2m	
	Eucalyptus melliodora	*Yellow Box*	Open Space Area	x
	Eucalyptus sideroxylon Rosea	*Red flowering Ironbark*	3m	
	Eucalyptus scoparia	*Wallangarra White Gum*	2m	
	Lagerstroemia indica cultivars	*Crepe Myrtle*	Garden beds only	x
	Lophostemon confertus	*Queensland Brush Box*	3m	
	Magnolia grandiflora 'Greenback'	*Magnolia*	3m	
	Pyrus calleryana 'Capital'	*Upright Ornamental Pear*	2m	
	Pyrus calleryana 'Chanticleer'	*Ornamental Pear*	2m	
	Quercus palustris	*Pin Oak*	3m	
	Robinia pseudoacacia varieties	*Golden Robinia*	Garden beds only	x
	Tristaniopsis laurina	*Kanooka*	2m	
	Ulmus glabra Lutescens	*Golden Elm*	3m	

Road / Area Type	Botanical Name	Common Name	Minimum planting space requirements (Naturestrip width)	Not in naturest rips
Open Space Areas	*Eucalyptus leucoxylon ssp connata*	*Melbourne Yellow Gum*		
	Eucalyptus leucoxylon ssp Bellerinensis	*Bellarine Yellow Gum*		
	Acacia implexa	*Lightwood*		
	Acacia melanoxylon	*Blackwood*		
	Acacia pycnantha	*Golden Wattle*		
	Eucalyptus viminalis	*Manna Gum*		
	Eucalyptus camaldulensis	*River Red Gum*		
	Eucalyptus melliodora	*Yellow Box*		
	Eucalyptus ovata	*Swamp Gum*		
	Allocasuarina verticillata	*Drooping Sheoak*		
	Melaleuca lanceolata	*Moonah*		
	Banksia marginata	*Silver Banksia*		
	Allocasuarina littoralis	*Black Sheoak*		

APPENDIX 2

PUBLIC OPEN SPACE GUIDELINES

Public Open Space Characteristic	Planning and Design Guidelines
All spaces	▪ Spaces should be designed and developed to assist in promoting 'sense of place' and community for people of all ages, providing opportunities to meet and interact in appropriate spaces in suitable ways and times. It should provide popular passive (including for walking, sitting, contemplating, picnicking and such) spaces and landscapes. ▪ Spaces should be well-designed (that is, fit for their intended purpose, useable and attractive - a place where people want to be). ▪ Spaces should, as appropriate to their functions, contain shade and shelter, 'kick-about' areas and viewing places. ▪ All spaces should be developed to maximise active and passive surveillance from adjoining areas and uses.
Common boundary with roads	▪ Spaces (other than easements) should have a road frontage to all boundaries except where addressed directly by purpose-designed active-frontage alternative land uses. Public open space that is linear in nature to provide for an infrastructure easement should be developed to include some variety of boundary finish such as feature fencing to the side or rear of lots, abutting court heads and sections of road frontage. ▪ Design of spaces should ensure safety of users in respect of traffic on adjoining roads. ▪ Streetscape planting and paths should complement and integrate with the abutting open space design.
Common boundary with residential development	▪ Spaces should be enhanced by careful design of residential, community and commercial development adjacent to it. ▪ The primary frontage of development that immediately abuts open space areas should address and promote use and surveillance of the parkland. ▪ Development abutting open space should be well articulated and facilitate passive surveillance with windows, balconies and pedestrian access points. ▪ Rear fencing and blank walls of abutting development should be avoided. A road at the interface between public open space and other land uses can be an appropriate transition mechanism between the two uses. ▪ Where fencing is required it should be low height and permeable to facilitate public safety and surveillance. ▪ Landscaping of adjoining development should complement the open space landscape design.
Multi-use recreation and drainage	▪ Walking / cycling links and other recreation opportunities should be incorporated with the drainage system to maximise land use sustainability. ▪ Pedestrian bridges and boardwalks should be incorporated into the path network to facilitate permeability of neighbourhoods. ▪ Paths, bridges, boardwalks and structures should be designed to be at least above a minimum of the Q10 flood event to the satisfaction of the relevant authority.
Structures	▪ Structures should be sited above the Q100 flood event and designed to integrate with and complement rather than dominate the landscape.

Public Open Space Characteristic	Planning and Design Guidelines
	▪ Structures should be sited to frame spaces or punctuate vistas and should avoid disrupting usable and effective spaces. ▪ Structures should be attractive in design with planned solar orientation, materials choices, design detailing and plant and equipment, maximising total life-cycle sustainability. ▪ Material choices should complement the proposed landscape character.
Public safety	▪ Open spaces should be designed to be safe and comfortable places that encourage use by a wide range of people. ▪ The use of the design principles known as 'Crime Prevention through Environmental Design' (CPTED) should guide the design of spaces and the infrastructure they contain. ▪ Surrounding land uses should provide passive surveillance of adjoining open space and planting design should promote a highly visible public realm. ▪ The detailed design of spaces that immediately abut development should complement and enhance the function and safety of that development. ▪ Paths should facilitate clear, direct and easy movement to and from key destinations. ▪ Lighting in open spaces should be encouraged along key walking / cycling links for safe pedestrian movement throughout the network but discourage inappropriate use of main parkland areas after dark. ▪ Light fittings should be energy efficient and 'cut-off' type to direct light where it is required and reduce unnecessary spill to sides or above. ▪ Light fittings should be compact fluorescent or similar that emit white light.
Landscape character	▪ A predominantly indigenous and Australian native planting theme supporting the biodiversity values of ACSP and adjoining ACEP should characterise the open space network. ▪ Exotic species may be appropriate in locations with the approval of the Responsible Authority. ▪ Species chosen should be appropriately robust to perform adequately in the local urban environment and micro-climate. ▪ Exotic and Australian native species should be considered to achieve particular planting effects in ACSP such as highlight planting at entries and key focal points as well as avenues. ▪ Advice should be sought from CoGG staff regarding suitability of proposed species before confirming plant schedules.
Other elements and infrastructure	▪ The design and siting of landscape elements and infrastructure should complement the area. ▪ Infrastructure such as playgrounds, shelters, barbeques, picnic tables, toilets and such, should be clustered in nodes. Park planting themes should enhance and complement these nodes. ▪ Park seating should be provided about every 400 metres along key paths. ▪ Use of bollards and fencing should be functional in the particular circumstances, should not restrict surveillance and should be kept to a minimum. ▪ Where car parking is required within spaces, it should be designed with shade trees to minimise large areas of open, unshaded hard surfaces. ▪ Safe pedestrian access should be integrated within car park designs. ▪ Opportunities should be considered for appropriate urban art.

Public Open Space Characteristic	Planning and Design Guidelines
Signs and furniture	▪ Parks should be signed clearly, if required. ▪ Generally, signs within parks should be kept to a minimum with locations focused on key access or heritage interpretation points and major pedestrian / cycle routes. ▪ Furniture and materials should be co-ordinated and should complement the overall landscape design theme.
Water sensitive urban design	▪ The design and layout of spaces should maximise water use efficiency, stormwater quality and long term health of vegetation through the use of water sensitive urban design (WSUD) initiatives. ▪ WSUD principles should include excess run-off water from within or where appropriate external to the space, being directed to support watering regimes rather than being diverted to drains. ▪ Warm season grasses should be used within passive reserves and sports fields to minimise recycled, harvested and potable water use. ▪ Opportunities for water harvesting / reuse should be maximised where possible within or abutting public open space.

APPENDIX 3

ROAD DESIGN AND DELIVERY CHARACTERISTICS

Category	Related Cross Section in ACSPSP	Road / Street	Existing Reserve (metres)	Ultimate Reserve (metres)	Indicative Vehicles per Day (VPD maximum)	Traffic Lanes	Dedicated Parking Lanes	Median	Speed Limit (Maximum)	Bus Compatible	Property Access	On Road Cycle Lane	Shared Path (2.5 metres)	Footpath (1.5 metres)	Construction Responsibility *	Funding Responsibility	Trigger for construction
Existing Arterial	-	Barwon Heads Road	20-40	40	20,000 to 25,000	4	0	Yes	80	Yes	No	Yes x2	No	No	Roads Corporation	Roads Corporation	As required
Typical Connector Street	Figure B	Typical Connector Street 'A-F'	N/A	21.6	4,800	2	Yes 2	No	60	Yes	Yes	Yes	Yes (as nominated)	Yes x2	Developer	Developer	As abutting development occurs
Local Access Street	Figure F	Typical Local Access Street	0	16.0	2,000 to 3,000	2	0	No	50	No	Yes	No	No	Yes x 2	Developer	Developer	As abutting development occurs
Local Access Street - Beside Public Open Space	Figure E	Typical Local Access Street - Beside Pubic Open Space	0	13.5	1,000 to 2,000	2	0	No	50	No	Yes	No	Yes x 1	Yes x 1	Developer	Developer	As abutting development occurs
Frontage Road	Figure F	Service Roads to Barwon Heads Road	0	12	<1,000	1	1	No	50	No	Yes	No	No	Yes x 1	Developer	Developer	As abutting development occurs
Access Place	-	Access Place	0	13.3	300 to 1,000	2	0	No	50	No	Yes	No	No	Yes x 1	Developer	Developer	As abutting development occurs
Access Lane	-	Access Lane	0	6-8	<300	2	0	No	10	No	Yes (rear access only)	No	No	No	Developer	Developer	As abutting development occurs

APPENDIX 4

ROAD CROSS SECTIONS

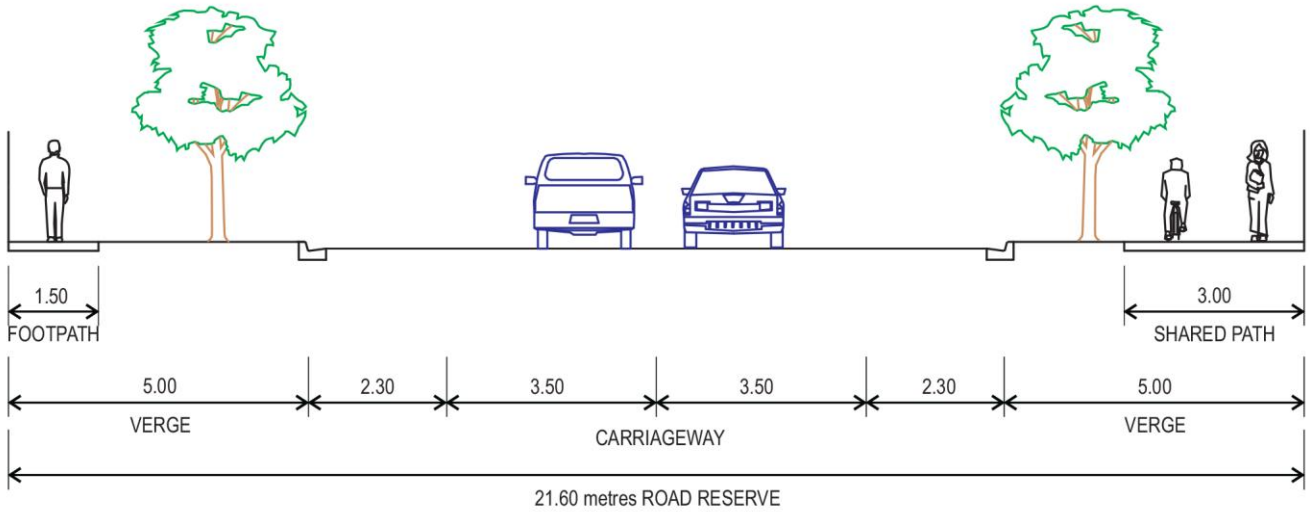


FIGURE B

CONNECTOR ROAD (EAST OF PUBLIC OPEN SPACE)

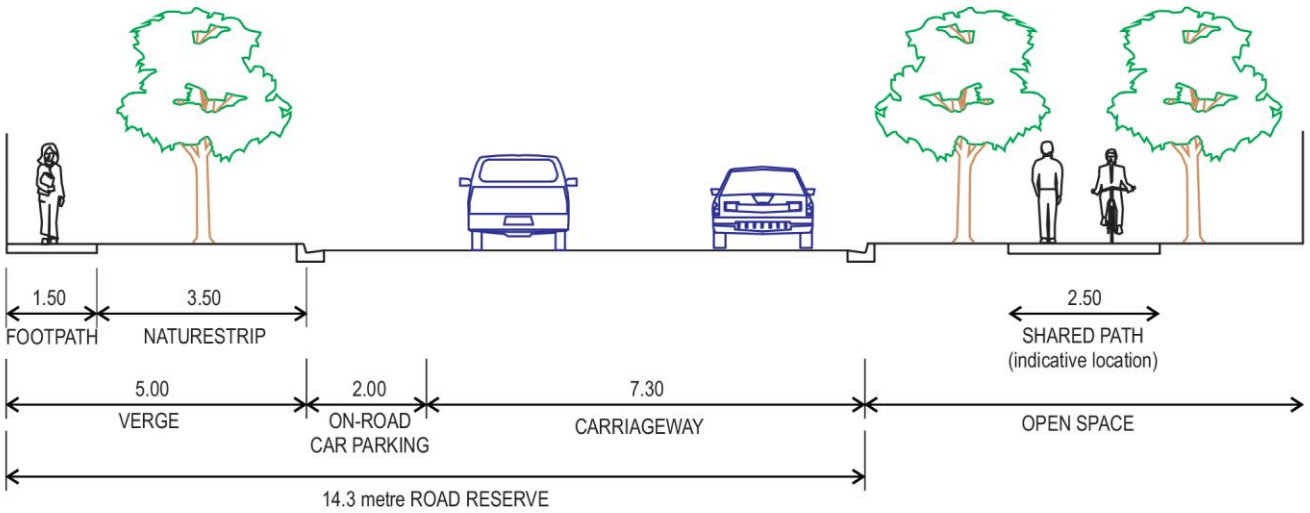


FIGURE C

LOCAL ACCESS STREET: ADJACENT TO PUBLIC OPEN SPACE (unencumbered and unencumbered)

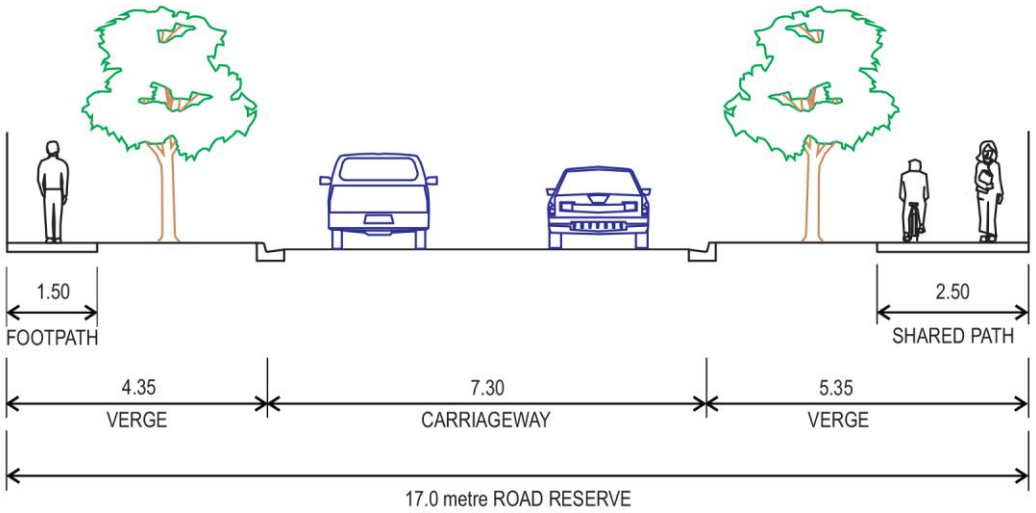


FIGURE D

LOCAL ACCESS STREET: ADJACENT TO PUBLIC OPEN SPACE (unencumbered and unencumbered)

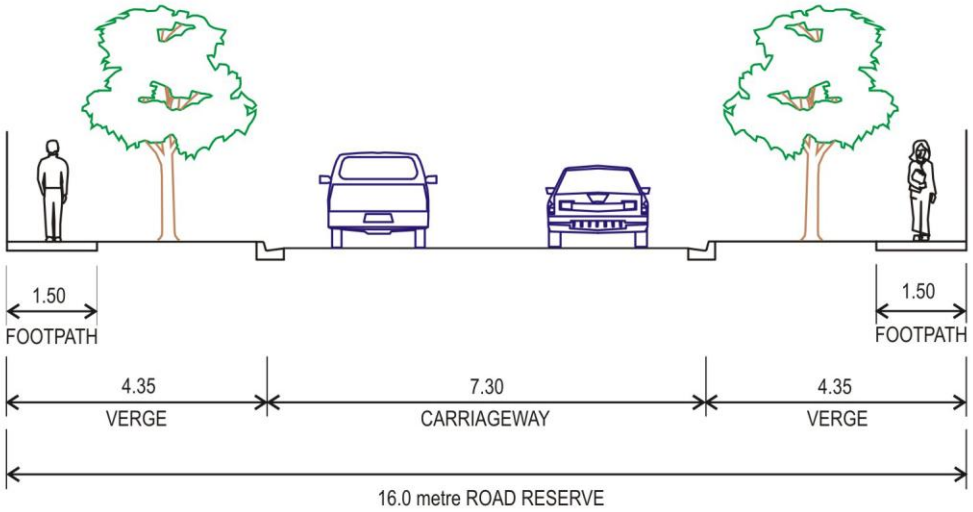


FIGURE E

TYPICAL LOCAL STREET

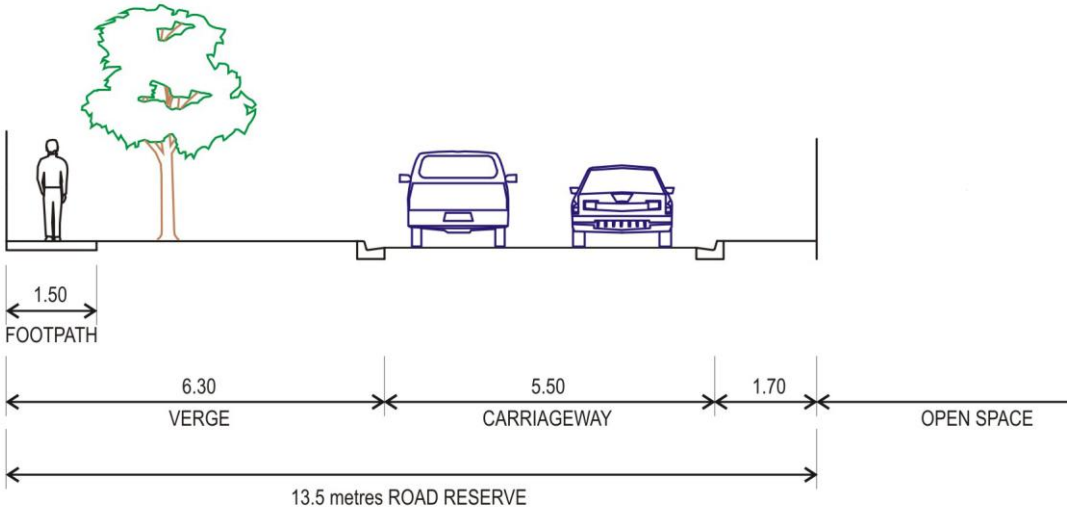


FIGURE F

LOCAL ACCESS STREET: ADJACENT TO PUBLIC OPEN SPACE (Except Street Abutting Southeast Boundary of Public Open Space)

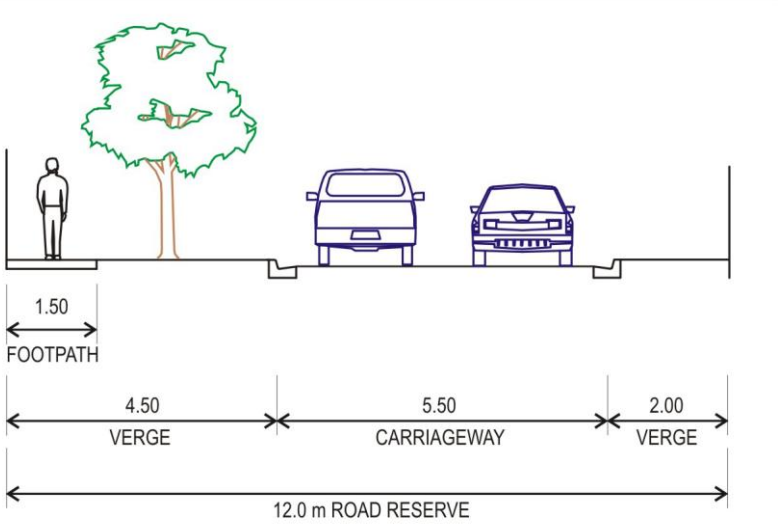


FIGURE G

TYPICAL LOCAL ACCESS STREET AS FRONTAGE ROAD TO BARWON HEADS ROAD

APPENDIX 5

ACSP STORMWATER MANAGEMENT STRATEGY - IMPLEMENTATION GUIDELINES

The Armstrong Creek South Precinct Storm Water Management Strategy (ACSP SWMS V4, 24 July 2015), sets out the requirements for main drainage and floodplain management across ACSP and includes the drainage diversion channel to the Sparrovale wetlands that will resolve urban run-off issues from the ACUGA development. The main drainage assets and waterways that are to be constructed are shown on Plan 16 - Main Stormwater Drainage Network. Costings for main drainage works are included in the development contributions.

Full details of the stormwater management strategy are contained within the ACSP SWMS approved by the drainage authority and Responsible Authority.

APPENDIX 6

ACRONYMS AND GLOSSARY

AAV	Office of Aboriginal Affairs Victoria
ABS	Australian Bureau of Statistics
ACEP	Armstrong Creek East Precinct
ACEPSP	Armstrong Creek East Precinct Structure Plan
ACSP	Armstrong Creek South Precinct
ACSPSP	Armstrong Creek South Precinct Structure Plan
ACUGA	Armstrong Creek Urban Growth Area
ACUGP	Armstrong Creek Urban Growth Plan, Volume 1, May 2010 (amended June 2015)
CCMA	Corangamite Catchment Management Authority
CoGG	City of Greater Geelong
DET	Department of Education and Training
DELWP	Department of Environment, Land Water and Planning
EVC	Ecological Vegetation Class
HBP	Horseshoe Bend Precinct
GDA	Gross Development Area
NDA	Net Developable Area
PPTN	Principal Public Transport Network
PSP	Precinct Structure Plan
RDA	Residential Development Area
Sparrovale Wetlands	109-215 Sparrowvale Road Conewarre (Lot 1 TP 6739X Vol 9966 Fol. 239) 1-87 Groves Road Conewarre (Lot 1 LP 200409Q Vol 09629 Fol . 685)

Glossary of Terms

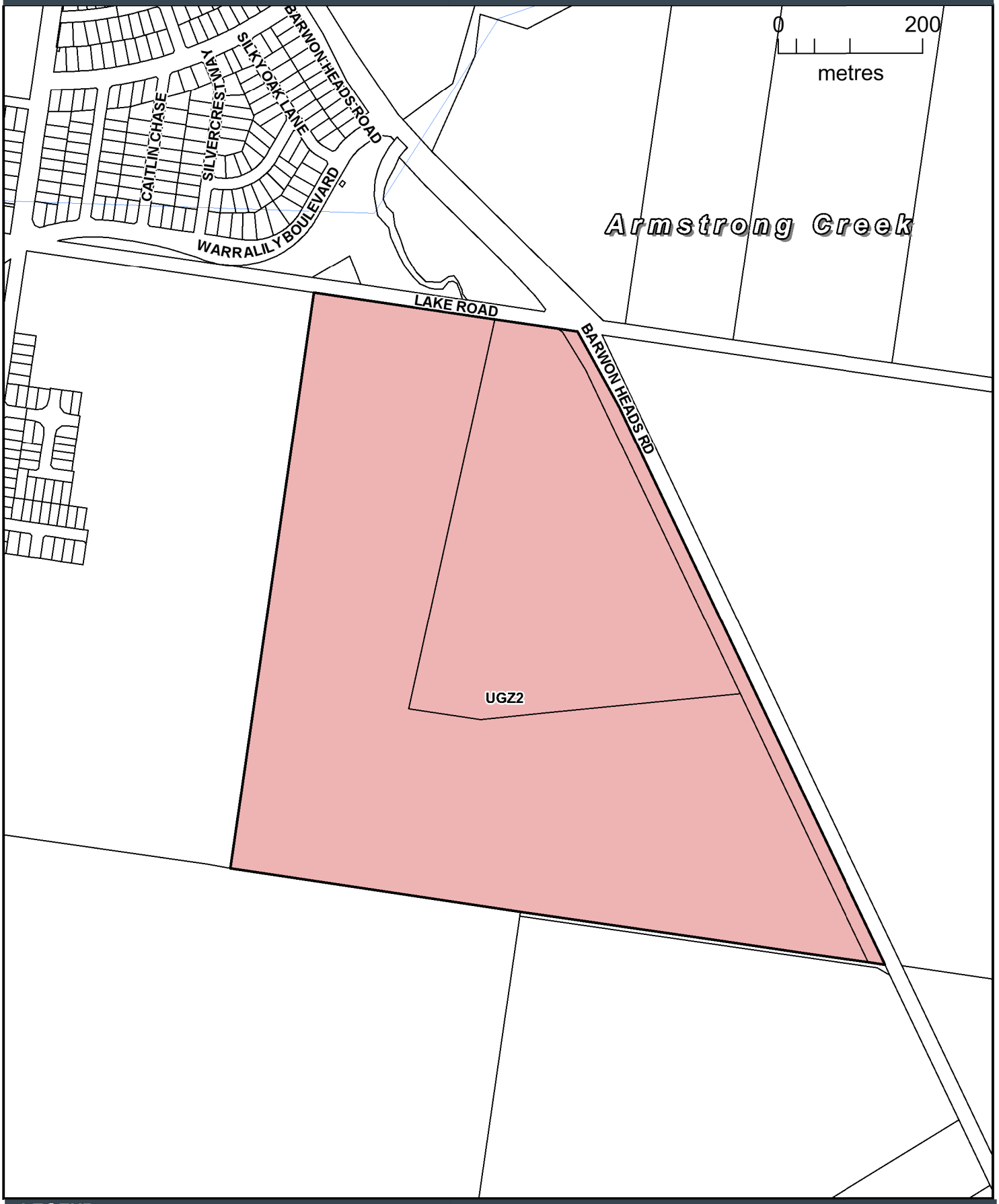
Term	Definition
Active public open space	Land set aside for the specific purpose of formal outdoor sports by the community.
Affordable housing	Well-located housing, appropriate to the needs of a given household, where the cost (whether mortgage repayment or rent) is no more than 30 per cent of the income of that household. Exceeding the mark places one under 'housing stress', particularly in the lower 40 per cent of the income distribution scale.
Bulk earthworks	The general shaping of land to levels suitable as a base for the construction of ovals and other planned recreation activities.
Co-location	Adjoining land uses to enable complementary programs, activities and services and shared use of resources. For example, the co-location of schools and active open space.
Community facilities	Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs and activities. This includes facilities for education and learning (such as childcare, pre-schools, government and non-government primary and secondary schools, universities, adult learning centres), health and community services (such as maternal and child health, hospitals, aged care, doctors, dentists, family and youth services, specialist health services); community (such as civic centres, libraries, neighbourhood houses), arts and culture (such as galleries, museums, performance space), sport, recreation and leisure (such as public open space, swimming pools and other recreation), justice (such as law courts), voluntary and faith (such as places of worship) and emergency services (such as police, fire and ambulance stations).
Conventional density housing	Housing with average density of 10 to 15 dwellings per net developable hectare.
Developer	The proponent for the proposed development of land or the planning permit applicant for a

Term	Definition
	proposed new land use or development.
Development	Includes: a) the construction or exterior alteration or exterior decoration of a building; and b) the demolition or removal of a building or works; and c) the construction or carrying out of works; and d) the subdivision or consolidation of land, including buildings or airspace; and e) the placing or relocation of a building or works on land; and f) the construction or putting up for display of signs or hoardings.
Equalisation – unencumbered land for public open space	If the ACSP is retained in two ownerships, each property owner in ACSP must provide land or cash-in-lieu equal to 10 per cent of the net developable area of ACSP, at a pro-rata rate equivalent to the net developable area of that property. A property with greater than 10 per cent unencumbered public open space will receive compensation for the value of the land above 10 per cent. A property with less than 10 per cent unencumbered public open space will be required to pay cash-in-lieu equal to the value of the land less than 10 per cent.
Encumbered public open space	Land for public open space that is constrained for power / transmission lines, sewers, gas, waterways / drainage; retarding basins / wetlands; landfill; conservation and heritage areas. This land may be used for a range of activities including walking / cycling trails and active recreation.
Framework Plan	Armstrong Creek Urban Growth Plan - Framework Plan May 2010 (Amended June 2015)
Frontage	The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building or proposed building faces.
Gross residential density	Gross residential density means the number of dwellings per hectare of land excluding encumbered land, arterial roads and other roads

Term	Definition
	with four or more lanes.
Linear public open space network	Corridors of public open space, mainly along waterways that link together forming a network.
Medium density housing	Housing with an average density of 16 to 30 dwellings per net developable hectare.
Net developable area	Land within the ACSP available for development. This excludes encumbered land, arterial roads, railway corridors, schools and community facilities and public open space. It includes lots, local streets and connector streets. Net Developable Area may be expressed in terms of hectare units (i.e. NDHa).
Net residential area	As for net developable area but excluding commercial / retail component of town centre and other existing or permitted non-residential land uses (e.g. golf course sites).
Passive public open space	Public open space that is set aside for parks, gardens, linear corridors, conservation bushlands, nature reserves, public squares and community gardens that are made available for passive recreation, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.
Q10 flood event	In relation to land, is the area that may be flooded by the Barwon River or Armstrong Creek topping their banks in a rainfall event that has a 10 per cent chance statistically of occurring in any year or, looking at it another way, is the area that statistically would be affected by such a flood on a once in 10 years average return interval.
Q100 flood event	In relation to land, is the area that may be flooded by the Barwon River or Armstrong Creek topping their banks in a rainfall event that has a 1 per cent chance statistically of occurring in any year or, looking at it another way, is the area that statistically would be affected by such a flood on a once in 100 years average return interval.
Ramsar	The Convention on wetlands is a global intergovernmental treaty that provides the

Term	Definition
	framework for national action and international cooperation for the conservation and wise use of wetlands and their resources. It was adopted in the Iranian city of Ramsar in 1971 and came into force in 1975.
Scheme	Greater Geelong Planning Scheme
Social housing	Non-profit housing owned and managed for the primary purpose of meeting social objectives such as affordable rents, responsible management, security of tenure and good location in relation to employment services. The term encompasses public housing and includes housing owned or managed by housing associations and community housing.
Sparrovale wetlands	The name given to land at 109-215 Sparrowvale Road (Sparrovale Farm – 436 hectares) and 1-87 Groves Road (Cold Winds – 87 hectares) Armstrong Creek. The land forms part of the Barwon River floodplain.
Water sensitive urban design	A sustainable water management approach that aims to provide water-quality treatment, flood management and green landscapes. Key principles include minimising water resistant areas; recharging natural groundwater aquifers (where appropriate) by increasing the amount of rain absorbed into the ground; encouraging on-site re-use of rain and incorporation of rain gardens; encouraging on-site treatment to improve water quality and remove pollution, and using temporary rainfall storage (retarding basins / wetlands) to reduce the load on drains.

GREATER GEELONG PLANNING SCHEME



LEGEND

UGZ2 URBAN GROWTH ZONE - SCHEDULE 2

Part of Planning Scheme Map 78

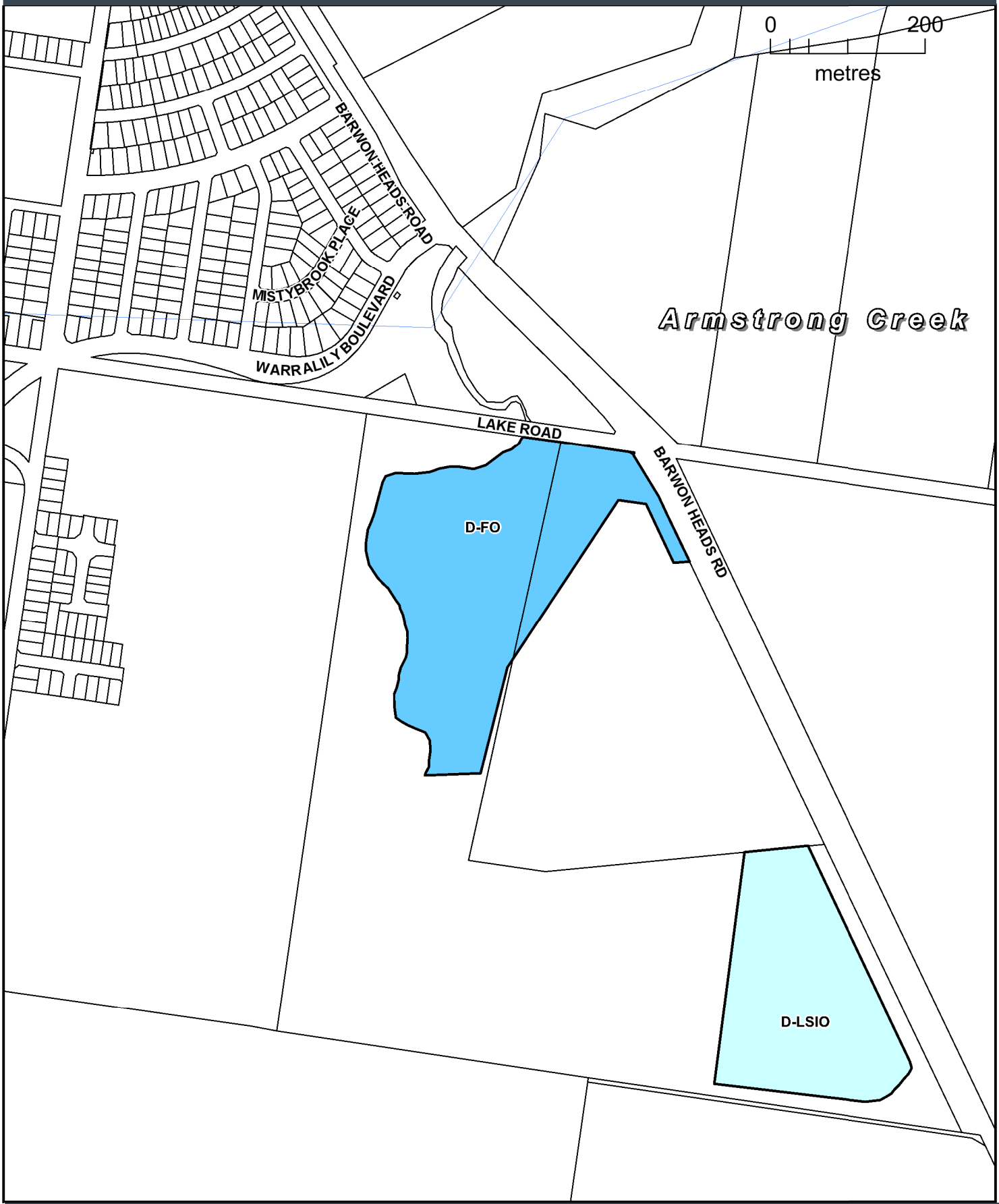
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| Planning Information Services |
| Planning |

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GREATER GEELONG PLANNING SCHEME



LEGEND

Part of Planning Scheme Map 78LSIO-FO

D-FO AREA TO BE DELETED FROM A FLOODWAY OVERLAY

D-LSIO AREA TO BE DELETED FROM A LAND SUBJECT TO INUNDATION OVERLAY

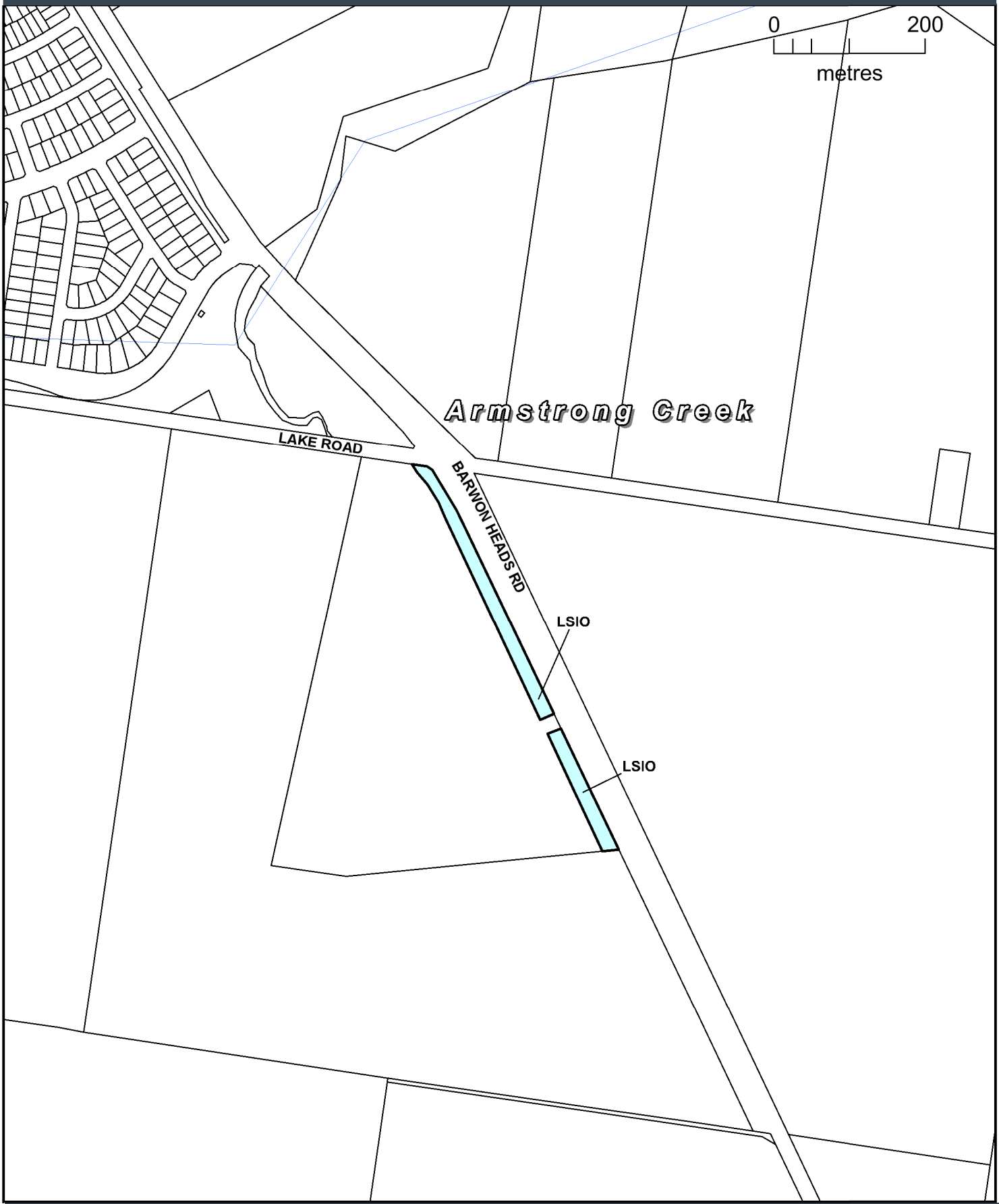
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| Planning |

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State Government Victoria

GREATER GEELONG PLANNING SCHEME



LEGEND

LSIO LAND SUBJECT TO INUNDATION OVERLAY

Part of Planning Scheme Map 78LSIO-FO

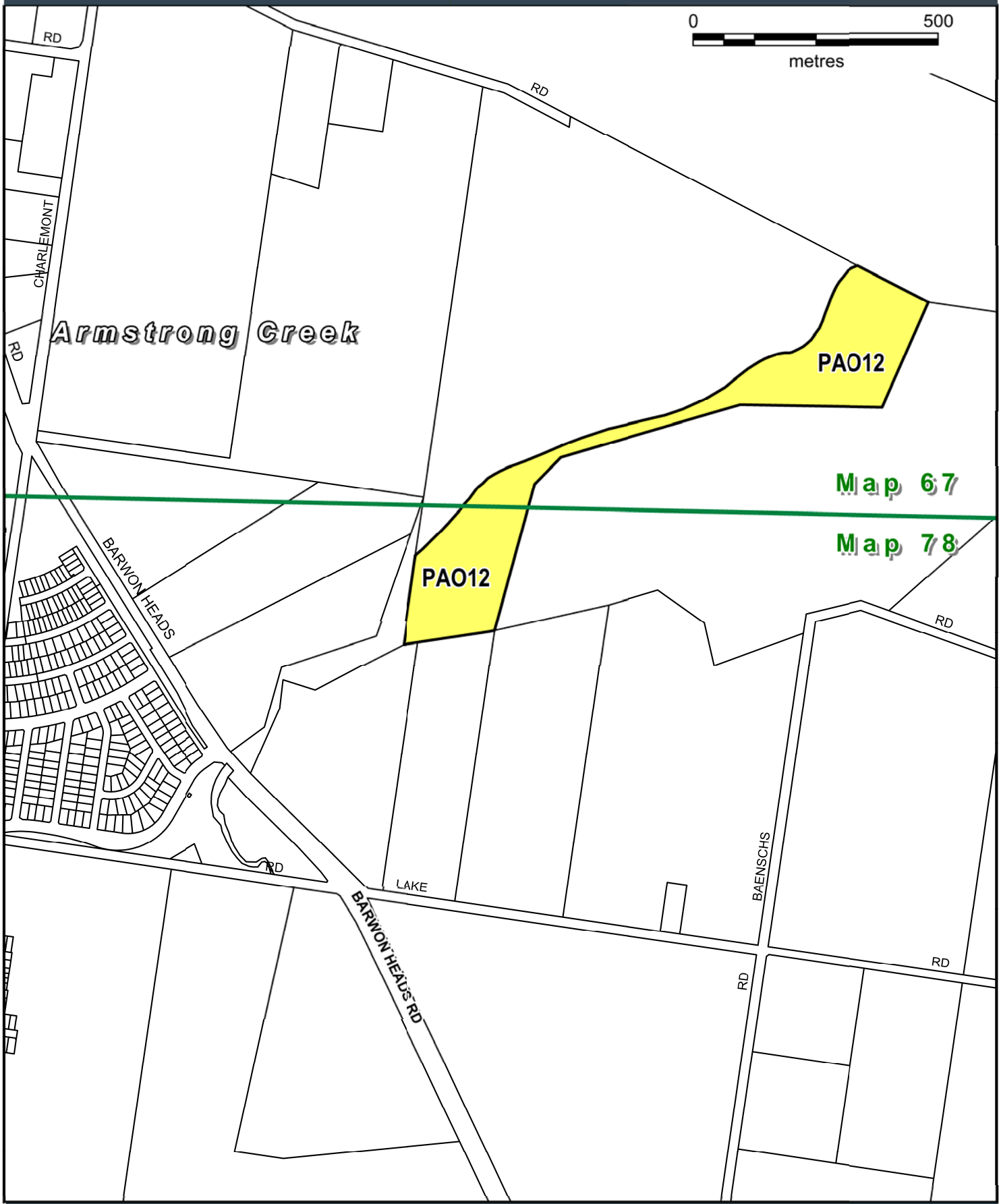
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GREATER GEELONG PLANNING SCHEME



LEGEND

PAO12 Public Acquisition Overlay - Schedule 12

Part of Planning Scheme Map Nos.67PAO & 78PAO

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| Planning |

Department of Environment, Land, Water & Planning

State Government Victoria

004

Dated May 2015

Planning agreement

Armstrong Creek South Precinct

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Agreement dated

Parties

Greater Geelong City Council
of 30 Gheringhap Street, Geelong, Victoria
(**Council**)

Ross Leslie Clancy
960-990 Barwon Heads Road, Connewarre, Victoria

Deborah Constance Brooks
930 Barwon Heads Road, Armstrong Creek, Victoria

Elizabeth Anne Clancy
Unit 2, 64 Regent Street, Whittington, Victoria

Bruce Murray Clancy
930 Barwon Heads Road, Armstrong Creek, Victoria

Karalyn Anne Keirl
960 Barwon Heads Road, Connewarre, Victoria

Brian Edwin Keirl
960 Barwon Heads Road, Connewarre, Victoria

CGM Land Pty Ltd ACN 128 508 752 of 501 Blackburn Road, Mount Waverley, Victoria
(**Developer**)

Recitals

A The Council is responsible for the administration and enforcement of the Greater Geelong Planning Scheme (**Planning Scheme**) pursuant to the provisions of the Act.

B The Owner is the registered proprietor or entitled to be registered as the proprietor of an estate in fee simple of the Land.

C The Land is subject to registered mortgages as shown in Schedule 2 to this Agreement in favour of the Mortgagee (the **Mortgagee**). The Mortgagee has consented to the Owner entering into this Agreement.

D The Land is subject to caveats as shown in Schedule 2 to this Agreement in favour of the Caveator. The Caveator has consented to the Owner entering into this Agreement.

E The Armstrong Creek Urban Growth Area is being developed over a number of years in accordance with Council's planned extension of the Greater Geelong urban area. The Armstrong Creek East Precinct (**ACEP**) is located about eight kilometres south of the Geelong central activities area. The land within ACEP is primarily zoned Schedule 2 to the Urban Growth Zone (**UGZ2**) and is affected by Schedule 3 to the Development Contributions Plan Overlay (**DCPO3**). The Land the subject of this Agreement directly abuts the south-eastern boundary of the ACEP.

F The Land is currently zoned Farming Zone. Council has prepared Amendment C301 to rezone the Land to UGZ2 and to amend UGZ2 to incorporate reference to the proposed structure plan for the Land, the Armstrong Creek South Precinct Structure Plan (**ACSPSP**). The Land will be known as the Armstrong Creek South Precinct (**ACSP**).

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G Technical work undertaken for the purposes of preparing the ACSPSP has included considering the infrastructure projects required as a result of the development of the Land and the appropriate level of development contributions required to deliver the projects. That work has informed:

(1) the infrastructure projects identified in this Agreement; and

(2) the level of development contributions payable under this Agreement.

H On this basis, the parties have agreed that instead of seeking to apply a Development Contributions Plan Overlay to the Land, the Owner will make development contributions in accordance with this Agreement.

I The parties have agreed that:

(1) this Agreement does not come into effect until the gazettal of Amendment C301;

(2) the Owner will pay a development infrastructure levy as specified by this Agreement;

(3) the Owner will pay a community infrastructure levy (**CIL**) as specified by this Agreement;

(4) if the Owner wishes to carry out works in kind in order to satisfy its development infrastructure levy obligations, it will be necessary for a separate agreement to be entered into with Council;

(5) the development infrastructure levies collected from the Owner will be applied by Council to the projects specified in Schedule 3 unless otherwise agreed between the Council and the Owner; and

(6) the Owner will provide 10% of the Land as unencumbered public open space.

J Pursuant to section 46L of the Act, the Owner is responsible for payment of the CIL at the time a building permit for the construction of a Purchaser's dwelling is issued. However, by this Agreement, the Developer and current Owners have agreed to collect the CIL on behalf of the City of Greater Geelong from each Purchaser at the time of settlement of the contract of sale to purchase a Residential Lot.

K The Developer is the purchaser of the Land pursuant to a contract of sale and, upon becoming the owner of the Land, will be responsible for the Owner's obligations in this Agreement.

L The parties enter into this Agreement to facilitate the requirements and agreements set out in these Recitals.

It is agreed

1 Definitions and interpretation

In this Agreement, the words and expressions set out in this clause have the following meanings unless the context admits otherwise:

(1) **ACEP** means the Armstrong Creek East Precinct;

(2) **ACSP** means the Armstrong Creek South Precinct;

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(3) **ACSPSP** means the Armstrong Creek South Precinct Structure Plan;

(4) **Act** means the Planning and Environment Act 1987;

(5) **Adjustment Index** means the Producer Price Indexes Australia, Victoria *(Table 17. Output of the Constructions 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;

(6) **Agreement** means this agreement and any agreement executed by the parties expressed to be supplemental to this agreement;

(7) **Amendment C301** means Planning Scheme amendment C301 as described in Recital F;

(8) **Balance Lot** means a lot that is not a Residential Lot or a Superlot and which is intended to be further subdivided before it is subdivided into Residential lots;

(9) **Caveator** means the persons so described in Schedule 2;

(10) **Council** means Greater Geelong City Council or its successor as the authority responsible for administering and enforcing the Planning Scheme or acting as the collecting agency for the purposes of section 46H of the Act and includes its agents, officers, employees, servants, workers and contractors;

(11) **Community Infrastructure Levy** means the per Residential Lot community infrastructure levy described in clause 6.1 of this Agreement;

(12) **DCPO3** means Schedule 3 to the Development Contributions Plan Overlay in the Planning Scheme;

(13) **Development Infrastructure Levy** means the development infrastructure levy described in clause 5.2;

(14) **Land** means the land so described in Schedule 2, a plan of which is included at Schedule 1;

(15) **Lot** means a lot that is created by the subdivision of all or part of the Land;

(16) **Mortgagee** means the persons so described in Schedule 2;

(17) **Owner** means the person registered or entitled from time to time to be registered by the Registrar of Titles as the proprietor of an estate in fee simple of the Land or any part of it and includes a Mortgagee in possession;

(18) **Plan of Subdivision** means a plan of subdivision which creates an additional lot or lots on the Land which can be disposed of separately or which is intended to be used for a dwelling or which can be re-subdivided;

(19) **Planning Scheme** means the Greater Geelong Planning Scheme and any successor instrument or other planning scheme which applies to the Land;

(20) **Purchaser** means a person who purchases a Lot from the Owner;

(21) **Residential Lot** means a lot which in the opinion of Council is of a size and dimension such that it is intended to be developed as a dwelling lot without further subdivision;

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(22) **Statement of Compliance** means a statement of compliance issued under the *Subdivision Act 1988*;

(23) **Superlot** means a Lot created or proposed to be created and that is either:

(a) identified as a superlot on a plan of subdivision;

(b) intended to be subdivided into a stage of further Residential Lots; or

(c) not a Residential lot or a Balance Lot.

(24) **Tribunal** means the Victorian Civil and Administrative Tribunal or its successor; and

(25) **UGZ2** means the Urban Growth Zone – Schedule 2 as it appears in the Planning Scheme.

2 Interpretation

In this Agreement, unless the context indicates otherwise:

(1) A reference to this Agreement includes any variation or replacement of it.

(2) The singular includes the plural and the plural includes the singular.

(3) A reference to a gender includes a reference to each other gender.

(4) A reference to a person includes a reference to a firm, corporation or other corporate body and their successors in law.

(5) If a party consists of more than one person this Agreement binds them jointly and each of them severally.

(6) A reference to a statute includes any subordinate instruments made under that statute.

(7) A reference to a statute includes any statutes amending, consolidating or replacing that statute.

(8) All headings are for ease of reference only and shall not be taken into account in the construction or interpretation of this Agreement.

(9) The recitals to this Agreement are and will be deemed to form part of this Agreement including any terms defined within the Recitals.

(10) The obligations of the Owner under this Agreement, will take effect as separate and several covenants which are annexed to and run at law and equity with the Land provided that if the Land is subdivided, this Agreement must be read and applied so that each subsequent owner of a lot is only responsible for those covenants and obligations which relate to that owner's lot.

3 Commencement of Agreement

The parties agree that this Agreement does not come into effect until the gazettal of Amendment C301.

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4 Obligations run with the Land

The obligations of the Owner under this Agreement, will take effect as separate and several covenants which are annexed to and run at law and equity with the Land provided that if the Land is subdivided, this Agreement must be read and applied so that each subsequent owner of a Lot is only responsible for those covenants and obligations which relate to that owner's Lot.

5 Development Infrastructure Levy

The Owner agrees that:

5.1 it will pay the Development Infrastructure Levy to Council in accordance with this clause;

5.2 the Development Infrastructure Levy is the amount of $249,683.48 payable in respect of each net developable hectare of the ACSPSP indexed annually as of 1 July **2017** by the Adjustment Index;

5.3 the Development Infrastructure Levy must be paid prior to, but not more than 21 days before, the issue of a Statement of Compliance in respect of any Plan of Subdivision creating a new Residential Lot; and

5.4 the Development Infrastructure Levy will be applied to fund the construction of the projects specified in Schedule 3 of this Agreement.

6 Community infrastructure levy

6.1 The Owner agrees that it will pay the Community Infrastructure Levy (**CIL**) to the Council in accordance with this clause. The CIL is:

(1) for each Residential Lot, $900; and

(2) for each Superlot, $900 multiplied by the assumed yield of Residential Lots from the Superlot as agreed between the Owner and the Council.

6.2 The CIL may only be increased if the amount referred to in section 46L of the Act is increased.

6.3 Notwithstanding s 46O of the Act, the Owner:

(1) agrees to incur a liability to pay the CIL in relation to each Residential Lot or Superlot when a Statement of Compliance is issued to create a Residential Lot or Superlot;

(2) agrees that the CIL liability incurred pursuant to Clause 6.3 (1) of this Agreement must be paid prior to the issue of any further Statements of Compliance in relation to the Land and no more than 21 days prior to the issue of the relevant Statement of Compliance;

(3) acknowledges that the Council may refuse to issue further Statements of Compliance in relation to the Land if the Owner fails to pay the CIL in accordance with Clause 6.3(2) above.

6.4 Notwithstanding Clause 6.3, the Owner agrees that the CIL relating to Lots created by the penultimate and final Statements of Compliance issued in respect of the Land must be paid prior to the issue of the final Statement of Compliance issued in respect of the Land.

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6.5 The parties agree that the Owner has the right to recover the CIL from the Purchaser at settlement through the inclusion of a special condition in the Purchaser's contract of sale.

7 Works in Kind

If the parties agree that one or all of the projects listed in Schedule 3, are to be provided as works in kind in lieu of payment of some or all of the Development Infrastructure Levy, the Council and the Owner will use all reasonable endeavours to enter into an agreement that provides for:

(1) details of the works in kind to be provided by the Owner and the credits against the Development Infrastructure Levy liability to be provided for those works in kind;

(2) the application of the credit against future Development Infrastructure Levy liability; and

(3) any other matters agreed between the Council and the Owner.

8 Public Open Space

In satisfaction of its requirements under the *Subdivision Act* 1988, the Owner agrees to transfer to Council land equivalent to 10 per cent of the net developable area of the ACSP as unencumbered public open space.

9 Full satisfaction of development contributions obligations

The parties agree that payment by the Owner of the Development Infrastructure Levy and the CIL under this Agreement will constitute full satisfaction of the Owner's obligations to pay development and community infrastructure contributions in respect of the Land.

10 Further obligations of the Owner

The Owner further agrees that:

10.1 Notice and registration

The Owner must bring this Agreement to the attention of all prospective purchasers, mortgagees, transferees and assigns.

10.2 Mortgagee to be bound

The Owner covenants to obtain the consent of any mortgagee to be bound by the covenants in this Agreement if the mortgagee becomes Mortgagee in possession of the Land.

10.3 Registration of Agreement

The Owner will do all things necessary to enable the Council to make an application to the Registrar of Titles to make a recording of this Agreement on the Certificate of Title to the Land in accordance with Section 181 of the Act including the signing of any further agreement, acknowledgement or other document.

10.4 Council's costs to be paid

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The Owner must pay immediately on demand the reasonable costs of the Council of and incidental to the preparation, execution and registration of this Agreement. Those costs are and remain a charge on the Land until paid.

10.5 **Indemnity**

(1) The Owner agrees to indemnify and keep indemnified the Council from and against all costs, expenses, losses or damages that they may sustain, incur, suffer or be liable for in respect of any judgment or order made against the Owner and which are referrable to a breach of or non-compliance with this Agreement but excluding any costs, expenses, losses or damages caused by the negligence or reckless act of the Council.

(2) The parties agree that each will conduct itself in a manner that ensures mitigation of its loss in respect of any claim, suit, action, proceeding or judgment brought by any person.

11 Further assurance

The parties to this Agreement must do or cause to be done all things that are reasonably necessary to give effect to this Agreement.

12 Obligations of Council

12.1 Council agrees that it must, except with the prior written consent of the Owner:

(1) only expend the Development Infrastructure Levy that it collects pursuant to clause 5 of this Agreement in the construction or provision of the projects specified in Schedule 3;

(2) only expend the Community Infrastructure Levy that it collects pursuant to clause 6 of this Agreement on projects within the ACEP and ACSP;

(3) in respect of any amount received pursuant to clauses 5 or 6 of this Agreement, keep proper records and accounts in accordance with its obligations under the *Local Government Act* 1989; and

(4) administer those amounts to the extent possible as though they were collected under Part 3B of the Act.

12.2 The parties agree that Council's obligations under this clause will be discharged upon all amounts being collected pursuant to this Agreement and expended in accordance with this Agreement.

13 Agreement under section 173 of the Act

The parties acknowledge and agree that this Agreement is made pursuant to Section 173 of the Act.

14 Owner's warranties

Without limiting the operation or effect which this Agreement has, the Owner warrants that apart from the Owner and any other person who has consented in writing to this Agreement, no other person has any interest, either legal or equitable, in the Land.

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15 Planning objectives

The parties acknowledge that the provisions of this Agreement are intended to achieve or advance the Objectives of Planning in Victoria and the objectives of the Planning Scheme.

16 Successors in title

Without limiting the operation or effect which this Agreement has, the Owner must ensure that, until such time as a memorandum of this Agreement is registered on the title to the Land, successors in title must be required to:

(1) give effect to and do all acts and sign all documents which will require those successors to give effect to this Agreement; and

(2) execute a deed agreeing to be bound by the terms of this Agreement.

17 Goods and services tax

17.1 In this clause 17:

(1) **GST** means GST as defined in *A New Tax System (Goods and Services Tax) Act 1999* as amended (**GST Act**) or any replacement or other relevant legislation and regulations;

(2) words or expressions used in this clause which have a particular meaning in the **GST law** (as defined in the GST Act, and also including any applicable legislative determinations and Australian Taxation Office public rulings) have the same meaning, unless the context otherwise requires;

(3) any reference to GST payable by a party includes any corresponding GST payable by the representative member of any GST group of which that party is a member;

(4) any reference to an input tax credit entitlement by a party includes any corresponding input tax credit entitlement by the representative member of any GST group of which that party is a member; and

(5) if the GST law treats part of a supply as a separate supply for the purpose of determining whether GST is payable on that part of the supply or for the purpose of determining the tax period to which that part of the supply is attributable, such part of the supply is to be treated as a separate supply.

17.2 Unless GST is expressly included, the consideration to be paid or provided under any other clause of this Agreement for any supply made under or in connection with this Agreement does not include GST.

17.3 To the extent that any supply made under or in connection with this Agreement is a taxable supply, the GST exclusive consideration otherwise to be paid or provided for that taxable supply is increased by the amount of any GST payable in respect of that taxable supply and that amount must be paid at the same time and in the same manner as the GST exclusive consideration is otherwise to be paid or provided. A party's right to payment under this clause is subject to a valid tax invoice being delivered to the recipient of the taxable supply.

17.4 To the extent that 1 party is required to reimburse or indemnify another party for a loss, cost or expense incurred by that other party, that loss, cost or expense does not include any amount in respect of GST for which that other party is entitled to claim an input tax credit.

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17.5 To the extent that any consideration payable to a party under this Agreement is determined by reference to a cost incurred by a party, or is determined by reference to a price, value, sales, revenue or similar amount, the GST exclusive amount of that cost, price, value, sales, revenue or similar amount must be used.

18 General matters

18.1 Service of notice

A notice or other communication required or permitted to be served by a party on another party shall be in writing and may be served:

(1) by delivering it personally on that party; or

(2) by sending it by pre-paid post, addressed to that party at the address set out in this Agreement or subsequently notified to each party from time to time; or

(3) by sending it by facsimile/ electronic mail provided that any such transmission is confirmed as received by the receiving party.

18.2 Time of service

A notice or other communication is deemed served:

(1) if delivered personally, on the next following business day;

(2) if posted within Australia to an Australian address, two (2) business days after the date of posting and in any other case, seven (7) business days after the date of posting;

(3) if sent by facsimile or electronic mail, on the next following business day unless the receiving party has requested retransmission before the end of that day or otherwise acknowledged receipt;

(4) if received after 6.00pm in the place of receipt or on a day which is not a business day, at 9.00am on the next business day.

18.3 No waiver

Any time or other indulgence granted by the Council to the Owner or any variation of the terms and conditions of this Agreement or any judgement or order obtained by the Council against the Owner will not in any way amount to a waiver of any of the rights or remedies of the Council in relation to the terms of this Agreement.

18.4 Jurisdiction

For the purposes of this Agreement, the parties acknowledge that they are subject to the jurisdiction of the Act and the Victorian Courts for the enforcement of this Agreement.

18.5 Severability

If a court, arbitrator, tribunal or other competent authority determines that a word, phrase, sentence, paragraph or clause of this Agreement is unenforceable, illegal or void then it shall be severed but the other provisions of this Agreement shall remain operative.

18.6 No fettering of Council's powers

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The parties acknowledge and agree that this Agreement does not fetter or restrict the power or discretion of the Council to make any decision or impose any requirements or conditions in connection with the granting of any planning approval or certification of any plans of subdivision applicable to the Land or relating to any use or development of the Land.

19 Amendment

19.1 This Agreement may be amended:

(1) by written agreement between the parties; or

(2) in accordance with Part 9 Division 2 of the Act.

19.2 If notice of a proposal to amend this Agreement is required pursuant to Section 178C of the Act, the parties agree that only the Council and the Owner of the Land or that part of the Land that is the subject of the proposal to amend this Agreement, are required to be notified of the proposal.

20 Ending of Agreement

20.1 This Agreement comes to an end when:

(1) the Owner and Council have completed, to Council's satisfaction, all of the obligations imposed on them under this Agreement; or

(2) the parties agree in writing to end the Agreement wholly or in part or as to any part of the Land;

(3) a decision to end the Agreement is otherwise made under Part 9 Division 2 of the Act; or

(4) in relation to a specific Residential Lot, upon the creation of a title for that Residential Lot and payment of the Community Infrastructure Levy in respect of that lot.

20.2 if notice of a proposal to end this Agreement is required pursuant to Section 178C of the Act, the parties agree that only the Council and the Owner of the Land or that part of the Land that is the subject of the proposal to end this Agreement, are required to be notified of the proposal.

20.3 Once this Agreement ends, the Council will, within a reasonable time, following a request from the Owner and at the cost of the Owner, complete and execute all documents necessary to make application to the Registrar of Titles under section 183(2) of the Act to cancel the recording of this Agreement on the Register.

21 Counterparts

This Agreement may be executed in counterparts. Each counterpart is an original but the counterparts together are one and the same agreement. This Agreement is binding on the parties on the exchange of the executed counterparts. A copy of the original executed counterpart sent by facsimile or email:

(1) must be treated as an original counterpart;

(2) is sufficient evidence of the execution of the original; and

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(3) may be produced in evidence for all purposes in place of the original.

Executed and delivered on the date shown on the first page.

The common seal of **Greater Geelong City Council** was affixed hereto in the presence of:

Chief Executive Officer

Councillor

Signed by **Ross Leslie Clancy** in the presence of:

Signature of witness

Name of witness (BLOCK LETTERS)

166A Ryrie St. Geelong

Address of witness

Signed by **Deborah Constance Brooks** in the presence of:

Signature of witness

Name of witness (BLOCK LETTERS)

166A Ryrie St. Geelong

Address of witness

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Signed by **Elizabeth Anne Clancy** in the presence of:

Signature of witness

D. Bunker as executor for Elizabeth Anne Clancy

Name of witness (BLOCK LETTERS)

166A Ryrie St. Geelong

Address of witness

Signed by **Bruce Murray Clancy** in the presence of:

Signature of witness

B. M. Clancy

MATTHEW FLEISCHMANN

Name of witness (BLOCK LETTERS)

8 FITZPATRICK CRT, HIGHTON

Address of witness

Signed by **Karalyn Anne Keirl** in the presence of:

Signature of witness

MATTHEW FLEISCHMANN

Name of witness (BLOCK LETTERS)

8 FITZPATRICK CRT, HIGHTON

Address of witness

Signed by **Brian Edwin Keirl** in the presence of:

Signature of witness

MATTHEW FLEISCHMANN

Name of witness (BLOCK LETTERS)

8 FITZPATRICK CRT, HIGHTON

Address of witness

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Executed by **CGM Land Pty Ltd ACN 128 508 752** in accordance with section 127 of the *Corporations Act* 2001:

Director/Company Secretary	Director
George Kline	Mark Casey
Name of Director/Company Secretary (BLOCK LETTERS)	Name of Director/Company Secretary (BLOCK LETTERS)

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Mortgagee's Consent

Commonwealth Bank of Australia as Mortgagee of registered Mortgage No. **AF521600E** consents to the Owner entering into this Agreement and in the event that the Mortgagee becomes Mortgagee in possession, agrees to be bound by the covenants and conditions of this Agreement.

Executed by Mortgagee:

Signed by Commonwealth Bank of Australia in the presence of:

Signature of witness

DAVID ASHEN

Name of witness (BLOCK LETTERS)

LVL 19, 727 COLLINS ST

Address of witness

DOCKLANDS VIC 3008.

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Caveator's Consent

CGM Land Pty Ltd ACN 128 508 752 as Caveator of registered Caveat Nos. **AL629221K** and **AL571840X** consents to the Owner entering into this Agreement and in the event that the Mortgagee becomes Mortgagee in possession, agrees to be bound by the covenants and conditions of this Agreement.

Executed by Caveator:

Executed by **CGM Land Pty Ltd ACN 128 508 752** in accordance with section 127 of the *Corporations Act* 2001:

Director/Company Secretary	Director
George Kline	Mark Casey
Name of Director/Company Secretary (BLOCK LETTERS)	Name of Director/Company Secretary (BLOCK LETTERS)

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Schedule 1 - Plan of the Land

The plan which is Schedule 1 has been removed from this counterpart of the Section 173 Agreement due to difficulties of the Titles Office with imaging for recording purposes.

A copy of the plan identified is included in each of the counterparts to this Section 173 Agreement which are held by:

- The Council;
- The Owner of the Land as at the date the Agreement was executed.

A copy of the counterpart agreement together with Schedule 1 is available for inspection at the offices of the Council during normal hours upon giving the Council reasonable notice.

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Schedule 2– Land Details

Land	Owner	Address	Mortgage	Mortgagee	Caveat	Caveator
Certificate of Title Volume 10795 Folio 775	Ross Leslie Clancy Deborah Constance Brooks Elizabeth Anne Clancy Bruce Murray Clancy	892-958 Barwon Heads Road, Armstrong Creek, Vic			AL629221K	CGM Land Pty Ltd
Certificate of Title Volume 10499 Folio 617	Karalyn Anne Keirl Brian Edwin Keirl	960-990 Barwon Heads Road, Armstrong Creek, Vic	AF521600E	Commonwealth Bank of Australia	AL571840X	CGM Land Pty Ltd

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Schedule 3 – Development Contributions

Project Number	Infrastructure Project Description	Extent of Project	Milestone for the completion of the Infrastructure Project	Agreed Project Value	Funding Source	Timing for Payment / Credit
1	Roundabout including signalised pedestrian crossing on to Barwon Heads Road within ACSP	See project sheet		$2,602,200	WIK	
2	Construction of drainage diversion channel into Sparrovale wetlands and associated works	See project sheet		$1,905,674	WIK	
3	Playground within ACSP	See project sheet		$100,000	WIK	
4	Community and recreation elements within ACSP and ACEP	See project sheet				
5	Cost of preparing ACSPSP and development contributions	See project sheet		$400,000	WIK	
6	Shared path through ACSP open space area connecting to ACEP	2.5 metres wide; See project sheet		$370,320	WIK	
7	Acquisition of land for a drainage diversion channel into Sparrovale Wetlands and habitat conservation area, and associated costs	Land acquisition pursuant to Public Acquisition Overlay including compensation pursuant to the Land Acquisition and Compensation Act.		$250,000	WIK	

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4. DEVELOPMENT CONTRIBUTIONS PLANS – INCREASE IN CAPPED COMMUNITY INFRASTRUCTURE LEVY

Source: **Planning and Development – Urban Growth Area Planning**
General Manager: **Peter Bettess**
Index Reference: **Development Contributions Plans**

Purpose

This report seeks endorsement to increase Council's current Community Infrastructure Levies (CIL) beyond the previously capped $900/dwelling, to the recently approved new cap of $1,150/dwelling (or less if levy's indexation has not yet reached the $1,150 figure).

Background

On 27 October 2016 the Minister for Planning announced the approval of a reform package for a new development contributions system for Victoria. The reforms have been pending for some time now, creating uncertainty for the development industry and local government.

The reform package includes new guidelines, templates and Minister's Directions that allow implementation of the new system; transitioning from the current Development Contributions Plan (DCP) model to a new Infrastructure Contributions Plan (ICP).

As part of the reform package, the Minister also announced an increase in the current capped Community Infrastructure Levy (CIL) that applies to existing DCPs. The current levy has been capped at $900/dwelling since 2004 (pursuant to Section 46(L) of the Planning and Environment Act 1987) and has now been increased to $1,150/dwelling, effective as of 13 October 2016.

Council has for some time envisaged a future increase in the capped levy with all of Council's DCPs including a provision that allows for the increase in our CIL levies up to a new cap, if any such increase were to occur. Attachment 1 and 2 provide further details on these changes to the CIL (including comparison of existing and new CILs).

Key Issues

- The increase in the CIL is difficult to apply immediately due to the need to allow adequate lead time to communicate the change to the development industry;
- It is proposed to increase the levy on 1 January 2017 for communication with the public as well as key areas of the development industry, including building surveyors and local developers;
- The increase in the CIL will also reduce originally forecasted DCP funding shortfalls due to the levy now keeping pace with indexation.

L Gardner moved, P Dorling seconded -

That Council endorses an increase of the Community Infrastructure Levy according to the indexation provisions within Development Contributions Plans up to the new cap of $1,150/dwelling effective from January 2017.

Carried.

Attachment 1

Financial Implications

The announcement by the Minister for Planning to increase the CIL is beneficial to Council in managing its development contribution income.

The current applied CILs average between 0.5 – 31% less than the actual indexed levies that are required to appropriately fund nominated infrastructure (refer Attachment 2 – CIL Comparison Tables). The one exception being the Armstrong Creek Town Centre Precinct which has a CIL below the $900/dwelling cap, however no development has occurred in this precinct and in 2017/18 the CIL will then exceed the $900/dwelling cap.

The new $1,150/dwelling cap will still sit below the CIL for the Armstrong Creek West Precinct, however for the most part the new cap won't be exceeded for approximately 4 – 14 years (depending on the precinct). The period will ensure appropriate funds are collected before any further government approved increase.

Stakeholder Consultation and Communication

Council has already advised building surveyors and key members of the development industry of the statutory increase in the CIL provisions of the Act. In the context of this report, Council officers will also inform land sales staff (via their developer client) of the CIL increases, including providing an information bulletin for distribution to the public and prospective purchasers.

Policy/Legal/Statutory Implications

Council currently has seven active Development Contributions Plans (DCPs) that are incorporated documents in Greater Geelong Planning Scheme. Six of these DCPs nominate collection of a CIL.

DCPs are implemented by the use of a Development Contributions Plan Overlay (DCPO) within the Greater Geelong Planning Scheme (refer Clause 45.06 – Development Contributions Plan Overlay).

The Community Infrastructure Levy (CIL) is collected prior to a building permit being issued for an new dwelling covered by the DCPO. Some developers choose to pay the levy as part of subdivision, however for the most part the levy is paid by the purchaser of the new lot.

Council has always envisaged a future increase in the capped levy with all of Council's DCPs including the provision below that allows for the increase in our CIL levies if any such increase were to occur (as occurred on 13 October 2016):

> 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.

Risk Assessment

The increase in the CIL will assist in mitigating the loss of income currently experienced due to the capped $900/dwelling, noting one of our CILs (Armstrong Creek West Precinct) will still suffer from lost income due to it still exceeding the new $1,150/dwelling levy. However, the impact will obviously be less than that currently experienced.

Attachment 2 – Community Infrastructure Levy Comparison Tables

CIL - COMPARISON TO $900/d CAP

Growth Area	ACTUAL CIL / Dwelling	CURRENT CAPPED CIL / Dwelling	APPLIED CIL / Dwelling	$ Difference / dwelling	Difference %	Comments
Curlewis Growth Area	$ 1,072	*$ 900*	$ 900	**-$172.0**	**-16.04**	
Armstrong Creek East Precinct	$ 1,027	*$ 900*	$ 900	**-$127.0**	**-12.37**	
Armstrong Creek West Precinct	$ 1,315	*$ 900*	$ 900	**-$415.0**	**-31.56**	
Lara West Urban Growth Area	$ 918	*$ 900*	$ 900	**-$18.0**	**-1.96**	
Armstrong Creek Town Centre	$ 895	*$ 900*	*$ 895*	**$5.0**	**0.56**	Indexation of CIL yet to reach $900/d cap.
Horseshoe Bend Precinct	$ 904	*$ 900*	$ 900	**-$4.0**	**-0.44**	

New CIL - COMPARISON TO NEW $1,150/d CAP

Growth Area	ACTUAL CIL / Dwelling	NEW CAPPED CIL / Dwelling	APPLIED CIL / Dwelling	$ Difference / dwelling	Difference %	Comments
Curlewis Growth Area	$ 1,072	*$ 1,150*	**$ 1,072**	**$78.0**	7.28	
Armstrong Creek East Precinct	$ 1,027	*$ 1,150*	**$ 1,027**	**$123.0**	11.98	
Armstrong Creek West Precinct	$ 1,315	*$ 1,150*	**$ 1,150**	**-$165.0**	-12.55	Indexation exceeds new CIL $1,150/d cap.
Lara West Urban Growth Area	$ 918	*$ 1,150*	**$ 918**	**$232.0**	25.27	
Armstrong Creek Town Centre	$ 895	*$ 1,150*	**$ 895**	**$255.0**	28.49	
Horseshoe Bend Precinct	$ 904	*$ 1,150*	**$ 904**	**$246.0**	27.21	

New CIL - ESTIMATED YEARS BEFORE NEW $1,150/d CAP WILL BE EXCEEDED

Growth Area	ACTUAL CIL / Dwelling	NEW CAPPED CIL / Dwelling	APPLIED CIL / Dwelling	Estimated Years before New Cap Exceeded #	Comments
Curlewis Growth Area	$ 1,072	*$ 1,150*	$ 1,072	**4**	
Armstrong Creek East Precinct	$ 1,027	*$ 1,150*	$ 1,027	**6**	
Armstrong Creek West Precinct	$ 1,315	*$ 1,150*	$ 1,150	**0**	Indexation already exceeds new CIL $1,150/d cap.
Lara West Urban Growth Area	$ 918	*$ 1,150*	$ 918	**13**	
Armstrong Creek Town Centre	$ 895	*$ 1,150*	$ 895	**14**	
Horseshoe Bend Precinct	$ 904	*$ 1,150*	$ 904	**14**	

Based on an average annual increase in the CIL of 2% (reflective of current annual performance of CoGG CILs).

5. GEELONG WATERFRONT - SAFE HARBOUR PRECINCT - FUNDING EXTENSION

Source: **Investment & Attraction - Events, Central Geelong & Waterfront**
General Manager: **Brett Luxford**
Index Reference: **SUB-16-187 Waterfront Management**

Purpose

This report seeks approval to extend the period of Council's $3m contributory funding offer towards Stage 1A of the Safe Harbour Precinct project to 31 December 2018.

Background

At a Special Council on 7 March 2016, Council agreed to allocate $3m funding towards the $19m Stage 1A of the redevelopment of Fishermen's Basin, Royal Geelong Yacht Club (RGYC) Clubhouse, Victorian Sailing School and surrounding public areas, known as the Safe Harbour Precinct, contingent on the RGYC securing the remaining funding for the stage from the State and Federal Government by 31 December 2016.

RGYC made an unsuccessful application to the National Stronger Regions Fund (NSRF) in the March 2016 round.

The RGYC have written to Council seeking to extend the funding offer to allow the club to pursue other avenues of project funding (Attachment 2).

Key Issues

- Council's funding support must be subject to a number of conditions as outlined in the recommendation.
- Council was a partner in the development of the business case of the Geelong Waterfront Safe Harbour Precinct Project with the Victorian Government and the RGYC.
- The project provides new infrastructure supporting event growth and attraction and will increase the of the waterfront for public recreation & community events;
- In addition, the project will enhance Geelong as a destination for boat users, maritime safety and education.
- The RGYC will seek additional funding from a variety of sources including the Victorian Government and Federal Government through the Building Better Regions fund.
- The project is identified in the Victorian Government's Central Geelong Revitalisation Action Plan.

P Dorling moved, L Gardner seconded -

That Council:

1) **Extend the offer of $3m funding towards the Geelong Waterfront - Safe Harbour Precinct project until the outcomes of the current round of the Australian Government's Building Better Regions Fund are known to allow the Royal Geelong Yacht Club to secure the remaining funding as outlined in the Geelong Waterfront Safe Harbour Precinct Business Case (Appendix 1) subject to the following conditions:**

   a) **the project proceeds in the manner outlined in the business case;**

   b) **the elements of the wave attenuator and public realm improvements are key aspects that cannot be removed from the project scope;**

   c) **the total cost of the project shall not be less the $19m;**

   d) **the Royal Geelong Yacht Club commits at least $3m cash towards the Geelong Waterfront – Safe Harbour Precinct Project Stage 1A;**

   e) **in addition to the Royal Geelong Yacht Club allocation, that additional funding support totalling at least $13m is secured by the Royal Geelong Yacht Club from a variety of sources including the Victorian State Government and the Australian Federal Government.**

Carried.

Attachment 1

Discussion

At a Special Council Meeting of 7 March 2016, Council resolved to:

1. Acknowledge the work undertaken on the development of the Geelong Waterfront - Safe Harbour Precinct project business case and note the report;

2. Support the Royal Geelong Yacht Club's request for $3m (ex GST) funding from Council to undertake Stage 1A of the Geelong Waterfront Safe Harbour Precinct project as outlined in the business case subject to the following conditions:

    a) the project proceeds in the manner outlined in the business case;

    b) the elements of the wave attenuator and public realm improvements are key aspects that cannot be removed from the project scope;

    c) the total cost of Stage 1A of the project shall not be less the $19m;

    d) the Royal Geelong Yacht Club commits at least $3m cash towards the Geelong Waterfront – Safe Harbour Precinct Project;

    e) in addition to the Royal Geelong Yacht Club allocation, that additional funding support totalling at least $13m is secured by the Royal Geelong Yacht Club from a variety of sources including the Victorian State Government and the Australian Federal Government by 31 December 2016.

The commitment was on the back of the completion of the business case (Attachment 3) which highlighted the opportunities that exist through improvements in infrastructure associated with the RGYC and foreshore area.

The RGYC secured funding commitments from the Victorian Government and were seeking $9m from the Federal Government through the NSRF. The application was unsuccessful and the RGYC seeking an extension of time in relation to Council's funding commitment to allow them to investigate alternative funding opportunities to undertake the project.

The RGYC have outlined their approach which will include an application to the Federal Government's Building Better Regions Fund (BBRF) which have only recently announced the guidelines for this scheme. Applications for the BBRF will open on 18 January 2017. Projects must be completed by 31 December 2019.

The business case outlines stages that could be undertaken in the development of the overall project. The RGYC have indicated that once stage 1A is completed they will immediately commence the next phase (Stage 2) of the project which will include an extension of the marina berths which will provide additional public access to the water.

It is anticipated however that Stage 2 will take some time to complete and will only be realised as berths are leased. The overall total cost of stages 1A and 2 is anticipated to be $31m.

Financial Implications

The $3m contribution sought from Council has been identified in Council's Strategic Resource Plan. Should Council resolve to extend the funding commitment for the project this may alter the timeframe during which the funding is required depending upon when the RGYC are successful in obtaining matching funding.

Council's contributions to the project could be phased over three financial years. Council's contribution would be contingent on Council funds being allocated to the improvements of the public realm and towards construction of the wave attenuator. These elements all open up additional access for public to the waterfront

Stakeholder Consultation and Communication

In the course of completing the Business Case and Concept Plan, a wide range of key stakeholders have been consulted including :

Regional Development Victoria,
Victorian Regional Channels Authority (VRCA),
G21 Geelong Regional Alliance,
Geelong Chamber of Commerce,
Boating Industry Association of Victoria (BIA),
Department of Environment, Land, Water & Planning (DELWP),
Newcomb Secondary College (operator of the Victorian Sailing School),
Sport & Recreation Victoria,
Tourism Victoria,
Yachting Victoria.
Committee for Geelong

Issues discussed included expanded community access to the precinct, greater area of public realm, more access to on-water training programs, on-going maintenance, increased employment and economic activity through a redeveloped precinct.

There are currently a small number of business operators using Fishermen's Basin – helicopter joyflights and commercial vessels - which will need to be relocated to allow this project to proceed.

The three commercial vessels could be relocated to the northern side of Yarra Jetty with upgrades to the moorings. The relocation of the helicopter will prove more challenging but there is a possibility that a floating helipad could be utilised. Changes could be funded from the public realm allocation.

Policy/Legal/Statutory Implications

Benefits flowing from the proposed redevelopment directly align with key planning and policy objectives of State Government, City of Greater Geelong, the Royal Geelong Yacht Club and peak organisations.

This includes the Central Geelong Waterfront Master Plan 2011 (CoGG), CoGG City Plan 2013 – 2017, Central Geelong Action Plan (CoGG, 2013), Vision2 (CoGG, Deakin University, Dept. Planning & Community Development, Committee for Geelong, 2013), Victorian Coastal Strategy 2014 (Victorian Coastal Board, SGV 2014), Central Regional Coastal Plan 2015 - 2020 (Central Coastal Board, SGV), Boating Coastal Action Plan (Central Coastal Board, SGV 2007), Corio Bay Coastal Action Plan 2005, Recreational Boating Facilities Framework (Central Coastal Board, SGV 2014), Victoria's Regional Tourism Strategy (SGV, 2013), Geelong Major Events Strategy (CoGG), Royal Geelong Yacht Club Strategic Plan (2014 - 2018), Yachting Victoria Position Paper to SGV, 2012, Yachting Victoria Strategic Plan (2013).

Current Committee of Management boundaries and leasing arrangements (including the requirement to comply with s190 of the *Local Government Act)* for the sea bed will need to be addressed as part of the project.

Alignment to City Plan

The Geelong Waterfront precinct is a primary focus for the local community. The project aligns with:

- City Plan 2013 - 2017 (Update 2015/2016)
- Central Geelong Action Plan and Vision2
- Geelong Central Waterfront Masterplan Update (2011)

Conflict of Interest

An officer working on the project is a member of the Royal Geelong Yacht Club

Risk Assessment

A workshop involving representatives of CoGG, RDV and RGYC was undertaken with a view to identifying and making a preliminary assessment of the key risks in relation to the lifecycle of the project, along with potential mitigating actions.

It has been assumed that commercial risks pertaining to the future operation and demand for marina services continues to rest with RGYC. It has been assumed that RGYC will be able to service any increased rental that CoGG might seek in response to having the use of much improved facilities.

Overall it would appear that the delivery of the project is relatively low risk.

The key configuration issue is whether the attenuator will be effective in creating a safe harbour environment. However, this risk should be mitigated by an effective design and implementation process. In relation to the success of the project in attracting increased boating activity and public participation in the precinct, the commercial risk of the boating activity will rest with RGYC.

Environmental Implications

An environmental impact study has not been undertaken as part of this business case process. In the event of the project moving forward, it is recommended that a review of planning and environmental requirements be undertaken to inform the development of the Project Implementation Plan.

As further context, the onshore components of the project essentially involve building new RGYC and VSS accommodation and facilities on the existing RGYC site. A Planning Permit has already been issued by CoGG in relation to a major renovation of the existing RGYC clubhouse.

It is not expected that any significant incremental environmental impact would result from demolishing and rebuilding on the existing site, assuming that any incremental water, waste-water and sewage requirements are adequately managed. Rather the redevelopment will provide the opportunity to upgrade and optimise the arrangements.

The on-water (marina) development is within or around the area of the existing marina, with the proposed wave attenuator along an alignment similar to that previously occupied by the Yarra St Pier. Both the wave attenuator and new marina components will be floating, providing the benefits of not inhibiting tidal flow or marine ecology. The reduction of wave action entering and crossing the marina basin from the north-west may also lessen the erosion of Eastern Beach and/or the need for dredging. Thus, the redevelopment should be a viewed as an opportunity to potentially improve the environmental health of the marina and safe harbour environment.

Energy consumption in the new facilities will be less due to appliance efficiency and through the communal use of facilities.

Stage 3 works may involve the relocation of the gross pollutant trap currently in the shallow water adjacent to the sailing school, to further out in the bay limit to limit the amount of silt and rubbish being discharged and trapped along the shore-line. This will be considered in relation to CoGG's Central Geelong Drainage and Flood Study which will provide a storm water management plan for central Geelong, informing future development, infrastructure upgrades and greening projects.

Royal Geelong Yacht Club Inc

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27 October 2016

Mr. Brett Luxford
Manager Investment & Attraction
City of Greater Geelong
PO Box 104
GEELONG 3220

Dear Brett

Geelong Waterfront Safe Harbour Project

I write to you in relation to the Geelong Waterfront Safe Harbour Precinct Project, to which the City of Greater Geelong (CoGG) has committed $3 million, complementing investment by the Royal Geelong Yacht Club (RGYC) and the State Government of Victoria.

Thank you for our recent meeting where we discussed the project and our plans following the decision made in relation to our National Stronger Regions Fund (NSRF) application.

We have subsequently had the opportunity to receive feedback from the Department of Infrastructure and Regional Development, which is helpful in terms of our re-application for Commonwealth Government funding through the new Building Better Regions Fund (which is to replace the NSRF and is expected to open for applications in December 2016).

Our plans for funding of the project are now well advanced and I attach for your interest a strategy paper prepared by our project consultants SMC Strategies, which the RGYC board has now received.

In this regard and as discussed, we would like to formally request that CoGG grant a two-year extension to its funding commitment to the project, with a new expiry date of 31 December 2018.

As you will note in the attachment, while we will be making submission to the Building Better Regions Fund, we will not be relying on this source alone to achieve completed funding. We are concurrently pursuing a number of real opportunities to achieve increased funding through the State Government.

Importantly, we are considering to join Stage 1a and Stage 2 of the project, which will increase the total project cost to $31 million, of which RGYC will contribute the $3m that it has already committed to Stage 1a. The balance of $12m is to be funded progressively by the sale of marina pen long term leases over the extended period of construction of the expanded floating marina. This step does not require an increase to the funding asked of any of the other funding partners, including CoGG.

Stage 2 comprises the installation (over a number of years) of the floating marina berths, which are a critical part of the sustainable future of the project. By increasing marina capacity, we will increase Geelong's attraction as a key boating and events destination, with enhanced economic and social benefit for the regional economy and community.

We appreciate the support of CoGG for this important project, which has also been recently recognised by the State Government in their Geelong Action Plan as a vital project for the region.

Please let me know if you require any further information at this point.

Yours sincerely

Phil Clohesy
General Manager

6. CENTRAL GEELONG 40KM/HR SPEED ZONE

Source: **Investment & Attraction - Central Geelong Action Plan**
General Manager: **Brett Luxford**
Index Reference: **PRJ-16-143 : Central Geelong CBD 40km Zone**

Purpose

To reduce the speed limit within Central Geelong in order to create an environment that supports safe movement and city life.

Background

This project has been developed in collaboration with key stakeholders including VicRoads and TAC.

Following the report adopted by Council on the 16th of August 2016, a community engagement period of four weeks was conducted from 25 August 2016 to 22 September 2016. The purpose of the engagement was to obtain public feedback on the proposal and understand the concerns arising from the initiative, to inform decisions about implementation.

Key Issues

- It is estimated that it will cost $250,000 to effectively implement the 40km/hr Speed Zone across Central Geelong.
- This will be subject to budget considerations for the 2017/18 budget.
- This continues the package of traffic modification works to Central Geelong.
- Council could seek to bring forward these works into the 2016/17 year and in order to do so would need to fund the actions through savings in other projects or postponing projects.

P Dorling moved. L Gardner seconded -

That Council :

1) **Implement the Central Geelong 40km/hr Speed Zone for the area shown in Appendix 1;**
2) **Undertake works to implement the identified actions this financial year and as soon as possible through savings identified in the 2016/17 budget.;**
3) **Request the staff to record the impact of the 40km/hr Speed Zone on all adjoining streets including McKillop Street and publish results;**
4) **Consider McKillop Street in the Transport Network Operating Plan.**

Carried.

Attachment 1

Discussion

Feedback

There were 39 comments received during the consultation period (8 additional comments were received but were not deemed related to the project). Comments were taken in person, via phone, email, written letter, Facebook post comments or comment made on online newspaper article (refer Attachment 2 – Community Feedback).

Of the 39 comments received the following were deemed:

- Support for the project (24)
- Support the project, with comment (5)
- Do not support the project (10)

Outcome

Following consultation no significant feedback was given for a specific change to the proposal or not to proceed with the proposal.

A draft signage scheme has been developed and will be reviewed by VicRoads prior to implementation. In addition, 'gateway' linemarking treatments will be applied at the entrances to the 40km/hr Speed Zone. (refer Attachment 3 - draft signage scheme and Attachment 4 - indicative linemarking).

Financial Implications

A submission of $250,000 has been made for the 2017/18 budget. In addition, a TAC Pedestrian Blackspot funding grant has been submitted. Both of these submissions would not see the project implemented until the 2017/18 financial year.

Council could support the reallocation of $250,000 from available Central Geelong Action Plan budget items to fulfil the funding, ensuring implementation early 2017. This would either defer a project, reduce the scope of the project or it could be funded through budget savings.

The funds could be reallocated from budget item D81106 – City Loop Bus Feasibility. The City Loop Bus Feasibility scope has been completed.

Stakeholder Consultation and Communication

This project has been developed in collaboration with key stakeholders including VicRoads and the TAC. This approach is consistent with the IAP2 spectrum of public participation, 'consult' level of engagement.

The consultation included a website that was open for the duration of the consultation (from 25 August 2016 to 22 September 2016). In addition, four 'open house' drop-in sessions were scheduled across the week of Saturday 3rd September to Friday 9th of September.

Owners and residents within the 40km/hr area, and owners bordering the area, were notified of the consultation by letter.

A video was released on social media, demonstrating the impacts of a vehicle travelling down Ryrie Street at 40km/hr vs 50km/hr. The consultation was also launched on the Geelong Australia website.

Alignment to City Plan

The proposal closely aligns with 'Growing the Economy' and 'Sustainable and Built Environment' by supporting the revitalisation of Central Geelong and use of more sustainable transport options to move within the CBD.

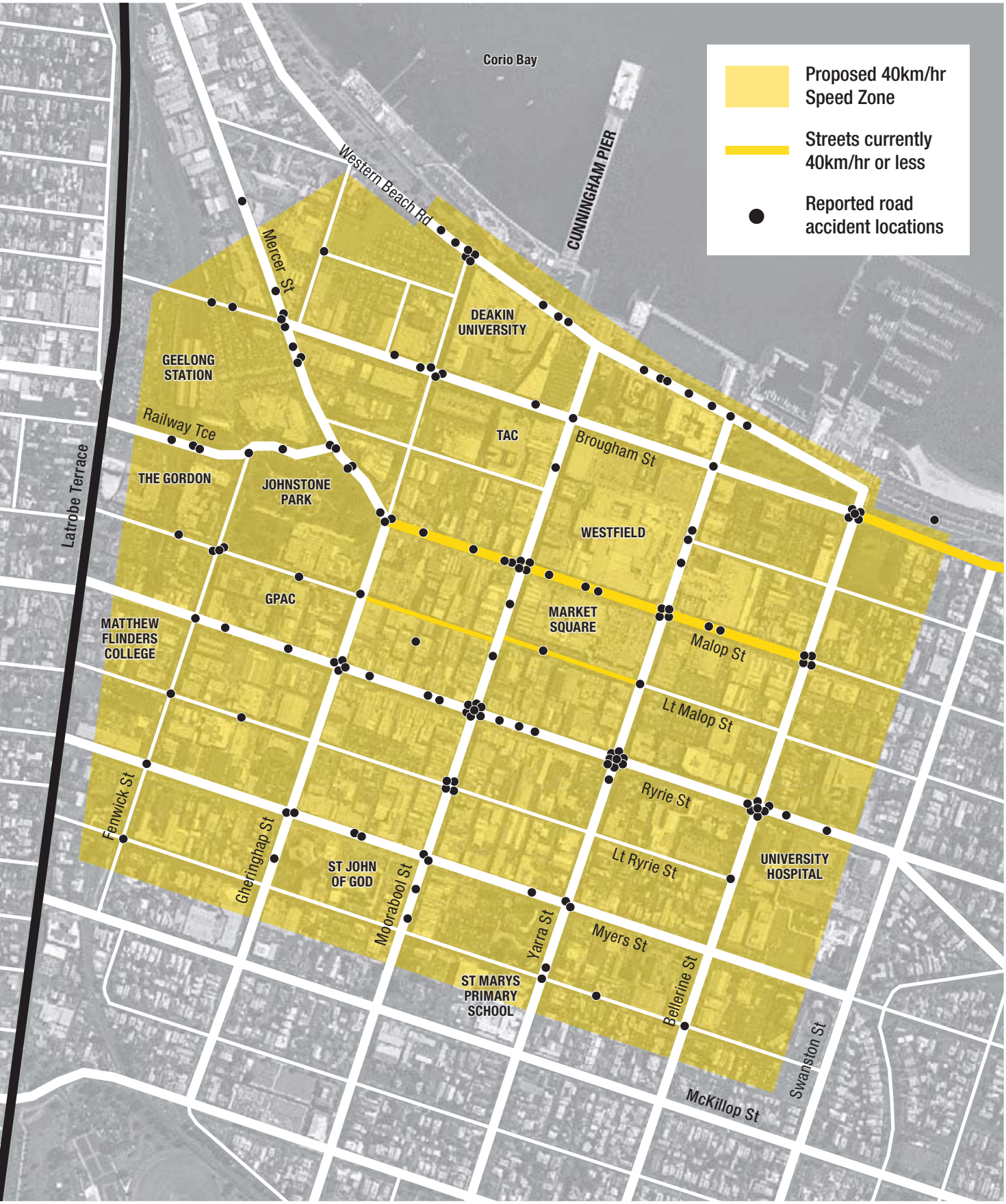
Risk Assessment

Risks to the safety of all road users in Central Geelong will be reduced as a result of the implementation of the initiative outlined in this report.

Which streets are included in the speed zone?

The area included is bounded by (but does not include) Latrobe Terrace, McKillop Street, Swanston Street and Corio Bay.

The idea is when you turn into or cross a street to be 'within the grid', you know it is the same speed through the whole CBD. Just the same as the Residential 50 Zone, unless there is a sign that says otherwise, you will automatically know the speed is 40km/hr. Simple!



Central Geelong 40km/hr Speed Zone - Community Feedback/Comment Record

Summary

Project Support	Number of comments
Support the project	24
Support the project with comment	5
Do not support the project	10
Unrelated/mutual comment to the project	8
Total	**47**

Comment	Source	Project Support
Voice message stated phoning on behalf of his elderly Mum (102 years old!), Mrs J Forster. Fully supportive of the CBD 40km particularly the Western Beach Rd precint. Thinks it is a wonderful initiative and wholeheartly supports it!	Phone	Support the project
Would agree in principle and would suggest: 1. It be fully along Eastern and Western Beach Roads and the Esplanade and Esplanade South. 2. Speed cameras are needed – especially at night. It is not uncommon for cars to speed along Western Beach Road at a night time. It is also not uncommon for them not to give way at the pedestrian crossing near Ginn Street.	Email	Support the project
Good idea. The sooner the better.	Website	Support the project
The 40kmh central Geelong speed zone is a brilliant idea. It really hits home when you look at the current speeds and realise that it won't even impact this. It should serve as an excellent prompt for all road users that they are entering a high traffic, shared zone and that they act accordingly.	Website	Support the project
Great idea! I live in Geelong Central. I have seen so many near misses around the Geelong Hospital for pedestrians and people parking. I would like to see a more Mall like strip along Bellerine Street at the Geelong Hospital between Ryrie and Myers Street with access only for Disabled people's vehicles, pick up and drop off, and of course for Emergency vehicle access. A zone like this would make it more people and patient friendly with places to wait and sit under the trees and in the Mall and people not get knocked over at the new pedestrian crossing or accessing the Hospital. I am mindful of the parking problem around the Geelong Hospital so this needs another resolution. Just an immediate resident's thoughts.	Email	Support the project
I support the 40km/hr speed zone.	Email	Support the project
Phone call from Olga Neil wondering what the northern boundary is. Olga thinks it's a great idea.	Phone	Support the project
40 km/hr zone a great idea. As a resident in the city I have twice been bumped by cars while crossing with a green man. I didn't report either as not serious but it demonstrates that the incidents are in fact much higher. I also have 2 young children and we walk/scooter everywhere. I suggest giving out 40km/hr stickers for our rubbish bins as a reminder to drivers. Thanks.	Website	Support the project

I applaud the 40kmh initiative for central Geelong. There is NO JUSTIFICATION in travelling within central Geelong at any speed above 40kmh to get to the next set of traffic lights Reference any large European city where people can walk, bicycle and drive safely with each other improving the overall liveability of the city for people who live, work, shop, study or visit. As I sit typing to you I see out my front window at 28 myers street and cars are needlessly and futilely rushing up and down to stop at the Fenwick Street or Gheringhap St lights. 40kmh makes our city more USER friendly and a friendlier place to be (and hence sfer).	Website	Support the project
Sensational idea....Will hopefully reduce heavy traffic and motorbike noise in Ryrie Street. Will also help to reduce hoon noise.	Website	Support the project
As you have beautifully put it yourself, “the 40km/h speed zone plays an important role in making our city’s streets a safe and user-friendly environment for everyone – particularly bikes and pedestrians.” I’m often a pedestrian and a bike rider with my kids, and I am also a car driver. I think it is great to see this initiative, and I’d recommend it to be expanded to all streets in the city's living areas and suburbs as well. It is an important element of what makes a city a 'liveable city': that we feel safe and comfortable when we are walking or riding our bikes. When/if you get a bunch of complaints from car drivers, then please don't forget that most of them ALSO, unwillingly, get to be pedestrians over and over again, in particular because the challenging parking conditions, caused by car-overcrowding, means that you often have to walk quite a distance from where you found a parking spot and to where you want to get to. And don't forget that that unwilling walk there is actually good for their health. We are ALL pedestrians - whether we'd like to admit it or not. And all studies and statistics shows that is good for us. Good for our economy too. Where I live, a tiny street where parked cars often make it into a one-way street, it is ridiculous that cars are allowed to drive 50 km/h. The limit, really, should be 30. No more. I think the bicycle-group BUG recently formulated it well when they wrote (in another context): “We often talk about all the aspects of riding around Geelong... But we rarely touch on climate change – this big fat hairy gorilla will be the biggest challenge we face as a residents of planet Earth over the next 25 years... Of course everyone knows bike transport is zero emissions and encouraging it is worthwhile for about a million reasons and very positive for today's society. What is not considered is what governments will impose on people when they decide it's time to take on the big hairy beast... Will it mean carbon taxes, big fat fuel taxes, emissions taxes, banning diesel cars, taxes on car purchases, car free days, tax exemptions for riders or complete car free cities... These issues are being considered now in cities across the world. We have to be part of it. Geelong can be forward looking or reactive. We can be innovators or we can be content with business as usual. Is the rapid change of society going to be steady or will it feel like falling off a cliff. Progressing more sustainable transport is one way of future proofing Geelong today for tomorrow's world.”	Email	Support the project
As a city dweller and now doing quite a bit of walking I think the 40 km/ hr limit is a great idea but I do think some of the traffic lights do not allow sufficient time for more cars to do a a left or right turn prompting traffic to run red lights.	Website	Support the project

I agree to the 40 km/hr along western beach Rd. I live at 40 western beach rd. and would like you to take it one step further by creating a “speed Hump “ at the pedestrians lights outside number 30 Western beach rd. There have been numerous occasions where cars do not slow down for pedestrians causing a dangerous situation for pedestrians. A simple speed hump like the ones you have installed in Godfrey st east Geelong would solve the problem by forcing the vehicles to slow down when approaching and entering the crossing.	Email	Support the project
Trucks on Ryrie a real issue. Doesn't help city living, noise - air brakes, smell of diesel especially in heat. CBD 40 is a great initative. Could it increase to Garden street?	Drop-in session	Support the project
Stairs between Brougham Street and Western Beach are filthy with rubbish. Door near Novotel, alcove near stairs is always dirty. Pedestrian crossing on Western Beach road is dangerous, cars do not stop, needs to be raised (wombat crossing) and a keep clear needs to be repainted. Dog bags on bins at the Waterfront? - stop people letting their dog poo. CBD is a great initiative. Cleanway (rubbish) drivers speeding at early hours - 6am.	Drop-in session	Support the project
Worker within CBD - Great idea to make the streets safer	Drop-in session	Support the project
Resident in CBD - Initiative is great. 40km/hr stickers on resident bins?	Drop-in session	Support the project
@Ben Given people will still make mistakes and bang into each other, itn't it better if they do it at a slower speed? Go back to your high school physics and you'll recall that F=ma. In other words, the force dissipated in a collision is proportional to the mass of the object times the acceleration (or in this case, the deceleration, when they hit each other). And if the speed is lower, the deceleration will be lower too and so will the extent of the injuries. Just obey the speed limit whatever it is, and be responsible for what your doing when you're driving. As for pedestrians and cyclists, they're road users too. They're just as entitled to space, courtesy and protection as any other road user. Take a deep breath, leave earlier and be patient.	Geelong Advertiser - Geelong council considers slowing speed limit to 40km/h in CBD 7/8/16	Support the project
oh please ,ive never been able to even hit 50kmh in the city due to traffic lights	Geelong Advertiser - Geelong council considers slowing speed limit to 40km/h in	Support the project
Best idea ever. Just do it already	Geelong Advertiser - Geelong council considers slowing speed limit to 40km/h in	Support the project
Great Idea. Just need to improve public transport, encourage more cycling, make it safer for pedestrians and central geelong may just have a future.	considers slowing speed limit to 40km/h in CBD 7/8/16	Support the project
"Great Idea. Just need to improve public transport, encourage more cycling, make it safer for pedestrians and central geelong may just have a future." @john bikes, walking and public transport are the future	Geelong Advertiser - Geelong council considers slowing speed limit to 40km/h in CBD 7/8/16	Support the project
Accidents are just that accidents, i don't know how you can solve an accident, many variables of which speed is one!	considers slowing speed limit to 40km/h in CBD 7/8/16	Support the project

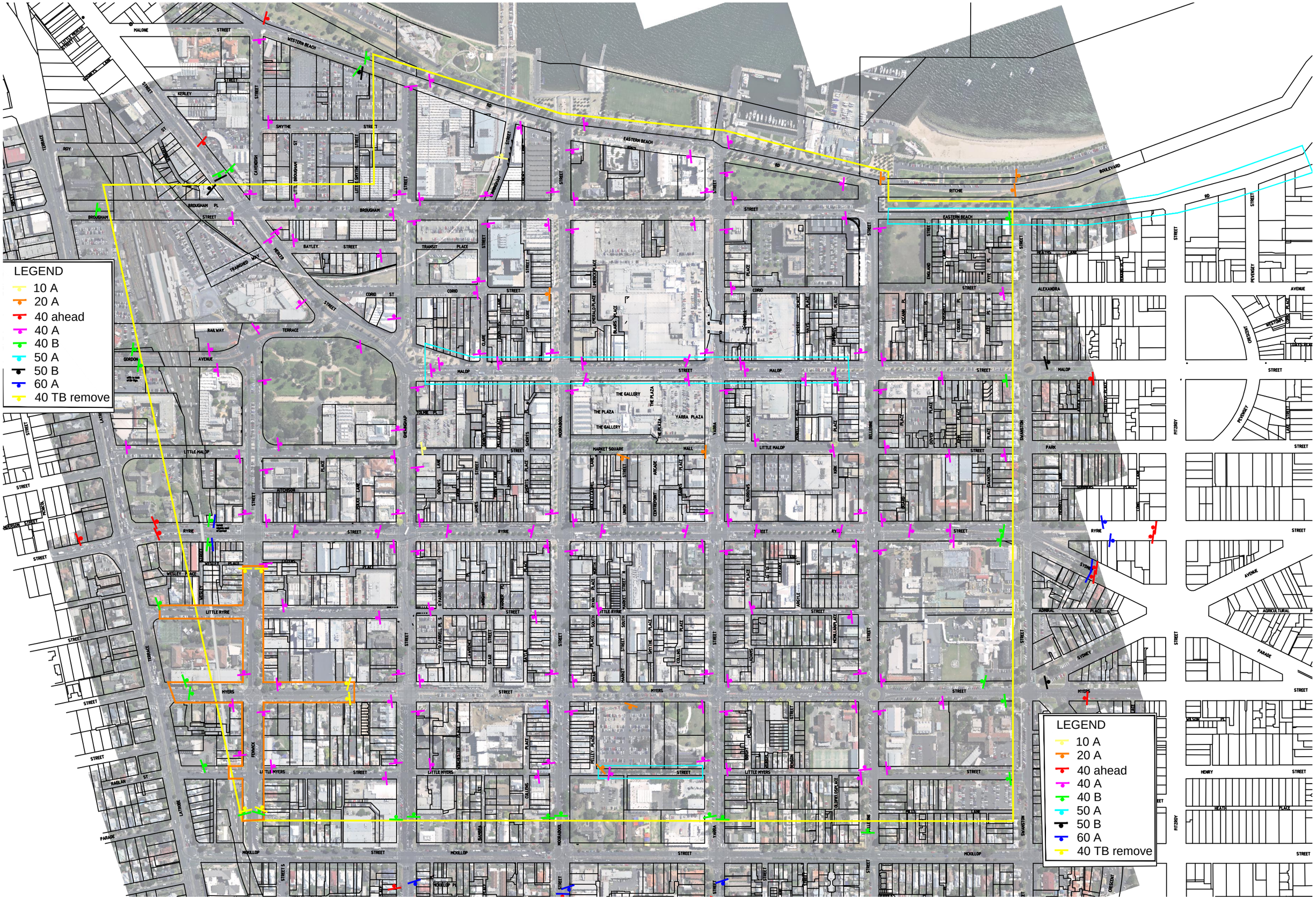
40 km limit in the CBD would work well. Why not address the elephant in the (CBD) room - that city/traffic planners have failed to redirect heavy traffic around the CBD? TO ME THIS IS AN ABSOLUTE DISGRACE. Visitors to the city must be aghast and frightened (as I am) to see the continual flow of heavy vehicles that frequent Malop & Ryrie Streets. 35 years of attempted planning effort (remember the "Geelong Regional Planning Authority?") and STILL the trucks keep coming. Heads out of the sand guys - do something worthwhile for the city - sort this out please.	Geelong Advertiser - Geelong council considers slowing speed limit to 40km/h in CBD 7/8/16	Support the project
I believe there is a need for Ryrie Street to retain a higher limit (50km/h) in order to optimise the entry and egress of vehicles from the city centre (as well as avoiding a bottleneck from vehicles travelling through to/from Portarlington Rd).	Website	Support the project with comment
I think it's visionary of you to green up Central Geelong and to reduce speed limit to 40k. However greening should extend the length of Malop St to meet up with the Botanical gardens in Garden St. Doing so would lure people to the Botanical Gardens and surrounding parklands and also the speed should be reduced to 40k particularly between Swanston St and Fitzroy St for the following reasons. I am a resident in Malop St and have observed speeding cars and motorbikes with many near misses in font of and near my home. With side parking as well as centre of Rd parking creating poor visibility it has now become dangerous crossing the road especially between Swanston St. and Fitzroy St. With Psychologist, Speech Pathology, Paediatric oc., Obstetrician, Gynaecologist, Endocrinology & Diabetes and Action Coach patients and clients, these businesses have short term appointments and with cars constantly parking and leaving its creating traffic chaos. You should also consider the future effect of the derelict 2 storey building on the corner of Swanston St and Malop St which was to become a wine bar or something similar. This area between Swanston St and Fitzroy St also has many multi storey units and apartments creating extra traffic. The people living here and using these businesses are mainly very old, children and very pregnant women. These people are having to weave among the congested vehicles to cross the road or get to their cars which is another reason why traffic should be slowed to 40 k before a catastrophe inevitably happens. Thank you for taking the time to read and and consider my recommendation.	Email	Support the project with comment
In principle this is ok but I don't want to have to give all my focus to the speedo rather than on the road and fear of a fine forces the former. Traffic calming features would be more effective	Geelong Advertiser - Geelong council considers slowing speed limit to 40km/h in CBD 7/8/16	Support the project with comment
Certain roads in the area specified, but not the whole grid. Yes near the bus zone on Moorabool st, Ryrie and Malop streets between Geringhap and Yarra. And yes outside the hospitals.. But the rest, where pedestrians are much fewer.. It will be speed cameras and radar guns catching those doing 45km/h in street that can safely have people doing 50 or 60. Do we really need a 40km/h speed limit near the corner of Myers and Fenwick streets? Of course not. And that is where the speed cameras will lurk. Keep the 40 zones to the real 'CBD' and people will agree, but extend it out of the pedestrian zone and we will know you are just creating new revenue traps in addition to any stated safety goals.	Geelong Advertiser - Geelong council considers slowing speed limit to 40km/h in CBD 7/8/16	Support the project with comment

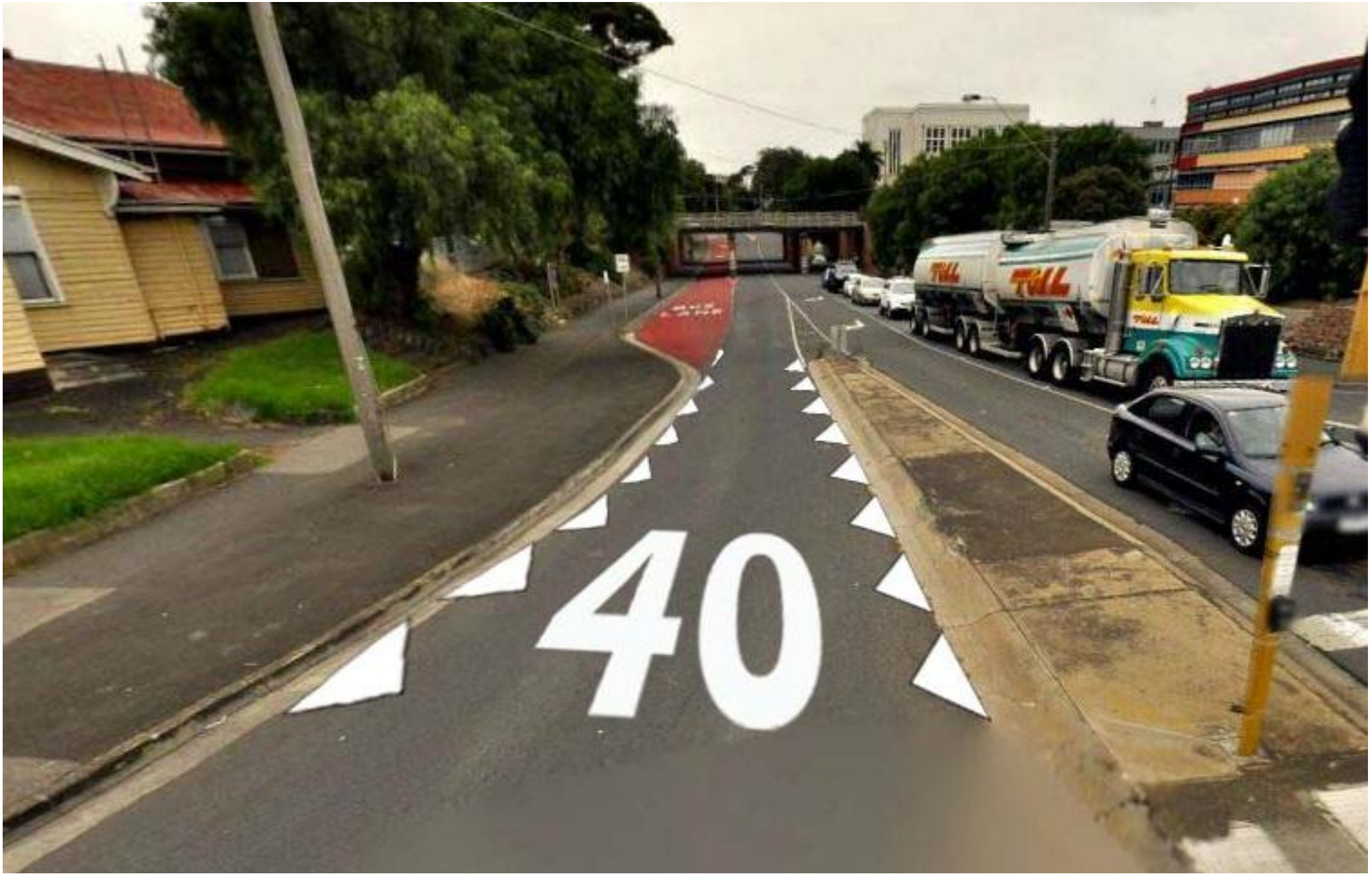
I'm a bit late to this but as has been said, it's hard to do above 40 during the day anyway but what about later at night, say 1 a.m.? Not that I've driven in the CBD at that time for years but if it's anything like Pako at say 9 p.m. it will be so frustrating as hardly any cars are on the road and one just crawls. So I would prefer it to be 40 during the day, but at least 50 during the night.	Geelong Advertiser - Geelong council considers slowing speed limit to 40km/h in CBD 7/8/16	Support the project with comment
Letter about Central Geelong 40km/hr speed zone. I received the above letter and do not consider the speed should be reduced to 40km/hr. Accidents only started when the free flow 2 lane roads were messed with by making bike lanes and lots of concrete and trees. Get rid of all this and keep speed at 60km/hr. I received the above letter and do not consider the speed should be reduced to 40km/hr. Accidents only started when the free flow 2 lane roads were messed with by making bike lanes and lots of concrete and trees. Get rid of all this and keep speed at 60km/hr.	Website	Do not support the project
40kph central Geelong purely & simply revenue raising, I will choose to stay away & go to Corio, Waurn Ponds, Belmont.	Website	Do not support the project
Reducing speed limits will cause me (and perhaps others) to avoid the city even more than I do now. Though claims are made that it will not affect travel time significantly, I have trouble accepting this as true and believe it remains a psychological deterrent at least. Secondly, if protecting the vulnerable is the goal, and slower-moving traffic significantly reduces injury, then wouldn't an exclusion of vehicles be best? I don't accept that protecting the vulnerable is the only, or even the main, goal. Accidents will always happen. Has any consideration been given to the responsibility of the vulnerable in serious injury incidents? Perhaps reducing pedestrians is the better course of action. Though I do not desire that anyone be injured, I don't believe we can eradicate serious injury by reasonable means. At some point, the level of incidence must reach acceptability, ie. the percentage of successfully avoided altercations dwarfs any undesirable outcomes and becomes acceptable for the benefits received by the majority. Defining that point is subjective but I believe the pursuit of zero risk, although admirable, is unrealistic. I believe a better solution would be to create a concentrated pedestrian precinct out of the CBD (a giant shopping mall) with arterial by-passes that enhance traffic flow and reduce congestion. I believe peripheral parking options that are affordable would restore convenience and make the CBD a "day out" attraction that the suburban mega shopping centres have become.	Website	Do not support the project
Don't agree with proposal	Website	Do not support the project
I do not support the speed of 40kph. I believe this is too slow to allow a vehicle to get out of the way quickly, when faced with a collision, or obstruction. My vote is for the 50kph speed to be retained.	Website	Do not support the project
Definitely not. This is already the Nanny state. Please don't add to it.	Website	Do not support the project

I am a realist- The towards 0 campaign that you support is a happy thought and sadly, will always be just that. Dropping the speed limit will achieve nothing other than increasing driver frustration through this already clogged thoroughfare. Serious consideration needs to be given to the peak hour through traffic destined for the peninsula. Surely a system of 2 major one way roads through the city combined with synchronised traffic lights would allow for a better flow of traffic. Once upon a time Malop St / Mercer St offered a reasonable flow of traffic without the ridiculous traffic lights that now exist- there was a large roundabout and double lanes of traffic that thoughtfully & effectively allowed a good flow of vehicles through this area. Council in its wisdom narrowed the thoroughfare to one lane, redesigned the roundabout & installed a lethal pedestrian crossing in front of the Dalgety building (on the whim of a long forgotten C.E.O.). To fix this glaring error-another series of redesigns, heaps of traffic lights resulting in the mess that we presently have. Bendigo & Hobart run rings around Geelong in how they effectively move substantial traffic quantities though their City centres, neither of which are handicapped by a 40k speed limit. On a daily basis I see traffic stuck in the middle of city intersections (at light changes) during peak hour as the system is not designed for the quantity of vehicles. I see pedestrians & cyclists disobey traffic regulations. I am sure that your traffic counts show you that huge volumes of vehicles pass through the City on a daily basis-it is not their destination and consideration for this fact is paramount. Resident numbers will only increase as development continues on the peninsula. Its time for a real solution. Your 40k idea is fanciful and I believe will not improve the safety, traffic flow or functionality of the city area. It can only give us more of what we already have. Having been a resident of Geelong for almost 50 years I feel that I am well qualified & entitled to make these statements .	Website	Do not support the project
What can we help you with today?: proposed 40km in cbd - a good start to road safety in the cbd would be to ban the huge trucks & semis that use Ryrie Street & Malop Street like their own personal racetracks. Stopping at red lights & obeying the road rules seem to be optional for them. 40 in the cbd is just going to create even more traffic congestion, excessive exhaust fumes for shop owners & pedestrians, & increase road rage. No one will want to come to the city if it's full of exhaust fumes - I certainly won't. Shouldn't the aim be to get traffic through the city as smoothly & efficiently as possible? Traffic jams are just going to make the streets more unsafe - people will start running between stopped cars & cars will get caught in the middle of intersections increasing the risk of accidents.	Website	Do not support the project
This is the stupidest idea. Whoever is running the council and proposed this idea should give themselves an uppercut. Will the TAC recommend reducing the road speed limits to 0 km/h eventually to achieve the ridiculous slogan goal of 0 deaths on Victorian roads? As someone from NSW originally (where stupid decisions like this don't occur) after spending 3 years in Geelong, it's pretty evident from witnessing some of the horrendous driving behaviour and mistakes on the road, that they should start focussing on improving driver training and awareness in Victoria, not making rash decisions to cut speeds of 50/60km/h to 40. People don't commonly die in car accidents at 60km/h unless it involves a pedestrian or motorbike/cyclist etc. it's predominantly hoons flying around well above these speed limits who kill themselves and others and these people aren't likely to follow a 40km/h speed limit in the city grid anyway. All this will do is create traffic chaos and gridlock in the cbd and a bunch of impatient drivers who will end up causing an accident anyway. Wake up to yourselves Geelong Council.	Geelong Advertiser - Geelong council considers slowing speed limit to 40km/h in CBD 7/8/16	Do not support the project

Should read "under a plan to deter people from entering the CBD".	Geelong Advertiser - Geelong council considers slowing speed limit to 40km/h in CBD 7/8/16	Do not support the project
I work in South Geelong and am a resident in City of Melbourne. I often go for walks at lunchtime from Kilgour Street area towards Ryrie street. I find that I have had to increase my caution of motorists in this area particularly around roundabouts. Motorists are very unlikely to give way/slow down on approach if you are mid-way through the intersection even though the area is quite residential. I have at times at tense encounters with aggressive motorists (one was a younger P plater). I have also noticed this when crossing McKillop Street to go up Bellarine street, a quiet street, there is a left turn lane on Bellarine Street that a lot of cars use and I feel I have to wait at the traffic island or on the side of the road as the cars do not look to check if I may crossing as they are turning. It is as if motorists are not aware or have no regard of pedestrians and feel they have a right to the road like they are on a country highway. I have also encountered this uncomfortable pedestrian experience in urban Hobart. There are a lot of busy roads – McKillop street, Myers Street, Ryrie Street, which are route options running towards Queencliff etc/ feeding towards Latrobe terrace, perhaps a designated city bypass would improve pedestrian conditions, but then may increase congestion on McKillop street. Are you exploring options such as making a bypass further out or enforced speed zones to avoid 60kph in these city areas completely, which will promote walking, jogging and active travel for residents and pedestrians in this zone. I also feel that where there are pedestrian crossings like on Moorabool street and McKillop street , pedestrians have to wait a long time. If a pedestrian wanted to keep up a workrate ie. to obtain cardio session of 10 mins continuous they would not be able to go a direct way or be disinclined to follow the road rules to do this. I do enjoy the bike path on Swanston street when I am on a bike.	Email	Unrelated/mutual comment to the project
In my opinion there is a very clear way to be data driven and take all the emotion out of the discussion. Rather than refer to the generic "40kmh is safer the 50kmh" studies as you do in your brochures, why not use the data that must be applicable to these specific areas? The 40kmh zones currently in place in Malop Street and Pakington Street have bee in situ long enough to gather statistically valid data. If that data shows a clear reduction in accidents and injuries compared to the previous 50kmh data then there should be no question that we extend the implementation to other CBD streets. If however that data does not show a clear reduction in accidents and inuries then not only should we refuse to extend to other streets, we should in fact revert these two streets back to 50kmh.	Email	Unrelated/mutual comment to the project
Realistically, how many accidents happen in the heart of Geelong? How about stopping the trucks driving through the city before putting further restrictions on motorists with 40km/hr zones. Cyclists don't feel safe because of the completely ridiculous bike zones that have been put in place, and the continuing parade of B-doubles driving through town. And don't bother telling me that doesn't happen. Sitting outside the old post office in Ryrie Street I photographed three huge trucks, two of which were B-doubles, banked up as they made their way through the centre of town, making my parked car sway. Thank God for satellite shopping centres' and the exciting city of Melbourne! Coming into the heart of Geelong becomes less and less appealing as time goes by.	Email	Unrelated/mutual comment to the project

Thanks for the opportunity to comment on a Traffic Management Strategy proposed for the Central City as detailed. Strategies of this nature have been spoken about for at least the last 5 years with little or no actions implemented. I am concerned that consideration is being given for a speed limit of 40kms per hour across the CBD grid. Current average motor vehicle speeds, I understand from earlier work/investigation undertaken, does not exceed 40kms - so replacing the current signage (50Kph) with a lower limit will have little or no impact on traffic movement or accident occurrence or severity. Driver behavior may be responsible in many cases other than speed. One of the main issues, if not the most important in my opinion, is the heavy transport movements particularly in Ryrie and McKillop Streets. There are no Victorian provincial city's with heavy vehicle traffic movements of this magnitude - City Hall has addressed these movements in Malop Street to their credit but this needs urgent attention in addressing all central Geelong thoroughfares for all travelling public and pedestrians is to be achieved. Heavy trucks with a right to be in central Geelong are those making delivery to commercial business houses, not as presently the case where both loaded and empty transports of all configuration use the centre of Geelong as a short cut to the Bellarine area or the reverse. There is an excellent opportunity to redress this situation by redirecting transports further through Latrobe Terrace, over the Barwon River to gain access to Felmongers Road via the new bridge that offers grade separation and greater safety through to the Boundary Road roundabout and north to the Bellarine Hwy. I support both the City and the TAC Towards Zero vision but believe introducing new traffic speed limits will not have the desired outcome. If it is the intention of the City to revitalize Ryrie Street as a commercial precinct, then heavy transports with there fume, noise, etc being removed will offer greater safety for both road users and pedestrians. I wish you well in your deliberations.	Website	Unrelated/mutual comment to the project
We have recently moved to Geelong to work at the ABS. I find it very frustrating with the lack of all day parking options available in the city for parents who have to drop their kids at school, and arrive for work at around 9am. It seems to me that all the all day parking options have been taken up by people who arrive earlier. There should be options for working parents. I have recently put my name down on permit parking for Civic and Busport - but am told that the waiting time is over 3 months. Are there other options for a working parent of school children? The park and ride is not feasible, neither is the free parking a long way away, as I need to be at my desk by 9am. I am currently parking in 3 hour and 2 hour spots - which requires several moves a day and cost me around $20. Surely there should be better options for a working parent? Changing the 2 hour and 3 hour slots to be available for 4 hours would be a start - that way I would only need to move the car once.	Website	Unrelated/mutual comment to the project
Of the 156 crashes quoted above, how many were caused by vehicles travelling over 40km/hr? This is using selective statistics, always a suspect practice.	Geelong Advertiser - Geelong council considers slowing speed limit to 40km/h in CBD 7/8/16	Unrelated/mutual comment to the project
40KM/H - swiftly followed by revenue raising speed cameras strategically located Downtown. Boy these Spring Street appointed administrators certainly know how to strip the last remnants of commerce from our city.	Geelong Advertiser - Geelong council considers slowing speed limit to 40km/h in CBD 7/8/16	Unrelated/mutual comment to the project
They have done this in Ballarat CBD . No one can actually say how they will assess how effective it is. It has cost the rate payer over $100k and this is for an area quarter what Geelong is proposing	Geelong Advertiser - Geelong council considers slowing speed limit to 40km/h in CBD 7/8/16	Unrelated/mutual comment to the project


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7. SESSIONAL KINDERGARTEN FEES 2017

Source: **Community Life – Family Services**
General Manager: **Linda Quinn**
Index Reference: **Subject: CoGG Kindergarten Cluster Management**

Purpose

To seek approval to increase kindergarten fees at Council's three and four year old sessional programs effective from January 2017 in line with the Victorian State Government Kindergarten Funding Rates (including Kindergarten Fee Subsidy) 2017.

Background

Council operates 8 three and four year old sessional kindergarten programs across the municipality. Income is generated through parent fees and state government funding. Fee schedules for these programs are set for the following financial year during the budget formulation period.

In late June 2016, the state government announced an increase to funding rates in recognition of increased salaries for early childhood teachers and educators. Council's kindergarten fees for fee paying parents are set based on the Victorian State Government Kindergarten Fee Subsidy (KFS) for eligible children to access free kindergarten. Council's budget process was complete at the time of the state's funding announcement and therefore a fee increase is necessary from first term in 2017.

Key Issues

- Fee schedules for four year old kindergarten programs (15 hours) are set and adopted by Council during the budget formulation period each financial year. The fee setting timeline was prior to the release of the 2017 KFS funding rates.
- The KFS rate increased from $1,386 in 2016 to $1,433 per year in 2017, this equates to 3.4**%.** The KFS covers the cost of free kindergarten programs for eligible children.
- It is Council practice to set four year old kindergarten fees based on the rate of the KFS and therefore fee paying parents would incur an increase of $47 per year from first term 2017.
- Three year old sessional kindergartens programs are not funded through the state KFS. Eligible three year old children can access a free kindergarten program through the Early Start Program.
- The new rate for families accessing an unfunded 3 year old kindergarten program will increase from $1,900 to $1,929; an increase of $29 per year for a 6 hour program. Grovedale Child and Family Centre 3 year old kindergarten fee will have a higher increase to bring the fees into line with Council's other kindergarten programs.

L Gardner moved, P Dorling seconded -

That Council notes the increase to the Victorian State Government Kindergarten Fee Subsidy 2017 and approves an increase in sessional kindergarten fees in line with the above, effective from term one 2017.

Carried.

Attachment 1

Discussion

Victorian State Government Kindergarten Funding Rates (including KFS) 2017 were announced in late June 2016 post Council's budget setting process, therefore Council's kindergartens fee structure does not reflect the increase.

It is proposed that from January 2017, the four year old kindergarten fee will increase from $346.50 per term or $1,386 per year (2016 rate) to $358.25 per term or $1,433 per year (2017 rate). This will be a 3.4% increase in four year old kindergarten fees across all eight programs.

Three year old kindergarten fees will increase from $475 to $482.30 per term or $1,900 per year for six hours.

Council kindergarten fees for full fee paying families are set in line with the State Government fee subsidy rate. The increase in the KFS will see an increase to full fee paying families. Families that are eligible for KFS will continue to receive free kindergarten and will not be impacted.

Financial Implications

A budget projection will be required to reflect the increase in Council revenue.

The proposed increase to the kindergarten program fees and additional funding for both three year old and four year old sessional kindergarten programs will increase service income from $611,777 to $636,317, an increase of $24,540 for 2016-2017 financial year.

Stakeholder Consultation and Communication

If the proposed increase is approved, parent handbooks will be updated and a letter will be sent to each family informing them of the 2017 increase to fees.

Policy/Legal/Statutory Implications

The Victorian Local Government Act (1989) empowers Council to set user-pays fees and charges to offset the cost of delivering services for the community.

Alignment to City Plan

The subject of this report and recommendations are consistent with Council's strategic City Plan objectives as referred under How We do Business – through responsible and sustainable financial and business management.

Conflict of Interest

No officers involved in this report have any direct or indirect interest in accordance with Section 80(c) of the Local Government Act.

Risk Assessment

The proposed increase to the 2017 fee structures for the three old sessional kindergarten programs at Grovedale Child and Family Centre may result in parents raising concerns in regards the higher increase to fees...

8. REVOCATION OF FLOOD-PRONE AREA DESIGNATION OF NEW LOTS AT WATERMARK, STAGES 1 AND 2

Source: **City Services - Engineering Services**
A/General Manager: **Vicki Shelton**
Index Reference: **SUB-16-3161**

Purpose

The purpose of this report is to revoke the designation of flood affected land within the stages of the development of Watermark, Stages 1 and 2.

Background

The current designated flood mapping (refer to Appendix 1) was designated by Council at its meeting of 12 December 2006, under the provisions of the Building Regulations 2006.

The subject of this report is the residential land at Charlemont fronting 228 - 262 Reserve Road, Charlemont. Prior to subdivision the parent lot was used primarily as farmland.

Key Issues

- The flood mapping is subject to a revision due to the subdivision and development at 228 - 262 Reserve Road, Charlemont. Prior to subdivision the parent lot was considered to be liable to flooding. This development site, which is also known as Watermark, Stages 1 and 2, achieves flood immunity for newly created lots for flood events up to and including the 100 year Average Recurrence Interval (ARI) event due to approved internal earthworks.
- The earthworks undertaken have resulted in the floodwaters from the 100 year ARI event being contained within the boundaries of the road network.
- Council has a statutory obligation under the Building Regulations 2006 to designate land as liable to flooding where it reasonably knows it to be prone to flooding. Conversely, there is an obligation to remove the encumbrance of designation from land that is no longer considered to be flood-prone.
- It should be noted that designation is separate to the creation of flood overlays within the Planning Scheme, which generally follows designation. In the case of this development, the planning scheme amendment to create post-development flood zones or overlays is proposed after the design of the proposed precincts.

L Gardner moved, P Dorling seconded -

That Council revoke the Council designation of 12 December 2006 of flood affected land Watermark, Stages 1 and 2 as liable to flooding pursuant to Regulation 802(2) of the Building Regulations 2006.

Carried.

Attachment

Appendix 1 shows the existing flood designation. Appendix 2 shows the change in flood mapping at 228 - 262 Reserve Road, Charlemont after construction of the subdivision.

Discussion

Designation of land as liable to flooding under Regulation 802 of the Building Regulations 2006 enables the control of floor levels for acceptable building permit applications, or refusal of consent to building applications where there is likely to be a danger to life, health or safety due to flooding. Designation also enables disclosure of flood status within statutory information certificates such as the Land Information Certificate and Building Information Request Form.

Overland flows that may occur within the subdivision during the 100 year ARI flood event are now contained within road and drainage reserves in accordance with accepted best practice for development within flood-prone areas. Best practice requires that any overland flows within residential areas satisfy public safety criteria with respect to velocity and depth of flow.

Council has a statutory obligation under the Building Regulations 2006 to designate land as liable to flooding where it reasonably knows it to be prone to flooding. Conversely, there is an obligation to remove the encumbrance of designation from land that is no longer considered to be flood-prone.

Financial Implications

The costs of proceeding to revoke the existing designation and to designate the revised flood mapping at 228 - 262 Reserve Road, Charlemont, in accordance with the requirements of the Building Regulations 2006, are provided for within the annual recurrent budget.

No impact to budget.

Stakeholder Consultation and Communication

A revocation of designation does not warrant public consultation as it constitutes the removal of an encumbrance on land.

Relevant Council databases and flood maps will be revised and updates sent to the Corangamite Catchment Management Authority and Building Control Commission.

Policy/Legal/Statutory Implications

The City has various statutory responsibilities for drainage management and flood management (prevention, response and recovery) as set out in the Local Government Act 1989, Local Government Regulations 1990, Planning and Environment Act 1987, Building Regulations 2006, Water Act 1989, Subdivision Act 1988 and Emergency Management Act 1986.

Regulation 802(2) of the Building Regulations 2006 provides Council with the powers to 'designate' land liable to flooding. Regulation 802(3) provides that consent must be obtained from Council for an application to build on land liable to flooding.

Section 27 of the Interpretation of Legislation Act 1984 provides the power for Councils to 'repeal or amend a subordinate instrument made in the exercise of that power'.

Section 807 of the Building Regulations 2006 requires Council to update the municipality's designated special area maps at the Building Control Commission in the event of alterations to a designated special area. Designated special areas include areas designated as being liable to flooding.

Section 229 of the Local Government Act and Regulation 326 of the Building Regulations provide for the issue of information certificates containing prescribed information, including the flood status of properties.

The revised flood data for 228 - 262 Reserve Road, Charlemont will assist the City in meeting its statutory obligations with regard to flood data.

The revised flood data will also assist in fulfilling the recommendations of the Municipal Emergency Management Committee adopted by Council in November 1998 (i.e. mapping of 1 in 100 year flood levels)

Alignment to City Plan

The recommendations of this report are consistent with City Plan, in relation to Growing our Economy and promoting a sustainable built environment, sustainable land use and development.

Conflict of Interest

There are no officer direct or indirect interests with respect to this report.

Risk Assessment

Council also has some risk exposure with any failure to disclose the flood-prone status of a property in a Land Information Certificate.

The designation of the flood data produced by the flood study is a key step toward minimising Council's exposure to these risks.

Council has a risk exposure through its statutory obligations under the Building Regulations 2006 to:

1) designate land as liable to flooding where it reasonably knows it to be prone to flooding;
2) specify minimum floor levels in consultation with the relevant floodplain management authority (CCMA); and
3) refuse consent to building applications where there is likely to be a danger to life, health or safety due to flooding.

Council also has some risk exposure with any failure to disclose the flood-prone status of a property in a Land Information Certificate.

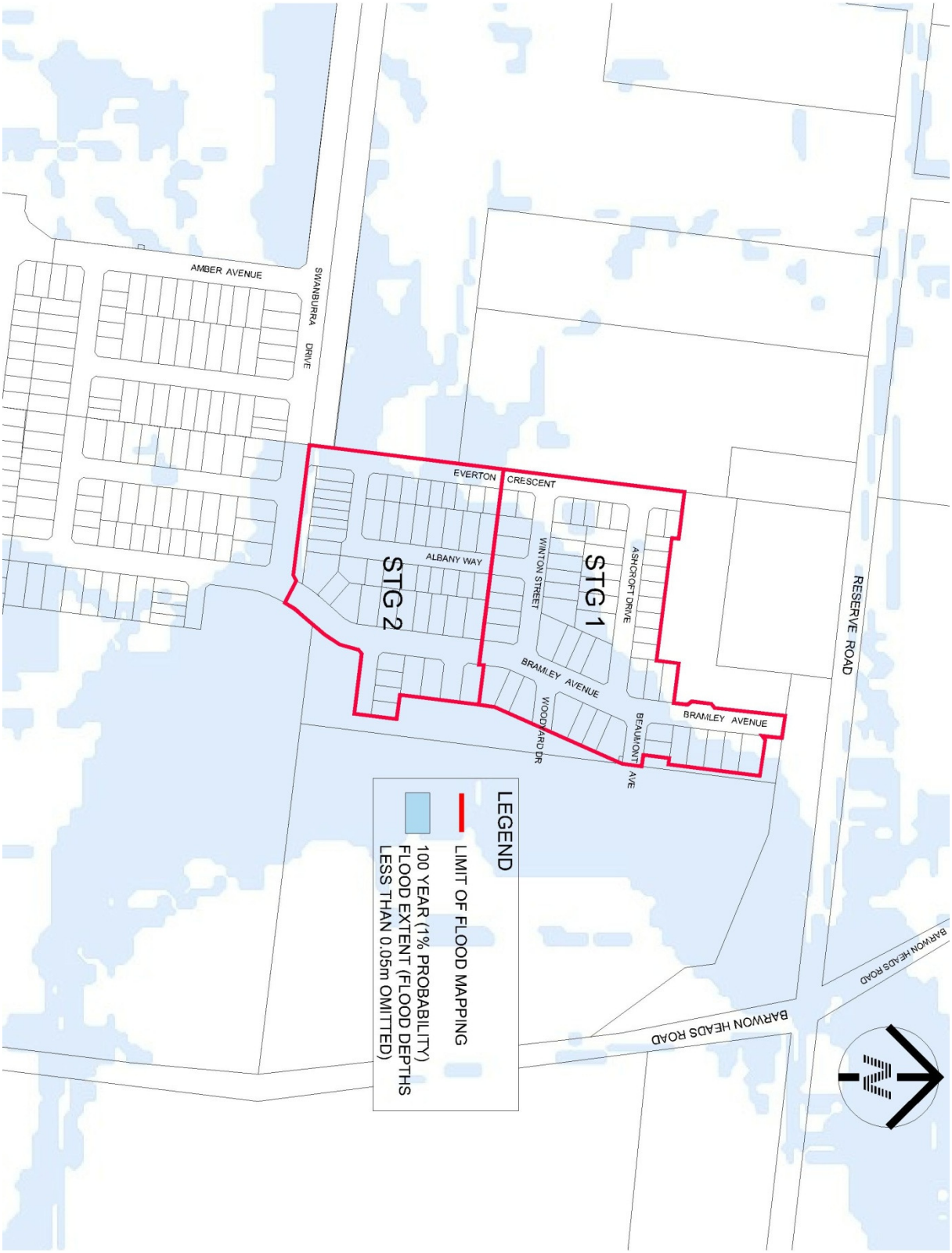
Conversely, there is an obligation to remove the encumbrance of designation from land that is no longer considered to be flood-prone. Designation of land as being liable to flooding can result in extra construction costs and concerns regarding saleability, in some cases.

Environmental Implications

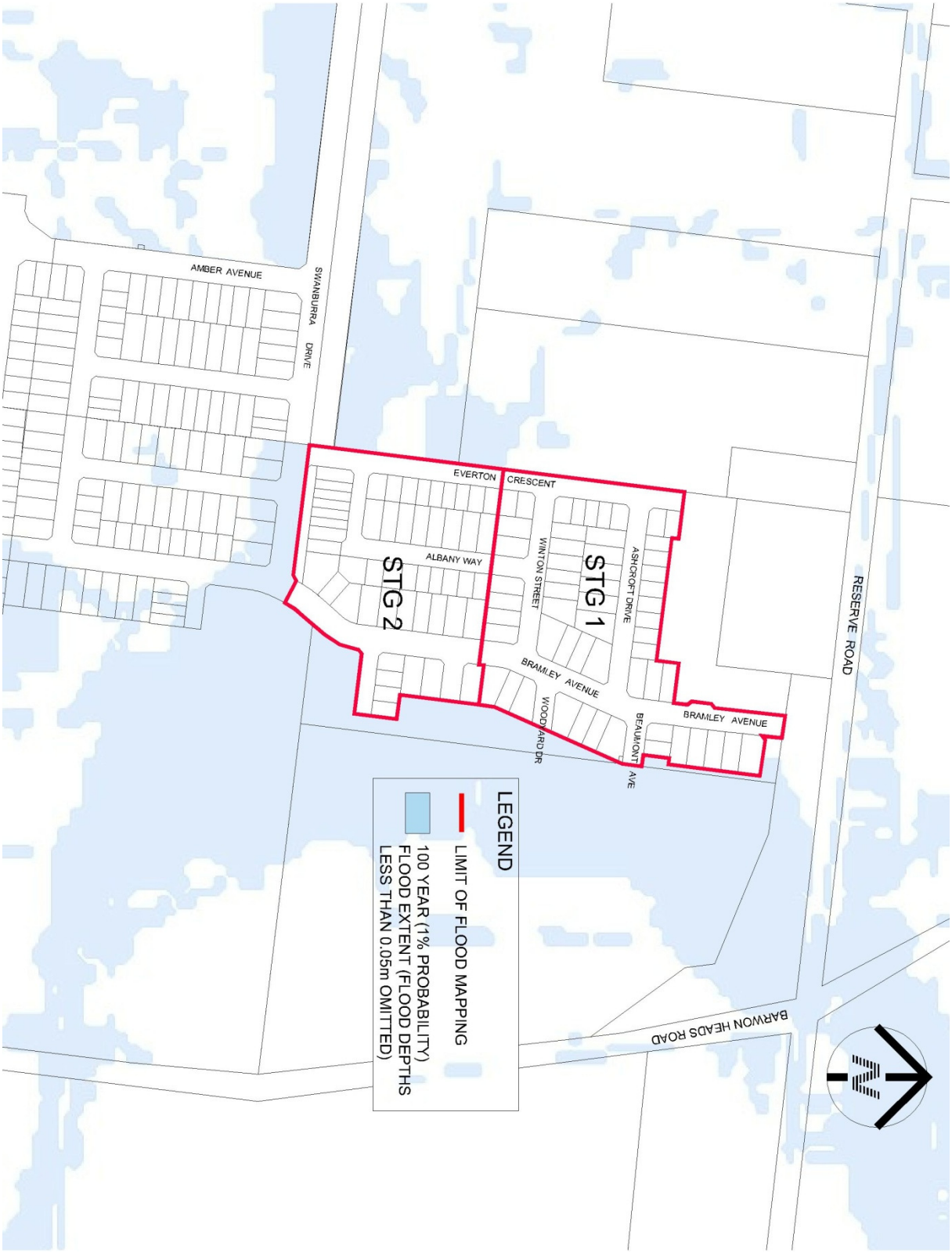
The revocation of flood-prone areas designation and designation of revised flood data does not result in any known adverse environmental impacts.

The removal of a minimum floor level requirement for new dwellings may result in a minor reduction in energy and material usage during construction. In addition, concrete slab-on-ground construction, which is normally used for a non-elevated floor, achieves the minimum energy rating more readily than a timber floor on stumps.

Appendix 1
CURRENT FLOOD MAP



Appendix 2
REVISED FLOOD MAP



9. REVOCATION OF FLOOD-PRONE AREA DESIGNATION OF NEW LOTS AT CHARLEMONT, STAGE 1

Source: **City Services - Engineering Services**
A/General Manager: **Vicki Shelton**
Index Reference: **SUB-16-3161**

Purpose

The purpose of this report is to revoke the designation of flood affected land within the stages of the development of Charlemont, Stage 1.

Background

The current designated flood mapping (refer to Attachment 1) was designated by Council at its meeting of 12 December 2006, under the provisions of the Building Regulations 2006.

The subject of this report is the residential land at Charlemont fronting 201 - 219 Horseshoe Bend Road, Charlemont. Prior to subdivision the parent lot was used primarily as farmland.

Key Issues

- The flood mapping is subject to a revision due to the subdivision and development at 201 - 219 Horseshoe Bend Road, Charlemont. Prior to subdivision the parent lot was considered to be liable to flooding. This development site, which is also known as Charlemont, Stage 1, achieves flood immunity for newly created lots for flood events up to and including the 100 year Average Recurrence Interval (ARI) event due to approved internal earthworks.
- The earthworks undertaken have resulted in the floodwaters from the 100 year ARI event being contained within the boundaries of the road network.
- Council has a statutory obligation under the Building Regulations 2006 to designate land as liable to flooding where it reasonably knows it to be prone to flooding. Conversely, there is an obligation to remove the encumbrance of designation from land that is no longer considered to be flood-prone.
- It should be noted that designation is separate to the creation of flood overlays within the Planning Scheme, which generally follows designation. In the case of this development, the planning scheme amendment to create post-development flood zones or overlays is proposed after the design of the proposed precincts.

L Gardner moved, P Dorling seconded -

That Council revoke the Council designation of 12 December 2006 of flood affected land Charlemont, Stage 1 as liable to flooding pursuant to Regulation 802(2) of the Building Regulations 2006.

Carried.

Attachment 1

Appendix 1 shows the existing flood designation. Appendix 2 shows the change in flood mapping at 201 - 219 Horseshoe Bend Road, Charlemont after construction of the subdivision.

Discussion

Designation of land as liable to flooding under Regulation 802 of the Building Regulations 2006 enables the control of floor levels for acceptable building permit applications, or refusal of consent to building applications where there is likely to be a danger to life, health or safety due to flooding. Designation also enables disclosure of flood status within statutory information certificates such as the Land Information Certificate and Building Information Request Form.

Overland flows that may occur within the subdivision during the 100 year ARI flood event are now contained within road and drainage reserves in accordance with accepted best practice for development within flood-prone areas. Best practice requires that any overland flows within residential areas satisfy public safety criteria with respect to velocity and depth of flow.

Council has a statutory obligation under the Building Regulations 2006 to designate land as liable to flooding where it reasonably knows it to be prone to flooding. Conversely, there is an obligation to remove the encumbrance of designation from land that is no longer considered to be flood-prone.

Financial Implications

The costs of proceeding to revoke the existing designation and to designate the revised flood mapping at 201 - 219 Horseshoe Bend Road, Charlemont, in accordance with the requirements of the Building Regulations 2006, are provided for within the annual recurrent budget.

No impact to budget.

Stakeholder Consultation and Communication

A revocation of designation does not warrant public consultation as it constitutes the removal of an encumbrance on land.

Relevant Council databases and flood maps will be revised and updates sent to the Corangamite Catchment Management Authority and Building Control Commission.

Policy/Legal/Statutory Implications

The City has various statutory responsibilities for drainage management and flood management (prevention, response and recovery) as set out in the Local Government Act 1989, Local Government Regulations 1990, Planning and Environment Act 1987, Building Regulations 2006, Water Act 1989, Subdivision Act 1988 and Emergency Management Act 1986.

Regulation 802(2) of the Building Regulations 2006 provides Council with the powers to ‘designate’ land liable to flooding. Regulation 802(3) provides that consent must be obtained from Council for an application to build on land liable to flooding.

Section 27 of the Interpretation of Legislation Act 1984 provides the power for Councils to ‘repeal or amend a subordinate instrument made in the exercise of that power’.

Section 807 of the Building Regulations 2006 requires Council to update the municipality's designated special area maps at the Building Control Commission in the event of alterations to a designated special area. Designated special areas include areas designated as being liable to flooding.

Section 229 of the Local Government Act and Regulation 326 of the Building Regulations provide for the issue of information certificates containing prescribed information, including the flood status of properties.

The revised flood data for 201 - 219 Horseshoe Bend Road, Charlemont will assist the City in meeting its statutory obligations with regard to flood data.

The revised flood data will also assist in fulfilling the recommendations of the Municipal Emergency Management Committee adopted by Council in November 1998 (i.e. mapping of 1 in 100 year flood levels)

Alignment to City Plan

The recommendations of this report are consistent with City Plan, in relation to Growing our Economy and promoting a sustainable built environment, sustainable land use and development.

Conflict of Interest

There are no officer direct or indirect interests with respect to this report.

Risk Assessment

Council also has some risk exposure with any failure to disclose the flood-prone status of a property in a Land Information Certificate.

The designation of the flood data produced by the flood study is a key step toward minimising Council's exposure to these risks.

Council has a risk exposure through its statutory obligations under the Building Regulations 2006 to:

1) designate land as liable to flooding where it reasonably knows it to be prone to flooding;
2) specify minimum floor levels in consultation with the relevant floodplain management authority (CCMA); and
3) refuse consent to building applications where there is likely to be a danger to life, health or safety due to flooding.

Council also has some risk exposure with any failure to disclose the flood-prone status of a property in a Land Information Certificate.

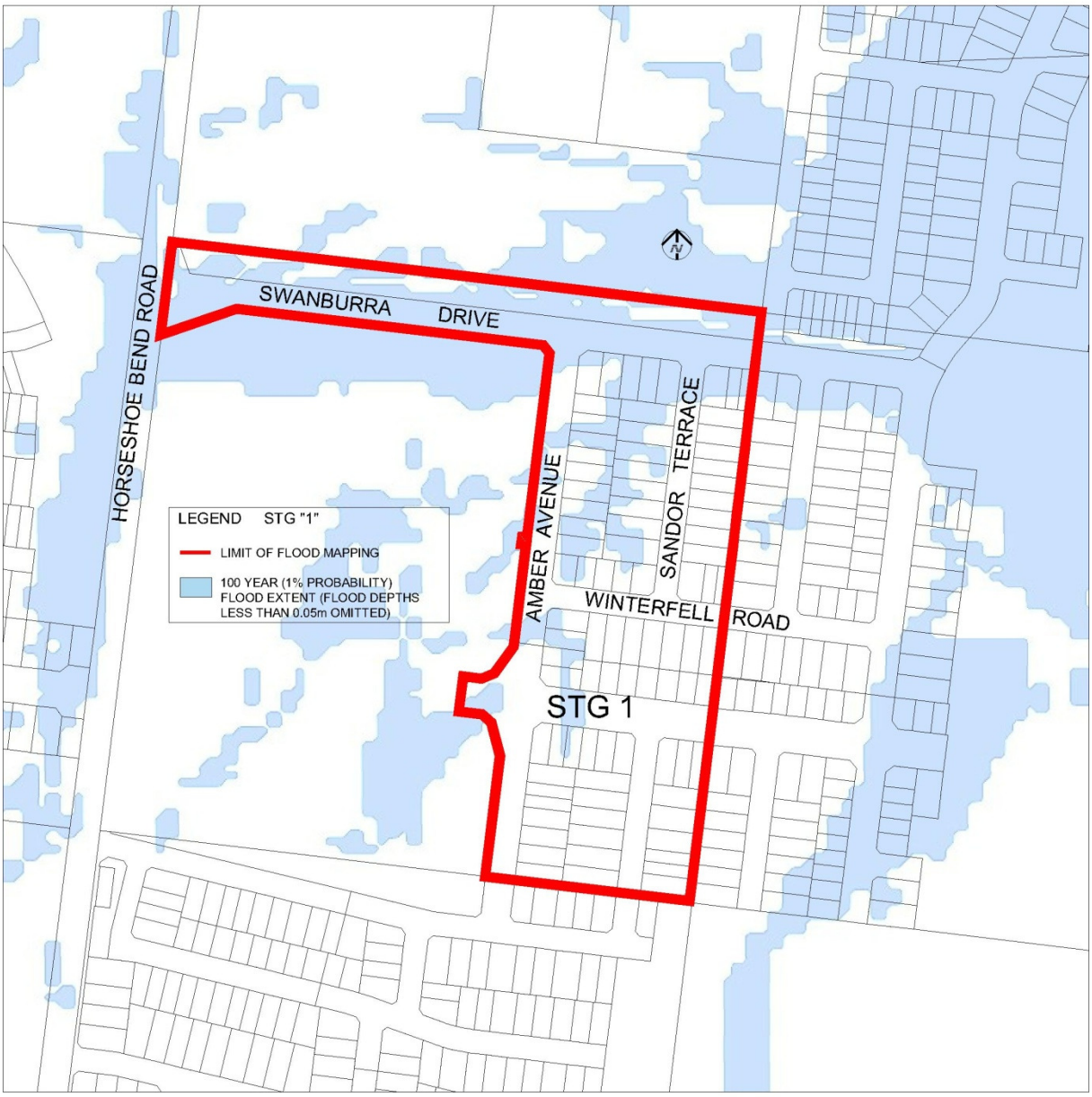
Conversely, there is an obligation to remove the encumbrance of designation from land that is no longer considered to be flood-prone. Designation of land as being liable to flooding can result in extra construction costs and concerns regarding saleability, in some cases.

Environmental Implications

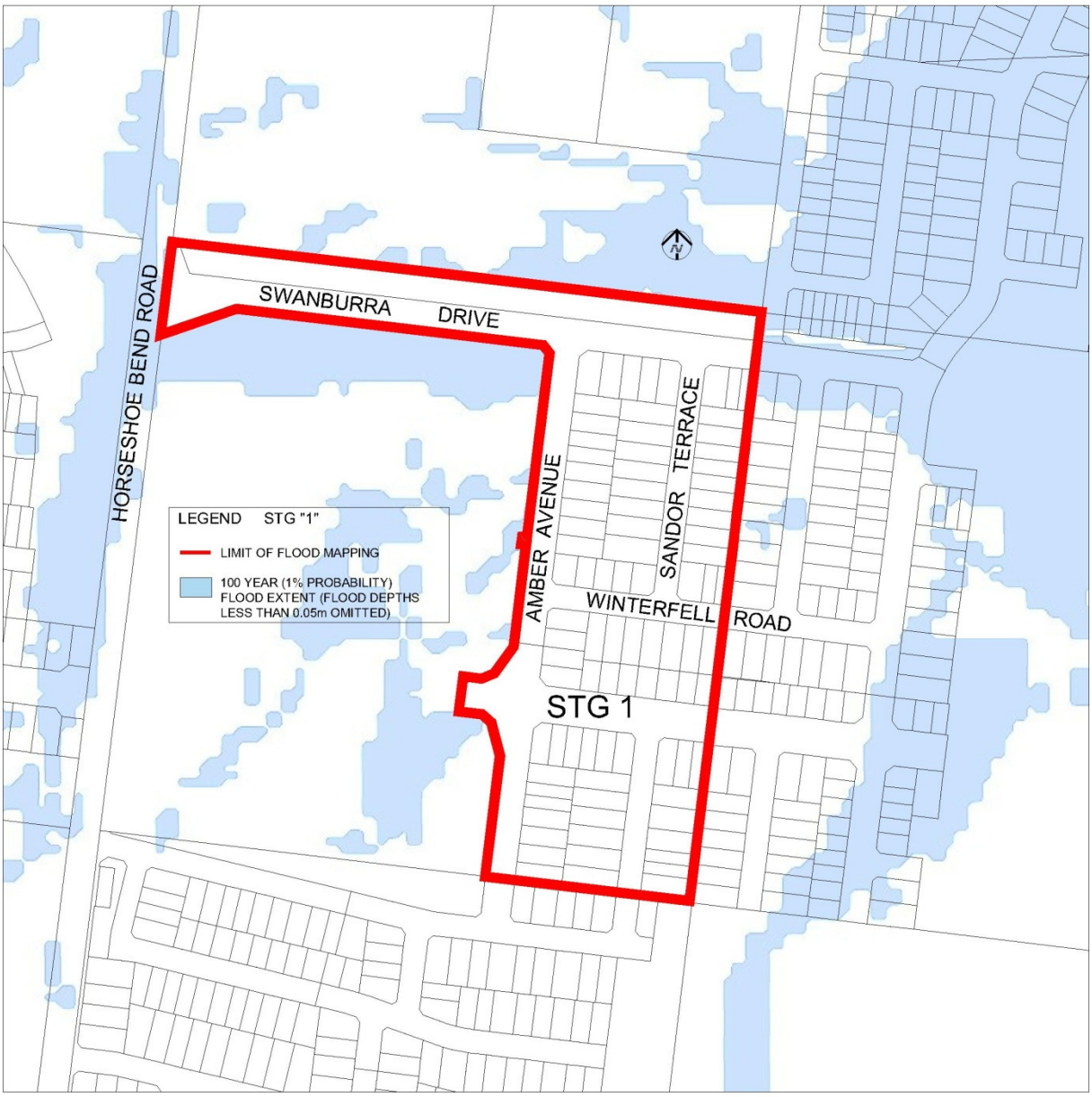
The revocation of flood-prone areas designation and designation of revised flood data does not result in any known adverse environmental impacts.

The removal of a minimum floor level requirement for new dwellings may result in a minor reduction in energy and material usage during construction. In addition, concrete slab-on-ground construction, which is normally used for a non-elevated floor, achieves the minimum energy rating more readily than a timber floor on stumps.

Appendix 1
CURRENT FLOOD MAP



Appendix 2
REVISED FLOOD MAP



10. COUNCIL MEETING SCHEDULE - 2017

Source: **Strategy & Performance – Customer Service & Council Business**
General Manager: **William Tieppo**
Index Reference: **Council Governance / Council Meeting Procedures**

Purpose

To adopt the meeting schedule for Council meetings in 2017.

Background

Each year Council adopts its meeting schedule for the coming year. The current Council Meeting cycle consists of four weekly rotational meetings for each month:

- Week 1 – Strategic Workshop
- Week 2 – Council Briefing
- Week 3 – Community Engagement
- Week 4 – Ordinary Meeting of Council

The Strategic Workshop and Council Briefing are closed to the public, these meetings are to allow time for briefings and discussions on key issues.

Key Issues

- Council's annual cycle of meetings provides an opportunity for our community to engage with the decision making process of Council.
- Adopting the Council Meeting Schedule for 2017 provides our community with advance notice of meeting dates.
- The proposed schedule of meetings retains the Ordinary Meeting of Council on the forth Tuesday of the month.
- The Community Engagement sessions will provide the ongoing opportunity for meaningful community interaction at the local level.
- Any changes to the dates or times of the Ordinary Council Meeting will need to be advertised in accordance with Council Meeting Procedure Local Law.
- Dates and times for the Strategic Workshop and Council Briefing are able to be altered without any advertising as these are closed sessions.

P Dorling moved, L Gardner seconded -

That Council

1) endorse the current Council Meeting cycle;

2) endorse the proposed schedule of meeting dates for 2017 as per Attachment 2;

3) advertise any changes to the scheduled Council Meeting dates in City News and on the Geelong Australia website.

Carried.

Attachment 1

Discussion

Council has a key role to play in ensuring that decisions are made in an effective manner and that all known matters are taken into account when making decisions.

To enable the appropriate time for information gathering and ensuring proper community consultation is undertaken it is proposed that the meeting cycle continues as follows for each month:

- Week 1 – Strategic Workshop
- Week 2 – Council Briefing
- Week 3 – Community Engagement
- Week 4 – Ordinary Meeting of Council

It should however, be noted that due to the festive period in December the meeting schedule alters.

Dates for Strategic Workshops and Council Briefings can be altered without any further notice as these are closed sessions.

Stakeholder Consultation and Communication

The Council Meeting Schedule for 2017 will be placed on the Geelong Australia website once adopted.

Whilst there are no foreseeable changes to the proposed meeting schedule, it is recommended that any changes will be communicated through City News and on the Geelong Australia website.

Policy/Legal/Statutory Implications

If there is an urgent need for Council to meet prior to a scheduled Ordinary Meeting, a Special Meeting of Council may be convened pursuant to sections 83(b) and 89(4) of the *Local Government Act 1989.*

Attachment 2

COUNCIL MEETING SCHEDULE

January – December 2017

STRATEGIC WORKSHOP	COUNCIL BRIEFING	COMMUNITY ENGAGEMENT	COUNCIL MEETING
1st Wed/Month *closed to public in camera*	2nd Tues/Month *closed to public in camera*	3rd Wed/Month (Night Mtg – *6.00pm) open to public to be held at various locations*	4th Tues/Month (Night Mtg – 6.30pm *) open to public*
	17 Jan	**-**	**24 Jan**
Budget Briefing 7 Feb & 22 Feb	**14 Feb**	**15 Feb**	**28 Feb**
Budget Briefing 8 Mar & 22 Mar	**14 Mar**	**15 Mar**	**28 Mar**
Budget Briefing 4 Apr & 12 Apr	**11 Apr**	**19 Apr**	**26 Apr**
2 May	**9 May**	**17 May**	**23 May**
6 Jun	**13 Jun**	**21 Jun**	**27 Jun**
4 July	**11 Jul**	**19 July**	**25 Jul**
1 Aug	**8 Aug**	**16 Aug**	**22 Aug**
5 Sep	**12 Sep**	**20 Sep**	**26 Sep**
3 Oct	**10 Oct**	**18 Oct**	**24 Oct**
8 Nov	**14 Nov**	**15 Nov**	**28 Nov**
	5 Dec	**-**	**12 Dec**

11. 2017-18 BUDGET PROCESS

Source: **Strategy & Performance – Financial Services**
General Manager: **William Tieppo**
Index Reference: **Financial Reporting**

Purpose

To confirm the 2017-18 Annual Budget timetable, Budget Objectives and process for community engagement for grant application submissions.

Background

A budget timetable is prepared each year as part of a detailed project plan to ensure statutory compliance with the Local Government Act. The timetable provides for completion of the budget development, detailed briefings with Administrators, completion of the community budget submission process, with final adoption by Council prior to 30 June.

Key Issues

- Four Council Briefings are scheduled to review specific components of the draft Budget commencing on Wednesday 22 February. Further briefings follow on Wednesday 8 March and Wednesday 22 March and a provision for a final briefing session on 12 April 2017.
- The Council meeting, scheduled for 26 April 2017, to adopt the Proposed 2017-18 Budget, City Plan and Fees and Charges. The Council meeting will also give public notice of the Budget.
- The timetable provides for a 28 day period in which Budget submissions can be made.
- Budget submissions will close on 24 May 2017.
- A Council meeting is scheduled on 27 June 2017 to formally adopt the Final 2017-18 Budget.
- The financial objectives of the 2017-18 Budget focus on maintaining a low risk organisational profile, delivery of budget within the overall Rate Cap expectations, continued delivery of operating efficiencies and ensure that funding applications are aligned with organisational strategy.
- Council is developing a single Grant Scheme to provide for non mandatory funding applications during 2017-18. The scheme replaces the community budget submission process.

L Gardner moved, P Dorling seconded -

That Council endorses the proposed:

1) timetable for the development of the 2017-18 Annual Budget;

2) Financial Objectives of the 2017-18 Budget;

3) development of a new grant process for 2017-18.

Carried.

Attachment 1

Discussion

A budget timetable is prepared each year as part of a detailed project plan to ensure statutory compliance with the Local Government Act. The timetable identifies the main responsibilities, functions and timeframes to complete a review of all matters relating to the 2017-18 Budget. The Annual Budget is an important document that supports the strategic directions of Council for the next twelve months and beyond.

The draft Budget provides a financial framework to assist decision making. Financial objectives of the 2017-18 budget are aligned with the organisation strategy City Plan.

- Maintain a low risk Financial Indicator profile (VAGO –refer to Attachment 2)
- Deliver a budget within overall Rate Cap expectations
- Achieve operating efficiencies in resource utilisation
- Undertake a review of base line funding (zero based approach)
- Engage with the community for unified Grant Scheme
- Minimise net cost of service delivery through Fees & Charges review
- Review funding applications to ensure alignment with 8 Strategy drivers

In prior financial periods the mechanism for community engagement regarding funding bids was via an on line submission portal to Council. Following a financial review recommendation, Council is developing a unified Grant Scheme to provide for different types of community based funding applications including:

- Community Grants
- Community Arts & Festival Grants
- Facility Grants
- Business Grants

A consultant will be appointed and a working group formed to drive progress towards a single grant scheme with refined evaluation criteria. Further details will be communicated in 2017.

Financial Implications

There is a Statutory obligation of Council to adopt the budget each year by 30 June. There are possible financial implications if the annual budget is not adopted by 30 June 2017. These include:

- A lack of internal control to monitor and manage the financial position of the Council, i.e. actual versus budget.
- The possibility of having to delay the first rate instalment notice if the rate notices cannot be issued by early September due to the late adoption of the Budget which includes the designated property differential rates.
- Implementing any Fees & Charges pricing changes and the associated implications of achieving the budgeted income levels

Stakeholder Consultation and Communication

There will be consultation with relevant Council Officers in the development of the new grants process.

Attachment 2

Financial Sustainability Risk Indicators

NET RESULT

Low Risk - more than 0%

Formula: Net Result / Total revenue

A positive result indicates a surplus, and the larger the percentage, the stronger the result. A negative result indicates a deficit. Operating deficits cannot be sustained in the long term

Net Result	Average	Forecast		
		2016-17	2017-18	2018-19
Greater Geelong City Council	14.63%	14.35%	12.08%	7.78%

LIQUIDITY

Low Risk - more than 1

Formula: Current Assets / Current Liabilities

This measures the ability to pay existing liabilities in the next 12 months. A ratio of one or more means there are more cash and liquid assets than short term liabilities.

Liquidity Ratio	Average	Forecast		
		2016-17	2017-18	2018-19
Greater Geelong City Council	1.45	1.33	1.24	1.19

INTERNAL FINANCING

Low risk - > 100%, Medium 75% - 100%, High - < 75%

Formula: Net Operating cash flow / Net capital expenditure

This measures the ability of an entity to finance capital works from generated cash flow. The higher the percentage, the greater the ability for the entity to finance capital works from their own funds.

Internal Financing	Average	Forecast		
		2016-17	2017-18	2018-19
Greater Geelong City Council	85%	74%	83%	92%
COGG Calculation	103%			

INDEBTEDNESS

Low risk - 40% or less

Formula: Non-current liabilities / own sourced revenue

Comparison of non-current liabilities (mainly comprised of borrowings) to own-sourced revenue. The higher the percentage, the less able to cover non-current liabilities from the revenues the entity generates itself.

Indebtedness	Average	Forecast		
		2016-17	2017-18	2018-19
Greater Geelong City Council	21.91%	30.40%	32.61%	33.94%

CAPITAL REPLACEMENT

Low risk - > 1.5, Medium 1 - 1.5, High < 1.0

Formula: Cash outflows for property, plant and equipment / Depreciation

Comparison of the rate of spending on infrastructure with its depreciation. Ratios higher than 1:1 indicate that spending is faster than the depreciating rate. This is a long term indicator as capital expenditure can be deferred in the short term if there are insufficient funds available from operations,

Capital replacement	Average	Forecast		
		2016-17	2017-18	2018-19
Greater Geelong City Council	1.63	2.05	1.79	1.45

RENEWAL GAP

Low risk - > 1.0, Medium 0.5 - 1.0, High risk < 0.5

Formula: Renewal and upgrade expenditure / Depreciation

Comparison of the rate of spending on existing assets through renewing, restoring and replacing existing assets with depreciation. Ratios higher than 1:1 indicate that spending on existing assets is faster than the depreciating rate.

Renewal Gap	Average	Forecast		
		2016-17	2017-18	2018-19
Greater Geelong City Council	0.78	#N/A	#N/A	#N/A
COGG Calculation		0.68	0.62	0.66

12. SALE OF LAND TO VICROADS – 333A TORQUAY ROAD MT DUNEED

Source **Strategy & Performance – Property & Procurement**
General Manager: **William Tieppo**
Index Reference **Property Land Sales**

Purpose

To recommend that Council sell to VicRoads land at 333A Torquay Road, Mt Duneed, being a former drainage basin now occupied by Baanip Boulevard.

Background

In May 2013, VicRoads approached Council to purchase land at 333A Torquay Road, Mt Duneed for the construction of Baanip Boulevard. The land to be sold to VicRoads has an area of 20,824m2 ("the land"), leaving Council with a remodelled drainage basin and drain outlet on land area of area 21,833m2 (refer to Attachment 1).

Key Issues

- Rather than having VicRoads compulsory acquire the land, Council consented to purchase by agreement and allowed VicRoads immediate access to the land for construction of Baanip Boulevard which opened for traffic in June 2015.
- The land to be sold was defined following completion of construction. Both parties have obtained valuations, and because of the differences between the valuations, a conference of valuers has been scheduled to reconcile any differences.
- There remains a small area of Council land south of Baanip Boulevard severed by the proposed purchase by VicRoads (refer to Attachment 1). This land is to be retained by Council for drainage purposes in conjunction with the proposed purchase of a house owned by VicRoads immediately to the east. The effect of the severance has been taken into account by Council's valuer.
- When selling land Council would normally give statutory notice under s189 of the Local Government Act ("the Act"). However under s191 of the Act Council has the ability to sell to a public body without giving public notice. Given that the land is occupied by Baanip Boulevard it is considered reasonable to proceed to sell the land without giving public notice.
- It is recommended that Council agree to sell the land to VicRoads providing the agreed price is not less than the valuation provided by Council's valuer.

L Gardner moved, P Dorling seconded -

That Council sells land of area 20,824m2 at 333A Torquay Road, Mt Duneed to VicRoads;

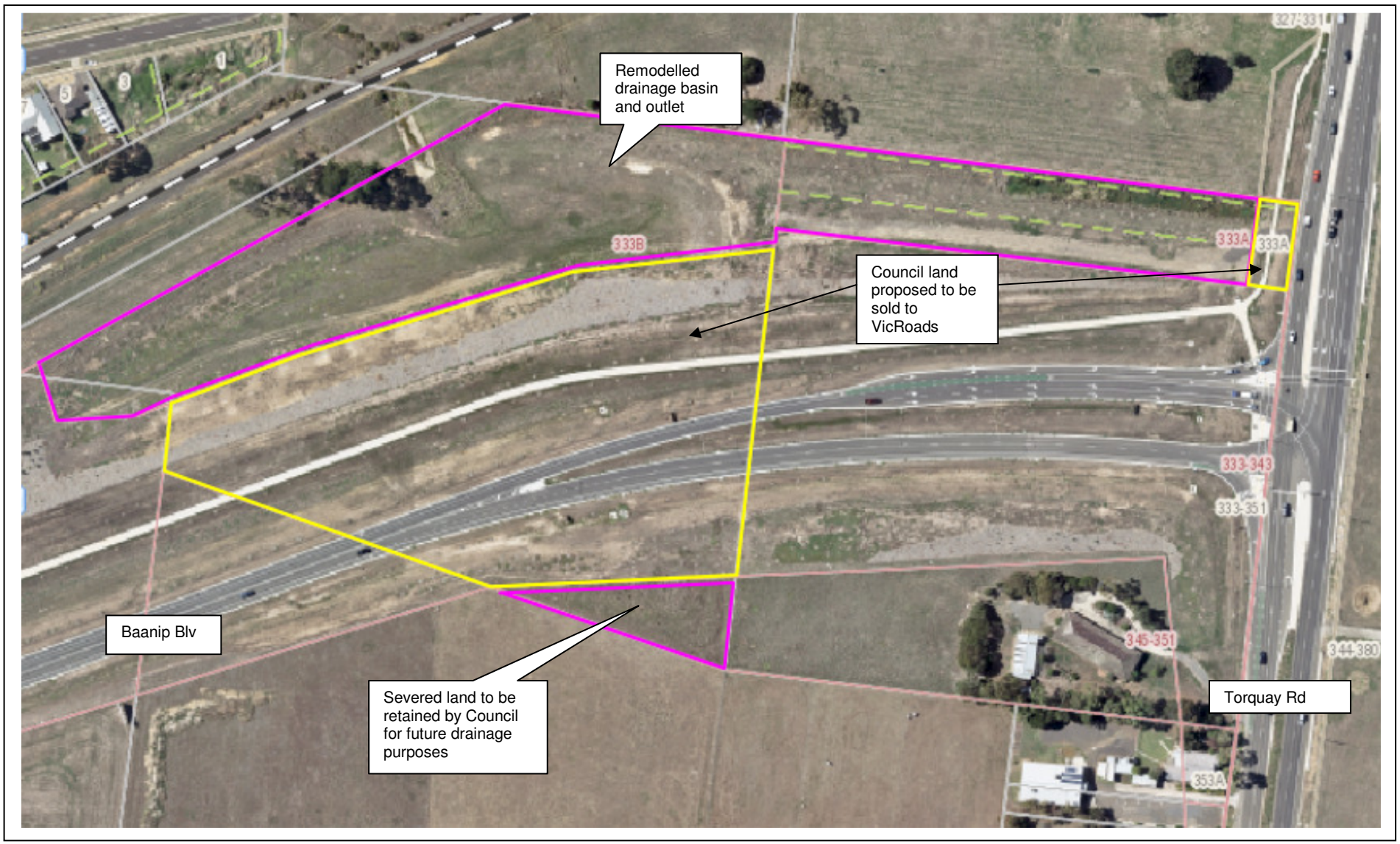
1) at a price not less than the Council's valuation; and

2) notes that the sale will proceed under s191 of the Local Government Act and that public notice of the intended sale will not be given.

Carried.

Attachment 1

Land to be Sold to VicRoads (yellow outline)



13. EMERGENCY MANAGEMENT POLICY

Source: **City Services – Emergency Management & Municipal Resources**
A/General Manager: **Vicki Shelton**
Index Reference: **Subject: Policies and Procedures**

Purpose

The purpose of this report is to adopt the amendments to the Emergency Management Policy CPL275.2 (attached).

Background

Council policies are reviewed regularly to ensure that they remain current and relevant. Council has approved and reviewed a number of policies. This policy CPL275 2 Emergency Management Policy has expired.

Key Issues

- The Emergency Management Policy is reviewed by the City of Greater Geelong's Co-ordinator Emergency Management & Municipal Resources Officer every three years.
- The Emergency Management Policy most recent review focuses on the two levels of response tables.
- One amendment includes the removal of a 'XACOM Box' which received copies of all pager messages to the Duty Officers. This has been replaced with emails.
- Levels of response tables assist the City Services Duty Officer Group in deciding when to move from one response level to another, which in turn activates additional resources and notification of more Senior Staff.
- The policy will have a new review date set to 25 June 2019.

P Dorling moved, L Gardner seconded -

That Council adopt the Emergency Management Policy CPL 275.2.

Carried.

Attachment 1

Financial Implications

This policy provides Council with direction for the effective management and control of its resources. This management ensures there is effective incident and financial accountability.

Stakeholder Consultation and Communication

Consultation was undertaken as part of the preparation of the CPL275 2 Emergency Management Policy with the City Services Duty Officer Group of the Municipal Emergency Management Planning Committee.

Policy/Legal/Statutory Implications

The policy has been developed with reference to relevant legislation in the Emergency Management Manual Victoria which is part of the Municipal Emergency Management Plan.

Alignment to City Plan

Responding to Emergency events ties into the City of Greater Geelong City Plan 2013-2017 Community Wellbeing Strategic Direction.

Conflict of Interest

No officers associated with writing this report have any direct/indirect interest in accordance with Section 80(c) of the Local Government Act 1989.

Risk Assessment

There is a risk to Council's reputation if there is a less that adequate resource from the City during an emergency.

Environmental Implications

Most emergencies have an environmental impact, however, a measured, timely response can mitigate these impacts.

COUNCIL POLICY

Emergency Management	Document No:	CPL275.2
	Approval Date:	25 June 2013
	Approved By:	Council
	Review Date:	25 June 2019
Responsible Officer: **General Manager City Services**		
	Version No:	05
Authorising Officer:		**Chief Executive Officer**

1. PURPOSE

The purpose of this Policy is to outline Council's responsibilities and the management program for providing emergency management services in the City of Greater Geelong region.

2. SCOPE

This policy applies to all Council employees involved in emergency situations, particularly those who respond to and/or assist the community in recovering from emergencies that occur in the Geelong Region or within other municipalities where requested.

3. REFERENCES

- Emergency Management Act, 1986
- Local Government Act, 1989
- Emergency Management Manual Victoria (EMMV)
- Municipal Emergency Management Plan (MEMPlan)
- Geelong Heatwave Management Plan

4. DEFINITIONS

- AHES – After Hours Emergency Service
- CEO – Chief Executive Officer, City of Greater Geelong
-
- MEM – Municipal Emergency Manager (i.e. General Manager, City Services)
- MRM – Municipal Response Manager
- MEMPlan – Municipal Emergency Management Plan
- MERC – (Police) Municipal Emergency Response Coordinator
- MERO – Municipal Emergency Resource Officer
- RERC – Regional Emergency Response Coordinator
-

5. COUNCIL POLICY

Council is committed to providing the following emergency services:

- An effective and efficient After Hours Emergency Service (AHES) to respond to emergencies within its normal service delivery areas 24 hours a day, 365 days a year.
- Provision of timely and co-ordinated response and recovery activities with its resources to assist in community emergencies as defined in the Municipal Emergency Management Plan (MEMPlan) for the City of Greater Geelong and the Emergency Management Manual Victoria.

The Chief Executive Officer and Municipal Emergency Manager (MEM), or in their absence, their delegates (as per the Instrument of Appointment and Authorisation) are authorised by Council to expend funds on the utilisation of urgently needed resources, with the Chief Executive Officer, Municipal Emergency Manager (MEM), Mayor and Councillors being advised of such allocation of resources as soon as practicable after the event.

Council will, where practicable, assist adjoining Councils in responding to or recovering from an emergency event by providing resources with the authorisation of the CEO or MEM, when requested by that Council through the Municipal or Regional Emergency Response Co-ordinator (designated officers of Victoria Police) to Council's Municipal Emergency Resource Officer and/or Municipal Recovery Manager.

As Council resources are limited, they must be applied for the greatest community need which may limit the assistance that can be given to individuals, such as sandbagging individual properties, relocation or elevation of household goods prior to a flood event etc. Therefore residents are expected to take personal responsibility.

Council will pursue reimbursement of costs associated with significant resource allocation (personnel and equipment) for community emergencies, where considered appropriate by the Municipal Emergency Manager or Chief Executive Officer and in accordance with the Natural Disaster Financial Arrangements (NDFA).

6. QUALITY RECORDS

Quality Records shall be retained for at least the period shown below.

Record	Retention/Disposal Responsibility	Retention Period	Location
Municipal Emergency Management Plan	Corporate Records	Permanent	City Services
Emergency response records	Corporate Records	7 years	Corporate Records
Level 3 or 4 Event Reports	Corporate Records	7 years	City Services

7. ATTACHMENTS

Level of Response Tables x 2 No.

Municipal Emergency Management Planning

Levels of Response for Municipal Operations Table One – General Guide Excluding FLOODING

(Updated June 2016)

Incident Level	Incident Classification	Incident Criteria (examples only)	CoGG Incident Manager	Operations Centre Status	Notification
Level Zero	***'Typical' AHES Response Operation***	• Typical call volume being received from the After Hours Emergency Service (AHES) Carrier • All calls being handled by Duty Officer • Field crews being activated as required	**Rostered Duty Officer**	**Not Active**	**None**
Level One	***AHES Response Operation*** • Maximum 5 field (2-person) crews deployed or 3 arboriculture crews • Longer term operation from 4-8 hours. • After Hours carrier monitors all calls and maintains contact with Duty Officer via pager / iPhone • Increasing number of requests arriving via After Hours Carrier.	• Calls arriving from AHES Carrier eg: • Traffic accidents • Isolated fallen trees/branches • Missing/broken/dislodged pit lids. Routine issues that cannot wait to next working day. • Debris blocking roadways • Strong Gale / Storm warnings in effect – wind speeds 75 – 102Kph • Regular requests for assistance being received via AHES Carrier • Bush / Grass fire – CFA requesting assistance (one of two plant items req'd)	**Rostered Duty Officer with Backup Duty Officer assisting in the field.** **Some prioritisation of jobs required by Duty Officer** **Notes:** **Duty Officer monitors dedicated email account and logs info on each job received:** • **Job details** • **Deployment of plant/crews**	**Staffed by Ops Duty Officer, however, as the number / frequency of calls being received/increases, the Duty Officer may decide to call in admin support staff**	• Contact Coordinator Maintenance and advise on situation when pager call volume prevents acknowledgments being carried out in a timely manner. • Contact Coordinator Emergency Management when there is property damage and resident(s) require relocation / evacuation. **OR** where an agency/emergency service is requesting plant/personnel Note: if Police request a small amount of traffic control that's OK, if its more extensive, contact Coordinator Emergency Management
Level Two	***Escalating Response Operation*** • As per Level 1 operation plus • Large allocation of plant and staff in field, possibly involving a zone or municipal wide operation. • 8+ hour operation.	• Bush / Grass Fire, CFA requesting additional resource support (more extensive support requested than Level 1 and over an extended period of time). • Other councils/agencies requesting assistance (ie resources) • Violent Storm warnings in effect – wind speeds 103 - 117Kph. • Rostering of staff required • Multiple job boards being used to track jobs	**Level Two Incident Management Team (IMT) in place, viz:** • **CoGG Incident Manager /Coordinator Maintenance** • **Maintenance Officers/Supervisors (as req'd)**	**Council MEOC's Activated and manned by Level 2 Event Management Team (EMT)**	• Coordinator Emergency Management on all requests from Emergency Services and/or VicPol. • Key supervisory staff activated & additional admin staff activated. • If necessary, MERO to notify Municipal Recovery Manager • At appropriate time MERO to notify MEM & relevant Divisional Managers
Level Three	***Emergency – 'MEMPlan' Operation*** • As per Level 2 operation plus • Municipal Emergency Management Plan 'activated'. • Extensive allocation of plant and staff in the field. • Multi Agency Operation, eg 2006 Anakie Wildfire • Control Agency ICC activated	Incident involving: • Major asset damage or threat to same • Evacuations • Activation of an Emergency Relief Centre • Activation of Control Agency Incident Control Centre (ICC) and MECC (if req'd) • iEMT activated and MERO activated by VicPol	**Level Three Incident Management Team in place viz:** • **CoGG Incident Manager/MERO (or Delegate)** • **Deputy MEROs** • **Other staff as per Level two**	**Council MEOCs Activated and fully manned by Level 3 Event Management Team (EMT)** **MECC activated if MERO and Police MERC request same**	• As per Level 2 plus • Stores personnel activated. • MEM to advise CEO/Mayor, Manager Marketing & Communications, relevant councillor(s)

For Level Two Operation: Coordinator Maintenance to advise Coordinator Emergency Management/MERO of all requests from Emergency Services BEFORE actioning request

Municipal Emergency Management Planning

***Levels of Response for Municipal Operations* Table Two – General Guide FLOODING**

(Updated June 2016)

Incident Level	Incident Classification	Incident Criteria (examples only)	CoGG Incident Manager	Operations Centre Status	Notification
Level Zero	***'Typical' AHES Response Operation***	• Typical call volume being received from the After Hours Emergency Service (AHES) Carrier • All calls being handled by Duty Officer • Field crews being activated as required	**Rostered Duty Officer**	**Not Active**	**None**
Level One	***AHES Response Operation*** • Maximum 5 field (2-person) crews deployed or 3 arboriculture crews • Longer term operation from 4-8 hours. • After Hours carrier monitors all calls and maintains contact with Duty Officer via pager / iPhone ▪ Increasing number of requests arriving via AHES Carrier.	▪ Drainage related calls arriving via AHES Carrier. ▪ Minor and isolated flooding of roads, etc. ▪ Flooding of Barrabool Road (2.1m) Minor flooding of the Barwon (2.3m) & Moderate flooding of the Moorabool river (4.00m) Flash Flood/ Severe Storm warnings in effect. ▪ Moderate flooding (3.1m) of Barwon River with predictions below 3.1m at McIntyre Bridge ▪ Waurn Ponds Creek in flood. ▪ Other Agencies seeking assistance (plant & labour – one or two plant items requested)	**Rostered Duty Officer with Backup Duty Officer assisting in the field.** **Some prioritisation of jobs required by Duty Officer** **Notes:** **Duty Officer monitors dedicated email account and logs info on each job received:** • **Job details** • **Deployment of plant/crews**	**Staffed by Ops Duty Officer, however, as the number / frequency of calls being received/increases, the Duty Officer may decide to call in admin support staff**	• Contact Coordinator Maintenance and advise on situation when pager call volume prevents acknowledgments being carried out in a timely manner. • Contact Coordinator Emergency Management when there is property damage and resident(s) require relocation / evacuation. **OR** where an agency/emergency service is requesting plant /personnel Note: if Police request a small amount of traffic control that's OK, if its more extensive, contact Coordinator Emergency Management
Level Two	***Escalating Response Operation*** • As per Level 1 operation plus • Large allocation of plant and staff in field, possibly involving a zone or municipal wide operation. • 8+ hour operation.	▪ Sandbagging operations req'd ▪ Flooding of Hovells Creek. (no pumping req'd but monitoring levees & some road closures req'd) ▪ CoGG wide heavily, mostly stationary rain storm event over Geelong with rainfall radar showing dark pink & red intensity ▪ Major flood of Moorabool River Batesford gauge board exceeding (4.9m) ▪ Rostering of staff req'd ▪ Other Agencies seeking greater assistance (labour & plant) that exceeds Level 1 criteria	**Level Two Incident Management Team (IMT) in place, viz:** • **CoGG Incident Manager /Coordinator Maintenance** • **Maintenance Officers/Supervisors (as req'd)**	**Council MEOC's Activated and manned by Level 2 Event Management Team (EMT)**	▪ Contact Coordinator Emergency Management/MERO on all requests from Emergency Services and /or VicPol ▪ Key Supervisory & Admin Support Staff activated. (If needed) ▪ If necessary, MERO to notify MRM ▪ At appropriate time MERO to notify MEM & relevant Divisional Managers
Level Three	***Emergency – 'MEMPlan' Operation*** • As per Level 2 operation plus • Municipal Emergency Management Plan 'activated'. • Extensive allocation of plant and staff in the field. ▪ Multi Agency Operation response, eg 1995 Flood Barwon River Flood, Major flood on Hovells Creek ▪ Control Agency ICC activated	Incident involving: • Critical and/or Community asset damage or threat to same • Pumping req'd at Lara, extensive rainfall over Hovells Crk catchment, creek nearing crests of flood levee • Evacuations • Activation of an Emergency Relief Centre • Activation of Incident Control Centre (ICC) and MECC (if req'd) ▪ iEMT activated and MERO activated by VicPol	**Level Three Incident Management Team in place viz:** • **CoGG Incident Manager/MERO (or Delegate)** • **Deputy MEROs** • **Other staff as per Level two**	**Council MEOCs Activated and fully manned by Level 3 Event Management Team (EMT)** **MECC activated if MERO and Police MERC request same**	• As per Level 2 plus • Stores personnel activated. • MEM to advise CEO/Mayor, Manager Marketing & Communications, relevant councillor(s)

For Level Two Operation: Coordinator Maintenance to advise Coordinator Emergency Management/MERO of all requests from Emergency Services BEFORE actioning request.

14. BAKER STREET GROUP ROAD CONSTRUCTION SPECIAL CHARGE SCHEME – SRC 340 – DECLARATION OF CHARGE

Source: **City Services - Engineering Services**
A/General Manager: **Vicki Shelton**
Index Reference: **Council Reports 2016, Special Rates and Charges, Baker Street, Ocean Grove**

Purpose

The purpose of this report is to seek a resolution by Council to declare the charges for a Special Charge Scheme to partially fund the construction of roads in the Baker Street group of roads, Ocean Grove (See plan – Appendix 4).

Background

This Special Charge Scheme has been under development in its current form since 2014. The scope of work identified in the scheme is the result of a community engagement process including a response survey. 129 responses received with 85 yes votes and 44 no votes. It has been established via this survey that there is a majority of support for the scheme.

At its meeting of 10 May 2016, Council resolved to make its intention to declare the scheme. On 7 September 2016 a panel hearing was held where four property owners spoke to the panel. One property owner made a presentation in support of the scheme.

Key Issues

- The proposed scope of works includes sealing all unsealed portions of roads including Field Street South, Baker Street, Osborne Street, Inskip Street and The Esplanade, Ocean Grove.
- There is 1.4 km of roads to be sealed as part of the scheme and there are 106 individual properties benefiting from the scheme.
- Council funded works will include intersection safety improvements, a footpath in Field Street South, underground drainage upgrades and The Esplanade road construction.
- The total cost of the project is estimated to be $1,899,146. A breakdown of costs is shown in the financial implications section of this report.
- Council considered a separate report on 10 May 2016 and resolved to advertise its intention to declare the scheme.
- The scheme was advertised on Saturday 21 May 2016 and eight (8) submissions were received including five (5) objections.
- After deliberations between the Council panel members and Council officers, it was advised to proceed the scheme to declaration as presented.

P Dorling moved, L Gardner seconded -

That Council:

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

a) The Special Charge is declared for a period of five (5) years commencing upon completion of the works and scheme finalisation.

b) The special charge be declared for the purposes of defraying expenses incurred by Council in relation to the construction of roads for streets including Field Street South, Baker Street, Osborne Street and Inskip Street, Ocean Grove which:

b1) will provide proper sealed road access, improved street drainage and enhancement to the general amenity for each of the properties included in the scheme;

b2) Council considers is or will be a special benefit to those persons required to pay the special charge (and who are described in succeeding parts of this Resolution); and

b3) arises out of Council's function of planning for and providing infrastructure for property owners.

c) it be recorded that, for the purposes of Section 163 (2A) of the Local government Act 1989 (The Act), the special charge proceeds will not exceed the amount calculated in accordance with the prescribed formula (R x C = S), the:

c1) 'benefit ratio' (R) being calculated at 0.85 represents the special benefits to all persons liable to pay the special charge; and

c2) 'total cost' (C) of performing the function described in Part b of this Resolution based on estimated cost be recorded as $1,401,626.

c3) 'maximum levy' (S) total amount of the special charge be levied and recorded as $1,191,382.

d) the following be specified as the area for which the special rate is so declared:

d1) the area within municipal district of Council highlighted in the plan attached to this Resolution ("the area").

e) the following be specified as the land in relation to which the special charge so declared:

e1) All land within the area shown on the plan.

f) the following be specified as the criteria which form the basis of the special charge so declared:

f1) Ownership of any land described in Part 1(e) of this Resolution.

g) the following be specified as the manner in which the special charge so declared will be assessed and levied:

g1) The costs to be apportioned based on access and amenity benefits.

g2) The special charge will be levied by sending a notice to the person who is liable to pay, pursuant to section 163(4) of the Act.

h) having regard to the preceding parts of this Resolution but subject to Section 166 (1) of the Act, it be recorded that:

h1) the owners of the land described in column 1 and 2 of Schedule C to the Resolution are estimated liable for the respective amounts set out in column 6 of Schedule C; and

h2) such owners may, subject to any further resolution of Council pay the special charge in the following manner:

h2(a) the charge will become due and payable within one month of the issue of the notice requesting payment pursuant to Section 167 (3) of the Act;

h2(b) interest will not be charged for six months after the issue of the notice provided the person liable makes timely payment in accordance with any repayment arrangements that may be agreed on by Council; and

h2(c) in accordance with Section 172 of the Act, the rate of interest which is payable on the special charge which has not been paid by the specified date is set at Council's overdraft rate, reviewed every three months (provided that it shall not exceed the rate fixed by the Governor in Council by Order for the purposes of Section 172 (2A) in which case the rate of interest shall be the maximum rate fixed by the Governor in Council by Order for the purposes of this section).

2) Authorise the Chief Executive Officer to levy the Special Charge in accordance with Section 163(4) of the Act.

Carried.

Attachment 1

Discussion

The scope of works includes some Council funded elements. These include drainage, a footpath in Field Street South and construction of The Esplanade between Inskip Street and Field Street South.

Drainage has traditionally been funded by Council in a road construction scheme. The Esplanade construction and the footpath in Field Street South will be funded by Council as community facilities for beach users. The Esplanade is not an essential requirement for access for any of the benefiting properties within the scheme.

During the submissions panel hearing of 7 September 2016, some concerns were brought to the table. A summary of concerns including Council officer responses are as follows:

- *The access off Osborne Street will never be used*.

  The property in question has dual access points and has been allocated reduced charges. The Osborne Street access is viable and therefore must be considered as a benefit to the property.
- *Excessive charges due to ownership of four properties*.

  Charges are allocated per lot title.
- *Costs are not fairly allocated*.

  The model used to allocate costs has been explained in detail and all properties were given the same considerations.
- *Traffic will be worse*.

  It is considered that the volumes of traffic will remain unchanged when the roads are constructed. This is because the roads are local streets only and the people who use them are owners, beach goers and visitors. This will not change.
- *Do not want the road*.

  The primary vote indicates a clear majority of property owners in favour of the road construction.

One property owner addressing the panel was in favour of the roads and explained that they 'cannot come soon enough'.

Financial Implications

The project has a one off capital cost and there will be minimal ongoing maintenance costs. The scheme is funded from the core road construction program C02301 and could proceed in the 2016/17 financial year if approved.

A breakdown of costs is as follows:

Estimated scheme cost to property owners	**$1,191,382**
Estimated scheme cost to Council is **$210,244**	**$707,764**
Estimated direct cost to Council for improved roadside drainage and footpath is **$324,480**	
Estimated direct cost to Council for the construction of The Esplanade between Field Street South and Inskip Street is **$173,040**	
Total Project Cost	**$1,899,146**

The total estimated net cost to Council for this project is **$707,764**

Stakeholder Consultation and Communication

Community consultation of the road construction Special Charge Scheme has been carried out as follows:

- January 2015 – Update letter to property owners reintroducing the scheme proposal.
- March 2015 – Invitation letter to public meeting
- 21 March 2015 - Public meeting (open forum with 60 attendees) held at the Boorai Centre, Ocean Grove. This meeting disclosed all information in relation to the proposed scheme including scope of work, cost apportionment and Benefit Ratio Calculation.
- April 2015 – Update letter, information sheet and property owner survey.
- 19 July 2015 – Update letter to property owners disclosing results of survey and process from here.
- May 2016 – Letter advising of Council's Intention to Declare the scheme and public notification.
- Many phone calls, emails and letters have been received and responded to during the consultation process.

Further correspondence will be sent to all affected property owners should Council resolve to Declare the scheme.

Policy/Legal/Statutory Implications

The scheme has been prepared in accordance with the Special Rate and Charge provisions of the Local Government Act 1989 along with Council's Special Rates and Charges Policy and community engagement guidelines.

Alignment to City Plan

This report aligns with the City Plan as follows:

Community Wellbeing:

- Healthy Lifestyles – Facilitating and promoting physical activity.
- Healthy Environments – Safe, hazard and nuisance free environments.

Sustainably Built and Natural Environment

- Enhance and protect natural areas and ecosystem health
- Support our Community to live – Encourage increased use of alternatives to car transport.
- Advocate for and promote sustainable design and development – Promoting sustainable design and retrofitting and acknowledging the communities desire to have their say.

Conflict of Interest

No Council Officer involved with this process has any direct or indirect interest in the properties.

Risk Assessment

Provision of sealed roads will provide safer driving conditions for motorists with a defined and more standard road profile. Walking conditions for pedestrians will also be enhanced by minimising the risk of personal injuries through conflict with vehicles. The improved drainage will reduce the hazards associated with water over roads and the affects of nuisance flooding to property.

Some of the roads to be constructed are located within a culturally sensitive area. Ecology and Heritage Partners was commissioned to undertake a Cultural Heritage Letter of Advice (LoA) for the area which advised that a mandatory CHMP is not required. There are no other identified risks for Council in making its intention to declare the scheme.

Environmental Implications

The road infrastructure proposal provides proper sealed access, improved drainage and improved safety for pedestrian and vehicular traffic***.*** Dust is eliminated.

Storm water runoff will be less contaminated with silt prior to discharge as the bulk of the storm water will be cleaner coming off a sealed road environment.

It is anticipated that minimal vegetation removal will be required to complete the project however a planning permit for vegetation removal will be sought if required.

During the course of construction and the manufacture and procurement of materials, there is expenditure of energy sources and greenhouse gas emissions. This does cease, however, when construction is complete.

The project does not create waste with the exception of some excess spoil. The proposal does not affect any natural habitats.

Appendix 1

COST ESTIMATE FOR CONSTRUCTION OF ROADS BAKER STREET GROUP

The works for the construction of roads in Baker Street, Osborne Street Inskip Street and Field Street South which consist of excavation, drainage improvements, intersection improvements, reinstatement of nature strips, legal advice and professional services associated with survey, engineering design, supervision and administration of the project as included in the cost estimate as shown below.

Road construction including Field Street South					
ITEM	**DESCRIPTION**	**QUANTITY**	**UNIT**	**RATE**	**AMOUNT**
1.00	**GENERAL**				
1.01	Initial site establishment and set up, decamping and site cleanup and other fixed costs up to time of completion of works.		ITEM		$80,000.00
1.02	Traffic management costs.		ITEM		$15,000.00
1.03	Setting out of works.		ITEM		$4,000.00
2.00	**EARTHWORKS & DEMOLITION**				
2.01	Excavation and disposal of all materials to limits of work as indicated on plan, including trimming for new road pavement, excavation of soft spots and removal of concrete.	2800	m^3	$60	$168,000.00
3.00	**PAVEMENT WORKS**				
3.01	150mm compacted depth Class 3 40mm crushed rock, supplied, spread and compacted.	1123.65	m^3	$100	$112,365.00
3.02	150mm compacted depth Class 2 20mm crushed rock, supplied, spread and compacted.	1123.65	m^3	$110	$123,601.50
3.03	30mm compacted depth 10mm nominal size type N Asphalt spread and compacted including emulsion prime & grit using a paver.	7491	m^2	$35	$262,185.00
4.00	**CONCRETE WORKS:**				
	KERBING				
4.01	B1 Barrier kerbing, including fine crushed rock bedding.	208	m	$120	$24,960.00
4.02	SM2 Semi-mountable kerb and channel 600mm wide, including fine crushed rock bedding.	2635	m	$130	$342,550.00
4.03	Concrete open invert 600mm wide including fine crushed rock bedding.	184	m	$140	$25,760.00
5.00	**LANDSCAPING**				
5.01	Top soiling and seeding nature strips, medians and outer separators.	1200	m^2	$8	$9,600.00
SUB-TOTAL					**$1,168,022**
10% CONTINGENCY					**$116,802**
DESIGN					**$58,401**
PROJECT ADMINISTRATION					**$58,401**
CONSTRUCTION COST ESTIMATE					**$1,401,626**

Council Funded Works - Road Drainage and Footpath Construction					
ITEM	**DESCRIPTION**	**QUANTITY**	**UNIT**	**RATE $**	**AMOUNT $**
1.00	**GENERAL**				
1.01	Initial site establishment and set up, decamping and site cleanup and other fixed costs up to time of completion of works.		ITEM		$30,000.00
1.02	Traffic management costs.		ITEM		$5,000.00
1.03	Setting out of works.		ITEM		$1,000.00
4.00	**DRAINAGE**				
	PIPES				
4.01	300mm dia RC pipe, supplied, laid and jointed including excavation, placement of approved fine crushed rock bedding and back-filling with approved FCR.	520	m	$160	$83,200.00
	PITS : SOAK PIT				
4.02	Supply, deliver and assemble 158 Atlantis Double Storage units. Place filtergrade Geofabric around Storage units. Encase soak pit in clean river sand. Place 350mm deep layer of clean excavated material backfill.	1	ITEM	$40,000	$40,000.00
	PITS : GRATED				
4.03	900mm x 600mm grating pit supplied and placed including excavation, placement of approved fine crushed rock bedding and back-filling with approved material.	3	No.	$1,950	$5,850.00
	PITS : SEP				
4.04	900mm x 600mm S.E.Pit, with Gatic type cover, supplied and placed including excavation, placement of approved fine crushed rock bedding and back-filling with approved material.	26	No.	$1,400	$36,400.00
	PITS : JP				
4.05	900mm x 600mm junction pit, less than 1.5m deep with Gatic type cover, supplied and placed including excavation, placement of approved fine crushed rock bedding and back-filling with approved material.	6	No.	$1,600	$9,600.00
5.00	**CONCRETE WORKS:**			`	
	PAVING				
	75mm concrete footpath with SL72 mesh including crushed rock bedding and reinstate nature strip.	400	m^2	$115	$46,000.00
	125mm concrete paving with SL72 mesh including crushed rock bedding and reinstate nature strip.	30	m^2	$125	$3,750.00
7.00	**LANDSCAPING**				
7.01	Top soiling and seeding nature strips, medians and outer separators.	1200	m^2	$8	$9,600.00
SUB-TOTAL					**$270,400**
10% CONTINGENCY					**$27,040**
DESIGN					**$13,520**
PROJECT ADMINISTRATION					**$13,520**
CONSTRUCTION COST ESTIMATE					**$324,480**

Council Funded Works - The Esplanade					
ITEM	**DESCRIPTION**	**QUANTITY**	**UNIT**	**RATE $**	**AMOUNT $**
1.00	**GENERAL**				
1.01	Initial site establishment and set up, decamping and site cleanup and other fixed costs up to time of completion of works.	1	ITEM		$15,000.00
1.02	Traffic management costs.	1	ITEM		$5,000.00
2.00	**EARTHWORKS & DEMOLITION**				
2.01	Excavation and disposal of all materials to limits of work as indicated on plan, including trimming for new road pavement, excavation of soft spots and removal of concrete.	350	m^3	$60	$21,000.00
3.00	**PAVEMENT WORKS**				
3.01	150mm compacted depth Class 2 20mm crushed rock footpath, supplied, spread and compacted.	20	m^3	$120	$2,400.00
3.02	150mm compacted depth Class 3 40mm crushed rock, supplied, spread and compacted.	175	m^3	$100	$17,500.00
3.03	150mm compacted depth Class 2 20mm crushed rock, supplied, spread and compacted.	175	m^3	$120	$21,000.00
3.04	30mm compacted depth 10mm nominal size type N Asphalt spread and compacted including emulsion prime & grit using a paver.	1170	m^2	$35	$40,950.00
4.00	**LANDSCAPING**				
4.01	Top soiling and seeding nature strips, medians and outer separators.	250	m^2	$15	$3,750.00
4.02	Bollards 125mm dia, 1.2m high round top treated pine supplied and placed with concrete backfill.	104	No	$150	$15,600.00
5.00	**SIGNING, LINE-MARKING AND FENCING**				
5.01	Line-marking	1	ITEM		$2,000.00
SUB-TOTAL					**$144,200**
10% CONTINGENCY					$14,420.00
DESIGN					$7,210.00
PROJECT ADMINISTRATION					$7,210.00
CONSTRUCTION COST ESTIMATE					**$173,040**

Appendix 2

Benefit Ratio Calculation – SCHEDULE 'B'

A Purpose

To construct Field Street South, Baker Street, Osbourne Street, Inskip Street and The Esplanade, Ocean Grove.

B Coherence

The works will provide a physical connection between Presidents Avenue, Orton Street, Surf Beach Road and Barwon Heads Road, Ocean Grove and will provide a special benefit to adjoining and adjacent properties.

C Total Cost C

Total Estimated cost of works - urban beachside road construction	$1,401,626.00
TOTAL COST	**$1,401,626.00**

D Identify Special Beneficiaries

106 properties are considered to receive a combination of access and amenity benefits.

E Properties to include

Total Special Benefits (in) is apportioned to 106 properties

There are no Council owned properties in the scheme. Therefore:

Total Special Benefits out of the scheme TSB (out) = **0**

F Estimate of Total Special Benefits

For this scheme it is considered that an equal portion of access and amenity benefits apply to an individual property therefore 50% of the benefits relate to access and 50% to amenity. Estimated use of the roads is 30% for the wider community and 70% for the affected property owners. This estimate is based on the average use of the roads over a twelve month period and has been calculated with the use of collated traffic data. There are no amenity benefits apportioned for the wider community. Amenity benefit is based on frontage with 100% of the new roads fronting benefiting properties. TSB (in) is therefore calculated as follows:

TSB (in) = 50% X 70%(access) + 50% X 100% (amenity) = **85.0%**

G Estimate of Total Community Benefit -TCB

It is considered that people in the community will receive an access benefit from the works as the roadways are used to access other areas considering potential destinations such as the surf beach, Dunes restaurant and access to surrounding roads. TCB is calculated as follows:

TCB = 50% X 30% (access) = **15.0%**

H Calculate "Benefit Ratio" - R

$$\text{Benefits Ratio} = \frac{\text{TSB (in)}}{\text{TSB (in)} + \text{TSB (out)} + \text{TCB}} = \frac{85}{85 + 0 + 15} = \mathbf{0.85}$$

I Maximum Total Levy (S)

Maximum Total Levy S = R X C	**$1,191,382.10**
Council Contribution to Special Charge Scheme	$210,243.90

Appendix 3

SCHEDULE "C"

PROPOSED SPECIAL CHARGE SCHEME - ROAD CONSTRUCTION OCEAN GROVE

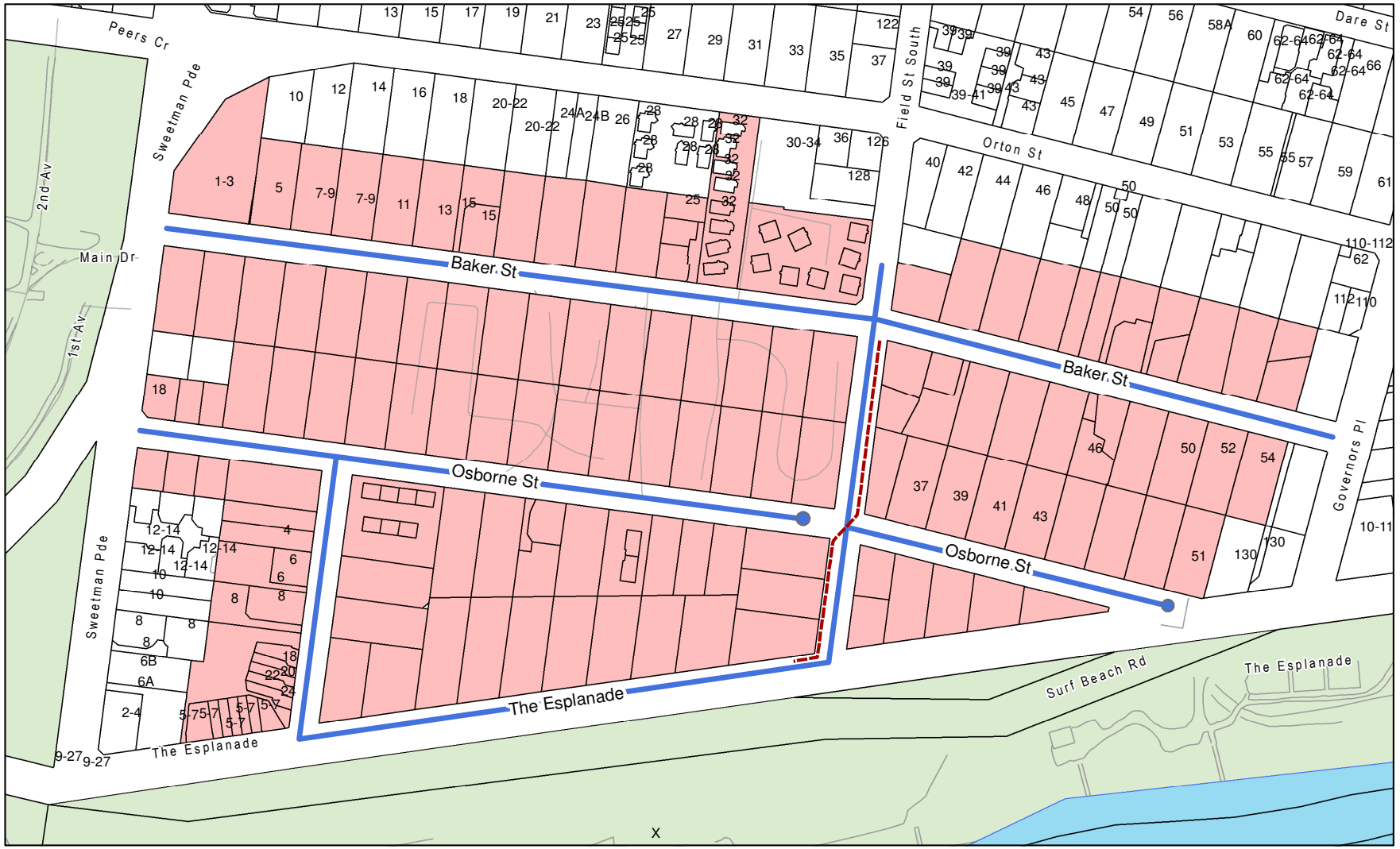
Baker Street Group - Road Construction Cost Apportionment					
Column 1	**Column 2**	**Column 3**	**Column 4**	**Column5**	**Column 6**
Prop Key	Address	Access Benefit	Amenity Benefit	Total Benefit	Total Estimated Cost
244172	1-3 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
244191	2 Baker Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
244192	4 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
244173	5 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
244193	6 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
244174	7-9 Baker Street, OCEAN GROVE	2.0	2.00	4.00	$19,043.07
244194	8 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
244175	11 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
244176	13 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
327367	1/15 Baker Street, OCEAN GROVE	1.0	0.75	1.75	$8,331.34
327368	2/15 Baker Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
201419	1/25 Baker Street, OCEAN GROVE	1.0	0.75	1.75	$8,331.34
222101	2/25 Baker Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
221742	3/25 Baker Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
343241	Unit 1/29-33 Baker Street, OCEAN GROVE	0.0	0.25	0.25	$1,190.19
271896	Unit 2/29-33 Baker Street, OCEAN GROVE	0.0	0.25	0.25	$1,190.19
271897	Unit 3/29-33 Baker Street, OCEAN GROVE	0.0	0.25	0.25	$1,190.19
334931	Unit 4/29-33 Baker Street, OCEAN GROVE	0.0	0.25	0.25	$1,190.19
271899	Unit 5/29-33 Baker Street, OCEAN GROVE	0.0	0.25	0.25	$1,190.19
343242	Unit 6/29-33 Baker Street, OCEAN GROVE	0.0	0.25	0.25	$1,190.19
271901	Unit 7/29-33 Baker Street, OCEAN GROVE	0.0	0.25	0.25	$1,190.19
343243	Unit 8/29-33 Baker Street, OCEAN GROVE	0.0	0.25	0.25	$1,190.19
244181	35 Baker Street, OCEAN GROVE	0.5	0.50	1.00	$4,760.77
356854	36 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
269729	PARENT - 36 Baker Street, OCEAN GROVE			0.00	$0.00
244182	37 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
272284	1/38 Baker Street, OCEAN GROVE	1.0	0.75	1.75	$8,331.34
272285	2/38 Baker Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
244183	39 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
244197	40 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
244184	41 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
244198	42 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
341149	1/43 Baker Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
341150	2/43 Baker Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
244199	44 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
244186	45 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
335617	1/46 Baker Street, OCEAN GROVE	1.0	0.75	1.75	$8,331.34

Baker Street Group - Road Construction Cost Apportionment					
Column 1	**Column 2**	**Column 3**	**Column 4**	**Column5**	**Column 6**
Prop Key	Address	Access Benefit	Amenity Benefit	Total Benefit	Total Estimated Cost
335618	2/46 Baker Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
270348	1/47 Baker Street, OCEAN GROVE	1.0	0.75	1.75	$8,331.34
270349	2/47 Baker Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
244201	48 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
244188	49 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
244202	50 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
244189	51 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
244203	52 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
244190	53 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
244204	54 Baker Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
356855	137 Field Street South, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
253744	1/1-3 Inskip Street, OCEAN GROVE	1.0	0.25	1.25	$5,950.96
253745	2/1-3 Inskip Street, OCEAN GROVE	1.0	0.25	1.25	$5,950.96
253746	3/1-3 Inskip Street, OCEAN GROVE	1.0	0.25	1.25	$5,950.96
253747	4/1-3 Inskip Street, OCEAN GROVE	1.0	0.25	1.25	$5,950.96
253748	5/1-3 Inskip Street, OCEAN GROVE	1.0	0.25	1.25	$5,950.96
253749	6/1-3 Inskip Street, OCEAN GROVE	1.0	0.25	1.25	$5,950.96
253750	7/1-3 Inskip Street, OCEAN GROVE	1.0	0.25	1.25	$5,950.96
264136	2 Inskip Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
336258	1/4 Inskip Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
336259	2/4 Inskip Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
253751	5 Inskip Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
314987	1/6 Inskip Street, OCEAN GROVE	1.0	0.75	1.75	$8,331.34
314988	2/6 Inskip Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
318158	1/8 Inskip Street, OCEAN GROVE	1.0	0.75	1.75	$8,331.34
318159	2/8 Inskip Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
312894	16 Inskip Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
312893	18 Inskip Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
312892	20 Inskip Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
312891	22 Inskip Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
312890	24 Inskip Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
264147	30-34 Orton Street, OCEAN GROVE	1.0	1.75	2.75	$13,092.11
350443	8/32 Orton Street, OCEAN GROVE	0.0	0.25	0.25	$1,190.19
314298	1 Osborne Street, OCEAN GROVE	1.0	0.75	1.75	$8,331.34
314299	3 Osborne Street, OCEAN GROVE	1.0	0.75	1.75	$8,331.34
257308	5 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
257309	7 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
257310	9 Osborne Street, OCEAN GROVE	2.0	2.00	4.00	$19,043.07
257311	1/11 Osborne Street, OCEAN GROVE	2.0	2.00	4.00	$19,043.07
257312	2/11 Osborne Street, OCEAN GROVE				$0.00
257313	3/11 Osborne Street, OCEAN GROVE				$0.00
257314	4/11 Osborne Street, OCEAN GROVE				$0.00
257315	5/11 Osborne Street, OCEAN GROVE				$0.00

Baker Street Group - Road Construction Cost Apportionment					
Column 1	**Column 2**	**Column 3**	**Column 4**	**Column5**	**Column 6**
Prop Key	Address	Access Benefit	Amenity Benefit	Total Benefit	Total Estimated Cost
257316	6/11 Osborne Street, OCEAN GROVE				$0.00
338009	1/18 Osborne Street, OCEAN GROVE	1.0	0.75	1.75	$8,331.34
338010	2/18 Osborne Street, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
257327	20 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
257328	1/22 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
257329	2/22 Osborne Street, OCEAN GROVE				$0.00
257330	24 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
257331	26 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
257332	28 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
330522	34 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
257317	35 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
250549	36 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
257318	37 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
250550	38 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
257319	39 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
250551	40 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
257320	41 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
250552	42-44 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
257321	43 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
257322	45 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
257323	47 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
257324	49 Osborne Street, OCEAN GROVE	1.0	1.00	2.00	$9,521.54
257325	51 Osborne Street, OCEAN GROVE	0.5	0.25	0.75	$3,570.58
264146	16 Sweetman Parade, OCEAN GROVE	0.0	0.50	0.50	$2,380.38
314297	18 Sweetman Parade, OCEAN GROVE	1.0	0.50	1.50	$7,141.15
312883	1/5-7 The Esplanade, OCEAN GROVE	1.0	0.25	1.25	$5,950.96
312884	2/5-7 The Esplanade, OCEAN GROVE	1.0	0.25	1.25	$5,950.96
312885	3/5-7 The Esplanade, OCEAN GROVE	1.0	0.25	1.25	$5,950.96
312886	4/5-7 The Esplanade, OCEAN GROVE	1.0	0.25	1.25	$5,950.96
312887	5/5-7 The Esplanade, OCEAN GROVE	1.0	0.25	1.25	$5,950.96
312888	6/5-7 The Esplanade, OCEAN GROVE	1.0	0.25	1.25	$5,950.96
312889	7/5-7 The Esplanade, OCEAN GROVE	1.0	0.25	1.25	$5,950.96
264134	9 The Esplanade, OCEAN GROVE	37.0	37.00	74.00	$352,296.80
330521	29 The Esplanade, OCEAN GROVE	1.0	1.00	2.00	$9,521.54

Appendix 4

PLAN



Attachment 2

PROCESS CHART

SPECIAL CHARGE PROJECTS – (Section 163 – Local Government Act 1989)

Baker Street Group of Streets

Stage	***Status***	***Description***
Approval to prepare scheme	✓	Decision made to prepare scheme following consideration of surveys of property owners and feed back from the community. Council may then place the project in the budget system or proceed immediately to prepare a scheme. Scheme preparation involves survey, design and preparation of an apportionment of costs. April 2015.
Intention to Declare Scheme	✓	Report to Council providing information on scheme including advice of impending advertising of scheme and declaration of charge. Seeks Council approval by resolution to proceed with process. 10 May 2016
Advertisement	✓	The scheme is advertised in the local newspaper and all allotted property owners are notified by mail. This advertisement indicates Council's intention and notification to 'declare' a scheme in a month's time. 21 May 2016
Submissions	✓	From the time of advertising property owners have 28 days (as set down by the Local Government Act) to lodge submissions, either in support or opposition to the scheme.
Submissions Review Panel Hearing	✓	A Submissions Review Panel is convened (quorum of three Councillors) and meets to consider submissions. Some submissions are written only, and other submitters may wish to be heard before the Panel. The Panel makes a recommendation to Council regarding the scheme. 7 September 2016
Declaration Report	✓	Any time 28 days after advertising the scheme and after the Submissions Review Panel has met and considered submissions, Council considers a report and may proceed to "declare" the charges in accordance with its advertised intent. Subsequent to this the Finance Manager issues the levy notices and there is a formal charge placed on the property. This is the final step in the process for Council to make a decision on the scheme.
Appeal		Property owners may lodge an application for review with the Victorian Civil and Administrative Tribunal (VCAT) within one month of issue of the levy notice. An appeal is listed, heard and determined by the Tribunal and this process generally takes three to four months. Decisions made by VCAT are binding on all parties.
Construction		Council may then proceed to construct the works. Invoices are issued seeking payment of the estimated cost within one month of commencement.
Final Cost Report		At the completion of the works the scheme is "finalised" taking into account actual costs incurred and payments are adjusted accordingly.

15. MONTPELLIER DRIVE, HIGHTON - PROPOSED FOOTPATH CONSTRUCTION - SRC 345 - DECLARATION OF CHARGE

Source: **City Services – Engineering Services**
A/General Manager: **Vicki Shelton**
Index Reference: **Special Rates and Charges, Montpellier Drive, Highton**

Purpose

This report seeks a resolution by Council to declare the charges for a Special Charge Scheme to partially fund the construction of a footpath in Montpellier Drive and Reigate Road, Highton. (See plan – Appendix 4).

Background

Existing footpaths are in place in Lansbury Crescent to the north, Cheam Walk and Lambhill Crescent to the west and Mount Pleasant Road to the south. The construction of the Montpellier Drive and Reigate Road footpaths will provide a new link with these footpaths and improved the pedestrian network around the Montpellier Primary School.

An attempt at a Special Charge scheme was made in 2005 but this scheme was not presented to Council at the time.

The affected property owners were advised of a new scheme proposal via a mail out in June 2015. The mail out included a survey and out of the 20 properties affected by the scheme, 12 property owners responded.

The results included two (2) yes votes for the proposed footpath and 10 no votes.

On 27 January 2016, Council resolved it intention to declare the scheme and the scheme was advertised on 6 February 2016.

On 7 September 2016, a panel hearing was convened.

Key Issues

- It is proposed to construct 440 meters of 1.5 metre wide footpath to provide for improved pedestrian access along Montpellier Drive and Reigate Road, Highton. The access is considered to be an important safety initiative for pedestrian movements around the Montpellier Primary School.
- There are 20 residential properties abutting the proposed footpath that will receive special benefit. There are no Council owned properties in the scheme.
- The total estimated project cost is $158,729. For a breakdown of costs, refer to the financial implications section of this report.
- Council considered a separate report on 27 January 2016 and resolved to advertise its ‘intention to declare’ the scheme.
- The scheme was advertised on Saturday 6 February 2016 and four (4) submissions were received. One submission showed support, one was supportive of the footpath but questioned the side of the street it is proposed to be constructed and two submissions were objections.
- In the subsequent submissions panel hearing of 7 September 2016 three property owners presented to the panel in support of their submissions. After consideration, the advice from the panel was to proceed to declaration as presented.

P Dorling moved, L Gardner seconded -

That Council:

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

a) The Special Charge is declared for a period of five (5) years commencing upon completion of the works.

b) The Special Charge be declared for the purpose of defraying any expenses incurred by Council in relation to the construction of the footpath on Montpellier Drive and Reigate Road, Highton which:

b1) Will provide proper pedestrian access, improved pedestrian safety and enhancement to the general amenity for each of the properties included in the scheme;

b2) Council considers is or will be a special benefit to those persons required to pay the special charge (and who are described in succeeding parts of this Resolution); and

b3) Arises out of Council's function of planning for and providing infrastructure for property owners.

c) The total cost of project, be recorded as $158,729 (Schedule A).

d) It be recorded that, for the purposes of Section 163 (2A) of the Local Government Act 1989 (The Act), the special charge proceeds will not exceed the amount calculated in accordance with the prescribed formula (R x C = S), the:

d1) 'benefit ratio' (R) being calculated at 0.32 represents the special benefits to all persons liable to pay the special charge (Schedule B);

d2) 'total cost' (C) of performing the function described in part 1 (b) of this resolution based on estimated cost be recorded as $130,824; and

d3) 'maximum levy' (S) be recorded as $41,863.68

e) the following be specified as the area for which the special rate is so declared:

e1) the area within municipal district of Council highlighted in the plan attached to this Resolution (Appendix 4).

f) the following be specified as the land in relation to which the special charge so declared:

f1) land within the area shown on the plan.

g) the following be specified as the criteria which form the basis of the special charge so declared:

g1) ownership of any land described in Part 1(e) of this Resolution.

h) the following be specified as the manner in which the special charge so declared will be assessed and levied:

h1) Each lot receives an access and amenity benefit;

h2) The maximum levy is divided equally on an access and frontage share basis;

h3) The special charge will be levied by sending a notice to the person who is liable to pay, pursuant to section 163(4) of the Act.

i) having regard to the preceding parts of this Resolution but subject to Section 166 (1) of the Act, it be recorded that;

i1) the owners of the land described in column 1 of Schedule C to the resolution are estimated liable for the respective amounts set out in column 8 of Schedule C; and

i2) such owners may, subject to any further resolution of Council pay the special charge in the following manner;

i2a) the charge will become due and payable within one month of the issue of the notice requesting payment pursuant to Section 167 (3) of the Act;

i2b) interest will not be charged for six months after the issue of the notice provided the person liable makes timely payment in accordance with any repayment arrangements that may be agreed on by Council; and

i2c) in accordance with Section 172 of the Act, the interest rate payable on the special charge which has not been paid by the specific date is set at Council's overdraft rate, reviewed every three months (provided that it shall not exceed the rate fixed by the Governor in Council by Order for the purposes of Section 172 (2A) in which case the rate of interest shall be the maximum rate fixed by the Governor in Council by Order for the purposes of this section).

2) Authorise Council's Chief Executive Officer to levy the Special Charge in accordance with Section 163 (4) of the Act.

Carried.

Attachment 1

Discussion

When considering the Benefit Ratio for this footpath scheme, it is reasonable that a majority of cost be apportioned to the community benefit when considering the proximity of the Montpellier Primary School. With a calculated Benefit Ratio of 0.32, a majority of funding for this scheme would be coming from Council. The average cost per property is estimated at $2,093 which compares favourably to other recent footpath schemes.

Of the panel hearing of 7 September 2016, the main concerns raised and corresponding officer considerations include:

- Path should be on opposite side

  It is acknowledged that a footpath on both sides of Montpellier Drive would be ideal. The western side was chosen due to the existing pedestrian crossing in Montpellier Drive and the link that the footpath provided with Lansbury Crescent.

- Why not put the footpath in the centre median strip

  A footpath in this location is considered impractical as linkages are made more difficult with increased road crossings required for access.

- Concerns regarding the welfare of trees.

  There are some large trees within the nature strip that do require consideration. It is proposed to construct the footpath past these trees with a raised porous paving in order to protect the tree roots from damage.

Financial Implications

The project is a one off capital cost and there will be minimal ongoing maintenance costs. If approved, the scheme could proceed this financial year as funding is currently set in the C15310 project cost.

Financial details are as follows:

Maximum scheme levy to Property Owners (income)	$41,863.68
Scheme levy to Council	$88,960.32
Direct Funding by Council to reinstate driveways, porous paving and construct a supporting retaining wall.	$27,905.00
Total Project Cost	$158,729.00

From the table above, the total net cost to Council for this project is estimated to be $116,865.

Stakeholder Consultation and Communication

Community consultation for the footpath construction Special Charge Scheme has been carried out as follows:

30 June 2015 – Initiation letter including a concept plan, cost estimate, apportionment of charges, Special Rates and Charges brochure and survey to property owners.

29 January 2016 – Letter to owners advising of Council's Intention to declare the scheme and invitation to make a submission.

17 May 2016 – Update letter to owners advising of the upcoming panel hearing and process.

7 September 2016 – Panel Hearing

5 October 2016 – Letter to owners advising of the results of the panel hearing and decision to proceed to declaration.

Some phone calls have been fielded in response to the correspondence. A further letter will be sent to all affected property owners should Council resolve to declare the Special Charge Scheme.

Policy/Legal/Statutory Implications

The scheme has been prepared in accordance with the Special Rate and Charge provisions of the Local Government Act 1989, the 2004 ministerial guidelines, Council's Special Rates and Charges Policy and community engagement guidelines.

Alignment to City Plan

This report aligns with the City Plan as follows:

Sustainably Built and Natural Environment

- Support our Community to live sustainably – Encourage increased use of alternatives to car transport and seek efficient traffic movement throughout the municipality.
- Advocate for and promote sustainable design and development – Promoting sustainable design and retrofitting.
- Acknowledge the community's desire to have their say and be involved in planning for the future of Greater Geelong.

Conflict of Interest

In preparing this report, no Council officer has any direct or indirect interest in the properties affected by the scheme.

Risk Assessment

Provision of a sealed footpath will provide safer walking conditions for pedestrians by minimising the risk of personal injuries through conflict with vehicles and the elimination of uneven and slippery surfaces.

There are no identified risks for Council in making its declaration of charge.

Environmental Implications

The provision of a sealed pathway provides a permanent and safe means of access. During construction and the manufacture and procurement of materials, energy is used resulting in some greenhouse gas emissions. This stops when construction is complete.

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

The proposal does not affect any natural habitats.

The proposal may require some nature strip and property trees and shrubs to be trimmed. Two small nature strip trees are earmarked for removal. A specialised porous pavement is to be used around the root zones of some of the more established trees within the nature strip. This will protect and preserve the tree roots.

Appendix 1

SCHEDULE 'A'

The works for the construction of a footpath in Montpellier Drive and Reigate Road, Highton which consist of excavation, concrete footpath, reinstatement of nature strip, miscellaneous construction works and professional services associated with survey, engineering design, drafting, supervision and administration of the project all as included in the cost estimate shown below.

COST ESTIMATE FOR CONSTRUCTION OF FOOTPATH – Montpellier Drive and Reigate Road, HIGHTON

SCHEME - FOOTPATH CONSTRUCTION					
ITEM	**DESCRIPTION**	**QUANTITY**	**UNIT**	**RATE $**	**AMOUNT $**
1.00	**GENERAL**				
1.01	Initial site establishment and set up, decamping and site cleanup and other fixed costs up to time of completion of works.	1	item	$12,000.00	$12,000.00
1.02	Traffic management costs.	1	item	$4,300.00	$4,300.00
1.03	Setting out of works.	1	item	$500.00	$500.00
1.04	Service/Cable locations	1	item	$1,000.00	$1,000.00
1.05	Internal supervision fee (COGG construction)	1	item	$6,500.00	$6,500.00
2.00	**EARTHWORKS & DEMOLITION**				
2.01	Excavation and disposal of all materials to limits of work as indicated on plan, including trimming for new road pavement, excavation of soft spots and removal of concrete.	20	m^3	$60.00	$1,200.00
2.02	Saw-cut of concrete and asphalt paving	1	item	$250.00	$250.00
2.03	Remove/Trim of overhanging branches and replacement of trees and disposal as per plan.	1	item	$1,000.00	$1,000.00
3.00	**PAVEMENT WORKS**				
3.01	Supply, place and compaction of 20mm Class 2 FCR in pavement area in front of kerb and channel to 300mm deep including, 30mm compacted depth 10mm nominal size type N Asphalt spread and compacted including emulsion prime & grit.	7	m^2	$155.00	$1,085.00
3.02	Porous paving construct sub & top surface layers including edging, supplied, spread and compacted.	106	m^2	$280.00	$29,680.00
4.00	**CONCRETE WORKS:**			`	
4.01	Concrete pram crossing 1.5m wide, including fine crushed rock bedding.	2	No.	$250.00	$500.00
4.02	125mm (25 Mpa) concrete paving with	531	m^2	$125.00	$66,375.00

	SL72 mesh including crushed rock bedding and reinstate nature strip.				
5.00	**SERVICES**				
5.01	Alteration to Telecommunication Assets	1	item	$500.00	$500.00
6.00	**LANDSCAPING**				
6.01	Top soiling and seeding nature strips.	70	m^2	$8.00	$560.00
SUB-TOTAL :					**$125,450**
10% CONTINGENCY:					**$12,545**
Design					$7,527
Project Administration					$5,018
CONSTRUCTION COST ESTIMATE					**$150,540**

COUNCIL FUNDED WORKS – Driveway re-establishment, porous paving and retaining wall					
ITEM	**DESCRIPTION**	**QUANTITY**	**UNIT**	**RATE $**	**AMOUNT $**
1.00	**GENERAL**				
1.01	Initial site establishment and set up, decamping and site cleanup and other fixed costs up to time of completion of works.	1	item	$1,000.00	$1,000.00
1.02	Traffic management costs.	1	item	$500.00	$500.00
1.03	Internal supervision fee (COGG construction)	1	item	$500.00	$500.00
2.00	**PAVEMENT WORKS**				
2.01	Porous paving construct sub & top surface layers including edging, supplied, spread and compacted.	106	m^2	$155.00	$16,430
3.00	**CONCRETE WORKS:**			`	
3.01	Reinforced Concrete Retaining Wall and Footing with F62 mesh including 75mm compacted depth Class 3 FCR bedding and reinstate nature strip.	5	m	$410.00	$2,050.00
3.02	Remove existing concrete paving and construct 125mm (25 Mpa) concrete paving with SL72 mesh including crushed rock bedding and reinstate nature strip.	19	m^2	$146.00	$2,774.00
SUB-TOTAL :					**$23,254**
10% CONTINGENCY :					**$2,325**
Design					$1,395
Project Administration					$930
CONSTRUCTION COST ESTIMATE					**$27,905**

Appendix 2

Benefit Ratio – Schedule 'B'

A	**Purpose** To construct a footpath in Montpellier Drive and Reigate Road, Highton to provide all weather pedestrian access for property owners and the wider community.		
B	**Coherence** The works will provide a physical pathway connection between Mt Pleasant Road and Lansbury Crescent, between Reigate Road and Culzean Crescent and will provide a special benefit to adjoining and remote properties.		
C	**Total Cost C**		
	Total Estimated cost of works - footpath construction		**$158,729.00**
	Direct funding by Council to rebuild concrete driveways, a new reinforced concrete retaining wall and contribution towards porous paving		**$27,905**
		TOTAL COST	**$130,824**
D	**Identify Special Beneficiaries** 20 properties with frontages to the proposed footpath are considered to receive access and amenity benefits.		
E	**Properties to include** The 20 abutting properties receive both access and amenity benefits. Therefore: Total Special Benefits (in) is apportioned to 20 properties There are no Council owned properties in the scheme. Therefore: Total Special Benefits out of the scheme	TSB (out) =	**0**
F	**Estimate of Total Special Benefits** For this scheme it is considered that the greater proportion of benefit is for pedestrian access given the purpose of the scheme. Therefore it is estimated that 80% of the benefits relate to access and 20% to amenity. Estimated pedestrian use of the paths is 85% for the wider community and 15% for abutting property owners. Amenity benefits are based on frontage with 100% of the footpaths fronting benefiting properties. TSB (in) is therefore calculated as follows: TSB (in) = 80% X 15%(access) + 20% X 100% (amenity) =		**32%**
G	**Estimate of Total Community Benefit -TCB** It is considered that people in the community will receive a benefit from the works as the pathway is used to access other areas. There are no amenity benefits considered for the wider community. TCB is calculated as follows: TCB = 80% X 85% =		**68%**
H	**Calculate "Benefit Ratio" - R**		
	Benefits Ratio = $\frac{\text{TSB (in)}}{\text{TSB (in)} + \text{TSB (out)} + \text{TCB}} = \frac{32}{32 + 0 + 68}$		**0.32**
I	**Maximum Total Levy (S)**		
	Maximum Total Levy S = R X C		**$41,863.68**
	Council Contribution to Special Charge Scheme		$88,960.32

Appendix 3

SCHEDULE 'C'

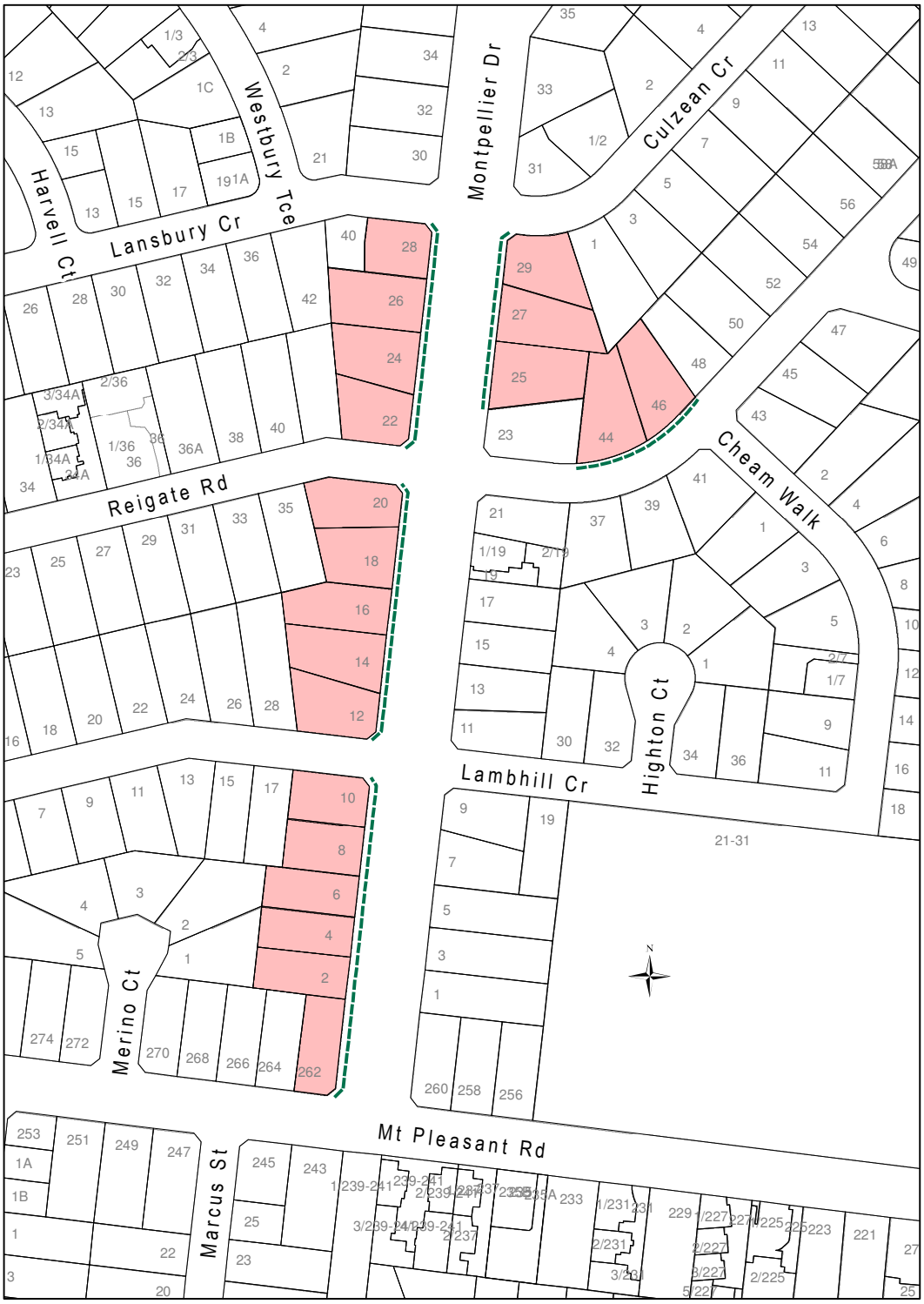
SPECIAL CHARGE SCHEME FOR FOOTPATH CONSTRUCTION

MONTPELLIER DRIVE and REIGATE ROAD, HIGHTON

	COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4	COLUMN 5	COLUMN 6	COLUMN 7	COLUMN 8
	PROPERTY ADDRESS	FRONTAGE (metres)	ALLOWANCE FOR DRIVEWAY	APPORTIONABLE FRONTAGE (metres)	ACCESS BENEFIT UNIT	ACCESS BENEFIT	AMENITY BENEFIT	ESTIMATED COST ($)
1	2 Montpellier Drive, HIGHTON VIC 3216	16.48	2.30	14.18	1.00	$1,268.60	$781.00	$2,049.60
2	4 Montpellier Drive, HIGHTON VIC 3216	16.00	4.04	11.96	1.00	$1,268.60	$658.63	$1,927.22
3	6 Montpellier Drive, HIGHTON VIC 3216	16.00	2.90	13.10	1.00	$1,268.60	$721.40	$1,989.99
4	8 Montpellier Drive, HIGHTON VIC 3216	19.20	2.52	16.68	1.00	$1,268.60	$918.53	$2,187.13
5	10 Montpellier Drive, HIGHTON VIC 3216	19.20	0.00	19.20	0.50	$ 634.30	$1,057.28	$1,691.58
6	12 Montpellier Drive, HIGHTON VIC 3216	18.29	0.00	18.29	0.50	$ 634.30	$1,006.94	$1,641.24
7	14 Montpellier Drive, HIGHTON VIC 3216	22.86	3.76	19.10	1.00	$1,268.60	$1,051.65	$2,320.24
8	16 Montpellier Drive, HIGHTON VIC 3216	18.29	4.40	13.89	1.00	$1,268.60	$764.67	$2,033.27
9	18 Montpellier Drive, HIGHTON VIC 3216	24.38	4.40	19.98	1.00	$1,268.60	$1,100.32	$2,368.92
10	20 Montpellier Drive, HIGHTON VIC 3216	16.31	0.00	16.31	0.50	$ 634.30	$897.85	$1,532.15
11	22 Montpellier Drive, HIGHTON VIC 3216	20.47	0.00	20.47	0.50	$ 634.30	$1,127.21	$1,761.51
12	24 Montpellier Drive, HIGHTON VIC 3216	24.38	4.80	19.58	1.00	$1,268.60	$1,078.30	$2,346.89
13	25 Montpellier Drive, HIGHTON VIC 3216	26.57	4.10	22.47	1.00	$1,268.60	$1,237.11	$2,505.71
14	26 Montpellier Drive, HIGHTON VIC 3216	21.34	5.38	15.96	1.00	$1,268.60	$878.54	$2,147.13
15	27 Montpellier Drive, HIGHTON VIC 3216	22.86	4.95	17.91	1.00	$1,268.60	$986.12	$2,254.72
16	28 Montpellier Drive, HIGHTON VIC 3216	21.33	0.00	21.33	0.50	$ 634.30	$1,174.32	$1,808.62
17	29 Montpellier Drive, HIGHTON VIC 3216	19.81	4.23	15.58	0.50	$ 634.30	$857.95	$1,492.24
18	262 Mt Pleasant Road, HIGHTON VIC 3216	38.10	2.50	35.60	0.50	$ 634.30	$1,960.14	$2,594.43
19	44 Reigate Road, HIGHTON VIC 3216	29.04	3.70	25.34	1.00	$1,268.60	$1,395.49	$2,664.09
20	46 Reigate Road, HIGHTON VIC 3216	26.24	3.02	23.22	1.00	$1,268.60	$1,278.39	$2,546.99

Appendix 4

Plan



Attachment 2

PROCESS CHART

SPECIAL CHARGE PROJECTS – (Section 163 – Local Government Act 1989)

MONTPELLIER DRIVE & REIGATE ROAD, HIGHTON – PROPOSED FOOTPATH

Stage	***Status***	***Description***
Approval to prepare scheme	✓	Decision made to prepare scheme following consideration of surveys of residents and feed back from the community. Council may then place the project in the budget system or proceed immediately to prepare a scheme. Scheme preparation involves survey, design and preparation of an apportionment of costs. June 2015
Intention to Declare Scheme	✓	Report to Council providing information on scheme including advice of impending advertising of scheme and declaration of charge. Seeks Council approval by resolution to proceed with process. 27 January 2016.
Advertisement	✓	The scheme is advertised in the local newspaper and all allotted property owners are notified by mail. This advertisement indicates Council's intention and notification to 'declare' a scheme in a month's time or at a subsequent meeting. 6 February 2016.
Submissions	✓	From the time of advertising property owners have 28 days (as set down by the Local Government Act) to lodge submissions, either in support or opposition to the scheme. Closed 7 March 2016.
Submissions Review Panel Hearing	✓	A Submissions Review Panel is convened if required (quorum of three Councillors) and meets to consider submissions. Some submissions are written only, and other submitters may wish to be heard before the Panel. The Panel makes a recommendation to Council regarding the scheme. 7 September 2016.
Declaration Report	✓	Any time 28 days after advertising the scheme and after the Submissions Review Panel has met and considered submissions, Council considers a report and may proceed to "declare" the charges in accordance with its advertised intent. Subsequent to this the Finance Manager issues the levy notices and there is a formal charge placed on the property. This is the final step in the process for Council to make a decision on the scheme.
Appeal		Property owners may lodge an application for review with the Victorian Civil and Administrative Tribunal (VCAT) within one month of issue of the levy notice. An appeal is listed, heard and determined by the Tribunal and this process generally takes three to four months. Decisions made by VCAT are binding on all parties.
Construction		Council may then proceed to construct the works. Invoices are issued seeking payment of the estimated cost within one month of commencement.
Final Cost Report		At the completion of the works the scheme is "finalised" taking into account actual costs incurred and payments are adjusted accordingly.

16. AUDIT & RISK COMMITTEE CHARTER

Source: **Chief Executive Office - Corporate Internal Auditor**
CEO: **Kelvin Spiller**
Index Reference: **Audit- CG- Internal**

Purpose

To rescind the previous Audit Advisory Committee Terms of Reference and Charter and to adopt the proposed Audit and Risk Committee Charter.

Background

A review by the Audit Advisory Committee of the current Charter has been undertaken. The proposed new Audit and Risk Committee Charter (Attachment 1) and the current Audit Advisory Committee Terms of Reference and Charter (Attachment 2) are attached.

Key Issues

- The name of the Committee has been changed to the Audit and Risk Committee to more accurately describe its purpose.
- The Audit and Risk Committee Charter is based on current good practice whilst recognising relevant sector guidance. In addition, the revisions incorporate what fits best for Council in terms of good governance.
- The Charter provides a better structure within the document so that its purpose, role and its administration are more clearly articulated:
    - to clarify the responsibilities of the Committee and remove details that were at times inconsistent and overlapping;
    - to change the length of the terms of the independent members to two full three year terms;
    - to provide a maximum of two, three year terms for independent members;
    - to exclude reference to independent member remuneration; and
    - to separate the Committee's Charter from the Internal Audit Charter.
- The revised Charter will enable the Committee to establish a more effective Annual Work Plan to support Council.
- The proposed Charter has been endorsed by the Audit Advisory Committee.
- A review of the Audit and Risk Committee Charter document will be undertaken every two years or earlier if necessary.

L Gardner moved, P Dorling seconded -

That Council:

1) rescinds the Audit Advisory Committee Terms of Reference and Charter (Attachment 2); and

2) adopts the Audit and Risk Committee Charter (Attachment 1).

Carried.

ATTACHMENT 1

City of Greater Geelong
Audit and Risk Committee
Charter

To be approved by Council on:
13 December 2016

Contents

1. Purpose
2. Objectives
3. Authority
4. Responsibilities
   - Financial Reporting
   - Risk Management & Business Continuity
   - Systems & Controls to Safeguard Council's Resources
   - External Audit
   - Internal Audit
   - Compliance Management
5. Membership and Tenure
6. Meetings
7. Reporting to Council
8. Induction and Training
9. Performance Evaluation
10. Conflicts of Interest and Register of Interests
11. Review of Charter
12. Confidentiality

Audit and Risk Committee Charter	Document No:	**CTR550.1**
	Approval Date:	13 December 2016
	Approved By:	Council
	Review Date:	13 December 2018
Responsible Officer: **Manager, Corporate Internal Auditor**		
	Version No:	08
Authorising Officer:		**Chief Executive Officer**

1. Purpose

The City of Greater Geelong (Council) has established an Audit & Risk Committee (Committee) pursuant to section 139 of the Local Government Act 1989. The Committee has no executive authority to implement actions in areas over which management has responsibility and has no delegated financial responsibilities. The Committee has no management functions and is therefore independent of management.

The role of the Committee is to report to Council and provide appropriate advice and recommendations on matters relevant to its Charter in order to facilitate decision making by Council in discharging its responsibilities.

2. Objectives

The Committee's objectives are to oversee the following matters:

2.1 The integrity of external reporting, including both periodic management financial reports and external financial reports;

2.2 The scopes of work, objectivity, performance and independence of the external and internal auditors;

2.3 The maintenance of effective systems and controls to safeguard Council's financial and physical resources;

2.4 The maintenance of policies, systems and procedures designed to ensure that Council complies with relevant statutory and regulatory requirements and best practice guidelines;

2.5 The maintenance of frameworks, systems, etc. that enable effective recognition of risks arising from Council's strategies and operations and actions taken to manage those risks; and

2.6 The maintenance of systems and processes which protect Council against fraudulent activity and irregularities, including those related to the Protected Disclosures Act.

In carrying out its work, the Committee must promote appropriate ethical and governance standards and practices across Council's activities.

3. Authority

The Committee is directly responsible to Council for its performance in discharging its responsibilities as set out in this Charter. The Committee has no delegated authority from Council unless specifically provided by Council from time to time. Any delegated authority shall be temporary and may only relate to specific matters as directed by Council.

The Committee will have access to appropriate management support to enable it to discharge its responsibilities effectively, including:

3.1 Appropriate support for development of meeting agendas and papers, minute taking during meetings and follow up actions arising from meetings;

3.2 Attendance of management and other relevant employees at meetings as appropriate; and

3.3 Access to independent experts where it considers that necessary to execute its duties, subject to prior agreement with the Chief Executive Officer.

4. Responsibilities

4.1 Financial Reporting

4.1.1 Review significant accounting and external reporting issues, including complex or unusual transactions and highly judgemental areas, changes to accounting policies, recent accounting, professional and regulatory pronouncements and legislative changes, and understand their effect on the annual financial report;

4.1.2 Review the annual financial report and performance statement and consider whether they are complete, consistent with information known to Committee members and reflects appropriate accounting treatments;

4.1.3 Review with management and the external auditors the results of the audit, including any difficulties encountered by the auditors;

4.1.4 Recommend the adoption of the annual financial report and performance statement to Council; and

4.1.5 Review the appropriateness of the framework and content of periodic management financial reporting to Council;

4.2 Risk Management and Business Continuity

4.2.1 Review annually the risk management and business continuity frameworks of the business;

4.2.2 Review management's assessment of the risk profile of the business;

4.2.3 Review management's programme of assessment of business risks to ensure that key risk areas for both strategic and operational risks are identified and managed effectively to mitigate exposures for the Council;
4.2.4 Review the insurance programme annually prior to renewal; and
4.2.5 Review the approach to business continuity planning arrangements, including whether business continuity and disaster recovery plans have been regularly updated and tested.

4.3 Systems and Controls to Safeguard Council's Resources

4.3.1 Review the adequacy and effectiveness of systems and controls for providing a sound internal control framework;
4.3.2 Consider management processes for identification of the need to revise systems and controls;
4.3.3 Determine whether systems and controls are reviewed regularly and updated where required;
4.3.4 Ensure that a programme is in place to test, at least annually, compliance with systems and controls;
4.3.5 Review policies and procedures in place for the setting and management of delegations of authority; and
4.3.6 Keep informed of any actual or suspected instances of fraud or corruption within Council.

4.4 External Audit

4.4.1 Annually review the audit scope and approach proposed by the external auditor, including the extent of reliance on internal audit activity;
4.4.2 Discuss with the external auditor any audit issues encountered in the normal course of audit work, including any restriction on scope or access to information;
4.4.3 Ensure that significant findings and recommendations made by the external auditor, and management's responses to them, are appropriate and acted upon in a timely manner;
4.4.4 Consider the findings and results of any relevant performance audits undertaken by the external auditor and monitor implementation of recommendations by Council; and
4.4.5 Meet with the external auditor at least annually in the absence of management.

4.5 Internal Audit

4.5.1 Review with management and the internal auditor the Charter, activities, resourcing and organisational structure of the internal audit function;

4.5.2 Review the specifications for the provision of internal audit services and monitor the tender evaluation process to ensure that the best outcome for Council is achieved;
4.5.3 Review proposed internal audit plans to ensure appropriate linkage with Council's material business risks;
4.5.4 Review and recommend to the Council for approval the three year rolling Strategic Internal Audit Plan, the annual internal audit plan and any major changes to them;
4.5.5 Review and approve proposed scopes for each review in the annual internal audit plan;
4.5.6 Review all reports and provide advice to Council on significant issues identified in audit reports and action being taken on issues raised, including identification and dissemination of good practice;
4.5.7 Monitor action by management on significant internal audit findings and recommendations;
4.5.8 Meet with the leader of the team delivering the internal audit programme at least annually in the absence of management;
4.5.9 Review the effectiveness of the internal audit function and ensure that it has appropriate authority within the business and no unjustified limitations on its work;
4.5.10 Monitor processes and practices to ensure that the independence of the internal audit function is maintained; and
4.5.11 Will be consulted in the scoping of the internal audit brief

4.6 Compliance Management

4.6.1 Review the systems and processes implemented by management for monitoring compliance with legislation and regulations and the results of management's follow up of any instances of non-compliance; and
4.6.2 Keep informed of the findings of any examinations by regulatory or integrity agencies (whether related to investigations at Council or other agencies) and monitor management's response to the findings.

4.7 Other Matters Referred by Council

The Committee will undertake any other activities as requested by the Council from time to time.

5. Membership and Tenure

5.1 The Committee will be comprised of four voting members, being three independent members and one Councillor;
5.2 Committee members will be appointed by the Council;
5.3 Council will appoint an alternate for the Councillor member, who will attend meetings if the Councillor member is unable to attend;
5.4 The Chairperson will be an independent member and will be elected by the Committee annually;

5.5 If the Chairperson is unable to attend a meeting, the Committee shall appoint an acting Chairperson for the meeting at which the Chairperson is absent;

5.6 Independent members will have appropriate broad based senior business or financial management and reporting skills and experience. At least one independent member will have appropriate expertise in financial reporting and auditing;

5.7 The terms of appointment for independent members will be for a period of three years and should be structured to ensure orderly rotation and continuity of membership. Independent members can serve a maximum of two, three year terms; and

5.8 Remuneration will be paid to independent members. Fees will be based on an annual amount which will be indexed annually based on an appropriate CPI index.

6. Meetings

6.1 The Committee should meet as required but will hold at least four regular meetings per annum;

6.2 The Committee may meet at other times at the request of any Committee member, the Mayor, Council or the external or internal auditors;

6.3 A quorum of the Committee will be three members, two of whom will be independent members and one of whom will be the Councillor member;

6.4 The Committee may invite any person to attend its meetings and arrange such presentations as appropriate. The Chief Executive Officer and the Corporate Internal Auditor will be expected to attend on an ex-officio basis and will not have voting rights.

6.5 Meeting agendas and papers should be available to Committee members at least one week prior to meetings;

6.6 The Corporate Internal Auditor will be responsible for keeping the minutes of each meeting and after approval by the Committee Chairperson, circulating them to Committee members on a timely basis.

6.7 A schedule of meetings will be determined on an annual basis, bearing in mind the meeting schedule of Council.

7. Reporting to the Council

7.1 The Committee Chairperson shall within one week of Committee meetings report to Council in writing on any matters of importance arising from its meetings;

7.2 All minutes of Committee meetings will be submitted to Council for information purposes;

7.3 Before the Annual Report is approved each year, the Committee shall report in writing to the Council on its activities for the year; and

7.4 The Committee Chairperson will attend Council meetings as required by the Council to brief Councillors on the Committee's activities.

8. Induction and Training

8.1 Council will provide newly appointed members with appropriate induction information to assist them in gaining an understanding of the business;

8.2 The Chief Executive Officer will consider opportunities to involve the independent members in relevant Council briefing sessions, site visits, industry conferences, regulatory briefings, etc.

9. Performance Evaluation

The Committee shall undertake a process to evaluate its performance annually and report the outcomes of the evaluation process to the Council.

10. Conflicts of Interest and Register of Interests

Members of the Committee must be fully aware of their responsibilities with regard to the management of interests in relation to the discharge of their duties as a member of the Committee. Management of interests includes the proper management of any conflicts of interest as and when they may arise.

Members of the Committee must also be fully aware of the statutory definitions of direct and indirect interests which may give rise to a conflict of interest. These are set out in Division 1A of the Act.

Members of the Committee are required to comply with sections 76D, 79 and 81 of the Act, which includes, among other things, the following requirements:

10.1 Submission of pecuniary interest returns on the form specified by Council in accordance with the Act;

10.2 Declaration and management of any conflicts of interest which arise in accordance with the Act;

In addition, members of the Committee shall comply with Council's Code of Conduct in carrying out their duties as a member of the Committee.

In broad terms, and for guidance to members of the Committee:

a) Committee members must disclose any conflicts or perceived conflicts of interest at the commencement of each meeting;
b) Where members are deemed to have a conflict of interest, they will be excused from discussions and deliberations on the matter.

Failure to comply with the provisions of the Act regarding conflicts of interest may result in prosecution and the member's appointment being terminated by Council.

11. Review of Charter

The Committee shall review and assess the adequacy of the Charter every two years or earlier if necessary and submit requests for revisions and improvements to the Council for approval.

12. Confidentiality

All information received by Committee members in the course of their work as Committee members is confidential and must not be shared with any party outside Council. Members must comply with the requirements of section 77 of the Act in this regard.

Failure to comply with the provisions of the Act with regard to confidential information may result in prosecution and the member's appointment being terminated by Council.

ATTACHMENT 2

CITY OF GREATER GEELONG

COMMITTEE TERMS OF REFERENCE

Audit Advisory Committee	Document No:	CTR550.1
	Approval Date:	10 May 2016
	Approved By:	Council
	Review Date:	10 May 2019
Responsible Officer: **Manager, Corporate Internal Auditor and Ombudsman**		
	Version No:	07
Authorising Officer:		**Chief Executive Officer**

1. SUMMARY

The Audit Advisory Committee is a sub-committee of Council and as such it assists members of Council to discharge Council's responsibilities in the areas of finance, governance, risk management, internal controls and compliance.

Members of Council and auditors, both external and internal, therefore, have a vested interest in the effectiveness of its Audit Advisory Committee, as it can help them to meet their legal and professional responsibilities.

The role of a properly constituted Audit Advisory Committee is strengthened if all relevant participants have a clear understanding of the committee's objectives. Disclosure of the existence and role of the committee in Council's financial reports will also enhance the credibility of those reports.

2. OBJECTIVES

2.1. Audit Advisory Committee Charter

The Audit Advisory Committee is an independent Advisory Committee of Council. The primary objective of the Audit Advisory Committee is to assist Council in the effective conduct of its responsibilities for financial reporting, management of risk, maintaining a reliable system of internal controls and facilitating the organisation's ethical development.

The Audit Advisory Committee is established to assist the co-ordination of relevant activities of management, the internal audit function and the external auditor to facilitate achieving overall organisational objectives in an efficient and effective manner.

As part of Council's governance obligations to its community, Council has constituted the Audit Advisory Committee to:

Enhance the credibility and objectivity of internal and external financial reporting;

Assist the Council in its management of financial and other risks and the protection of Council assets;

Ensure compliance with laws and regulations as well as use of best practice guidelines;

Provide an effective internal audit function;

Provide an effective means of communication between the external auditor, internal audit, management and the Council.

3. TERMS OF REFERENCE

3.1. Establishment of the Audit Advisory Committee

The Audit Advisory Committee is a formally appointed sub-committee of Council and is responsible to that body. The Audit Advisory Committee does not have executive powers or authority to implement actions in areas over which management has responsibility and does not have any delegated financial responsibility.

The Committee's role is to report to Council and provide appropriate advice and recommendations on matters relevant to its Charter to assist Council in its decision making in relation to the discharge of its responsibilities.

3.2. Membership

3.2.1. The Audit Advisory Committee will comprise up to four members, being, one Council member and three external independent persons. All members shall have full voting rights.

3.2.2. External independent persons will have senior business or financial management/reporting knowledge and experience, and be conversant with financial and other reporting requirements. The Mayor and Chief Executive Officer will source potential members, by public advertisement and will take into account the experience of the candidate and their likely ability to apply appropriate analytical and strategic management skills. Recommendation(s) for appointment and termination will be put to Council for approval.

3.2.3. The terms of the appointment will be for a minimum of three years and should be arranged to ensure an orderly rotation and continuity of membership despite changes to Council's members.

3.2.4. If the Council proposes to remove a member of the Committee, it must give written notice to the member of its intention to do so and provide that member with the opportunity to be heard at a Council meeting that is open to the public, if that member so requests.

3.2.5. Remuneration will be paid to each independent member on an annual fee basis. The CEO and Mayor will determine variation to external member fees.

3.2.6. Only one of the external independent members can be appointed as Chairperson of the Committee. In the absence of the appointed Chairperson from a meeting, the meeting will appoint an acting Chairperson from the external members present.

3.2.7. A quorum shall be two members.

3.2.8. The Chief Executive Officer and internal auditor should attend all meetings, except when the Committee chooses to meet in camera. Other members of Council may attend meetings as an observer only. Council staff may be invited to attend at the discretion of the CEO or Committee to advise and provide information when required.

3.2.9. Representatives of the external auditor should be invited to attend at the discretion of the Committee but must attend meetings considering the draft annual financial report and results of the external audit.

3.2.10. The CEO will provide secretarial and administrative support to the Committee.

3.3. Meetings

3.3.1. The Committee shall meet at least quarterly.

3.3.2. A schedule of meetings will be developed and agreed to by the members. As an indicative guide, meetings would be arranged to coincide with relevant Council reporting deadlines, for example in June to coincide with the approval of corporate plans, annual plans and budgets and in August to coincide with the finalisation of the financial statements and the draft annual report to the Minister. Additional meetings shall be convened at the discretion of the Chairperson or at the written request of any member of the Committee, internal or external auditor.

3.4. Reporting

3.4.1. The Audit Advisory Committee shall after every meeting forward an Audit Summary Report explaining any specific recommendations and key outcomes to the next ordinary meeting of the Council.

3.5. Duties and Responsibilities

The following are the duties and responsibilities of the Audit Advisory Committee in pursuing its Charter:

3.5.1. To review the scope of the internal audit plan and the effectiveness of the function. This review should consider whether, over a period of years, the internal audit plan systematically addresses:

Internal controls over significant areas of risk, including non-financial management control systems;

Internal controls over revenue, expenditure, assets and liability processes;

The efficiency, effectiveness and economy of significant Council programs; and

Compliance with regulations, policies, best practice guidelines, instructions and contractual arrangements.

3.5.2. Review the appropriateness of special internal audit assignments undertaken by internal audit at the request of Council or Chief Executive Officer.

3.5.3. Review the level of resources allocated to internal audit process and the scope of its authority.

3.5.4. Facilitate liaison between the internal and external auditor to promote compatibility, to the extent appropriate, between their audit programs.

3.5.5. Review, critically analyse and follow up any internal or external audit report that raises significant issues relating to risk management, internal control, financial reporting and other accountability or governance issues, and any other matters relevant under the Committee's terms of reference. Review management's response to, and actions taken as a result of, the issues raised.

3.5.6. Monitor the risk exposure of Council by determining if management has appropriate risk management processes and adequate management information systems in place.

3.5.7. Determining whether ethical standards, related party transactions and the systems of control are adequate.

3.5.8. Review Council's draft annual financial report, focusing on:

Accounting policies and practices;

- Changes to accounting policies and practices;

The process used in making significant accounting estimates;

- Significant adjustments to the financial report (if any) arising from the audit process;
- Compliance with accounting standards and other reporting requirements;
- Significant variances from prior years.

3.5.9. Recommend adoption of the annual financial report to Council. Review any significant changes that may arise subsequent to any such recommendation prior to the signing of the financial report.

3.5.10. Discuss with the external auditor the scope of the audit and the planning of the audit.

3.5.11. Discuss with the external auditor issues arising from the audit, including any management letter issued by the auditor and the resolution of such matters.

3.5.12. Review the annual performance statement and recommend its adoption by Council.

3.5.13. Review issues in relation to financial reporting by Council business units and comparative performance indicators.

3.5.14. Identify and refer specific projects or investigations deemed necessary to the Chief Executive Officer, the internal auditor and the Council if appropriate. Oversee any subsequent investigation, including investigations of any suspected cases of fraud within the organisation.

3.5.15. Monitor the progress of any major lawsuits facing the Council.

3.5.16. Address issues brought to the attention of the Committee, including responding to requests from Council for advice that is within the parameters of the Committee's terms of reference.

3.5.17. Report to Council after each meeting, in the form of minutes and Audit Advisory Summary Report.

3.5.18. Seek information or obtain expert advice on matters of concern within the scope of its responsibilities, on approval from the Chief Executive Officer and authorisation from the Council.

3.6. Conflict of Interest

3.6.1. Committee Members shall abide by Council's Code of Conduct Policy. Committee members are responsible for determining if they have a direct or indirect interest in accordance with the Local Government Act. If a Committee member determines that they have a Conflict of Interest in any matter which is to be considered at a meeting of the Audit Advisory Committee then that person must:

- If he or she intends to be present at the meeting, disclose the nature of the interest immediately before the consideration or discussion ; or
- If he or she does not intend to be present at the meeting, disclose the nature of the interest to the Chief Executive Officer or Chairperson of the Audit Advisory Committee at any time before the meeting is held.

3.6.2. While any vote or discussion is taken on the subject matter the Member must:

- Leave the room and notify the Chairperson that he or she is doing so; and
- Remain outside the room and any gallery or other area in view or hearing of the room.

3.6.3. The Chairperson of the Audit Advisory Committee must record the declaration and the nature of the interest in the minutes of the meeting.

3.7. Confidentiality of Information

3.7.1. In accordance with section 77 of the Local Government Act 1989 " a person who is or has been a member of Council or a member of a special committee must not release information that the person knows, or shall reasonably know is confidential.

3.8. Audit Committee members to lodge primary and ordinary returns

3.8.1. Members of audit committees are required to submit a primary return within 30 days of becoming a member and to lodge an ordinary return twice each year.

3.8.2. A Council may exempt a member of an audit committee who is not a member of Council from being required to submit a primary or ordinary return (section 81 (2A) of the Act).

4. QUALITY RECORDS

Quality Records shall be retained for at least the period shown below.

Record	Retention/Disposal Responsibility	Retention Period	Location

5. ATTACHMENTS

Internal Audit Charter – FRM550.1

CHARTER

Internal Audit Charter	Document No:	FRM550.1
	Approval Date:	10 May 2016
	Approved By:	CEO
	Review Date:	10 May 2019
Responsible Officer: **Manager, Corporate Internal Auditor and Ombudsman**	Version No:	07
Authorising Officer: **Chief Executive Officer**		

1. FUNCTION

1.1. Role

The internal audit function is established to assist the Chief Executive Officer, the Members of Council and other Managers to ensure all activities within the City of Greater Geelong are carried out effectively and efficiently.

Accordingly, the internal audit programs must be sufficiently comprehensive to regularly review all facets of the Council's operations having regard to the functions and responsibility of the municipality.

The Internal Auditor is to provide the Chief Executive Officer with effective control mechanisms at reasonable cost by supplying:

1.1.1. Assurances as to the reliability of accounting and financial management information, protection of assets and resources.

1.1.2. Assurances as to compliance with relevant legislation, policies and procedures.

1.1.3. Independent and confidential advice on remedial action to improve the organisation's effectiveness, efficiency and economy.

1.1.4. Progress reports to Chief Executive Officer on remedial action taken by staff members and managers.

1.2. Independence

The internal audit function shall have independence status within the Council, and for that purpose the Internal Auditor shall:

1.2.1. Have direct and unrestricted access to the Audit Advisory Committee to discuss matters arising from time to time.

1.2.2. Have no executive or managerial powers, authority, function or duties except those relating to the internal audit function.

1.2.3. Not be involved in the day to day operations of the financial systems and associated control mechanisms.

1.2.4. Not be responsible for the detailed development of new systems, but shall be consulted on these matters and provide assurances to management that the completed systems will contribute to the achievement of the corporate objectives and that they include meaningful performance measures.

1.3. Authority

Internal audit staff shall at all reasonable times be subject to security arrangements and observance of all expected courtesies, have unrestricted

access to property, accounts, information, documents and records of the organisation.

In support of this:

1.3.1. Every officer and employee of Council shall provide the Internal Auditor with such information advice or explanation and assistance necessary for audit purposes.

1.3.2. The Internal Auditor shall have no direct responsibility or direct authority over any activities that are reviewed.

1.3.3. An internal audit review or appraisal shall in no way relieve other officers and employees in the Council of the responsibilities assigned to them.

1.4. Planning & Implementation

The Internal Audit Manager will develop and implement a comprehensive risk based three year strategic and annual audit plan which is to be approved by the Chief Executive Officer and which is to be reviewed and endorsed by the Audit Advisory Committee and which may incorporate the following key functions:

1.4.1. Reviewing, analysing and reporting on the efficiency and effectiveness of internal control systems and procedures and recommending changes.

1.4.2. Reviewing Council's activities and making assessments and recommendations in relation to risk management.

1.4.3. Monitoring, evaluating and reporting on compliance and probity issues surrounding the management of tendering arrangements, including contract compliance, the annual performance statement, comparative performance indicators, the national competition policy compliance statement, financial reporting by business units of Council and competitively neutral pricing guidelines.

1.4.4. Reviewing, assessing and reporting recommended changes to the Council's policies, practices and systems in respect to requirements for the highest standards of ethical behaviour and the impact on Council's financial statements and performance.

1.4.5. Providing strategic advice, conducting and completing corporate governance and compliance audits to assess performance against the Council's corporate, financial and strategic plans.

1.4.6. Conducting investigations of any special cases of fraud within the organisation and monitoring the progress of any major law suits facing the Council.

1.4.7. Reviewing policies, procedures and controls having appropriate regard of information technology systems employed.

1.4.8. Develop and implement a detailed annual Internal Audit Plan, which is to be approved by the Chief Executive Officer and endorsed by the Audit Advisory Committee.

1.4.9. Provide advice to the Chief Executive Officer and management as requested, including the development of policies and procedures.

1.4.10. Undertake special assignments as requested by the Chief Executive Officer.

1.4.11. Liaise with the external auditor and co-ordinate audit coverage.

1.4.12. Report to the Chief Executive Officer and Audit Advisory Committee.

2. REPORTING STANDARDS

2.1. Preparation

All internal audit reports shall:

2.1.1. Be clear, concise and complete

2.1.2. Clearly explain the scope and objectives of the audit.

2.1.3. Present findings and conclusions in an objective manner relevant to the specific users needs.

2.1.4. Use only factual information, findings and conclusions that are adequately supported by properly documented evidence.

2.1.5. Include, as applicable, the Internal Auditor's suggestions for the type of action to be taken and information on the underlying causes of the problems.

2.1.6. Place emphasis on improvement rather than criticism of the past recognising any difficulties faced by the Council staff.

2.1.7. Identify and explain issues or questions needing further study and consideration by the Internal Auditor or others.

2.1.8. Include recognition of management initiated improvements.

2.1.9. Include recognition of the views of responsible Managers, whether they are in agreement or in a contrary position, and state any significant information that has been omitted because it is privileged or confidential. The grounds for omission should be also given.

2.2. Distribution

2.2.1. Audit reports are issued to the relevant Manager concerned with a request for a written response to the issues raised. Management responses will be monitored through Council's performance management system, CorVu.

2.2.2. An Internal Audit Summary Report of issues raised and responses will be tabled at each Audit Advisory Committee meeting and Council meeting for information and further actions as deemed necessary.

2.2.3. Outstanding issues will be carried forward to the next report until cleared.

3. GENERAL AUDIT STANDARDS

Standards of internal auditing shall be consistent with the International Professional Practices Framework (IPPF) issued by the Institute of Internal Auditors

4. RELATIONSHIPS

The Internal Auditor will liaise with professional organisations, other municipalities and bodies regarding development in internal audit practices for both manual and automated major systems.

5. QUALITY ASSURANCE

In order to ensure that the quality of internal audit work is consistently of a high standard the Internal Auditor shall:

5.1.1. Develop a comprehensive reporting arrangement

5.1.2. Maintain a regular review of audit plans, reports and working papers.

5.1.3. Maintain effective communication links with the External Auditor as appropriate.

6. MEETINGS

6.1. Audit Advisory Committee

Meetings between the Audit Advisory Committee and Internal Auditor shall be no less than four times per year to discuss the Audit reports.

6.2. Minutes

Minutes shall be kept by the Internal Auditor, distributed to Committee members and made available for review by the External Auditors.

ASSEMBLY OF COUNCIL RECORD

Source: **Strategy & Performance**
General Manager: **William Tieppo**

Summary

- Section 80A (2) of the Local Government Act 1989 requires the record of an Assembly of Council be reported to the next practicable Ordinary Meeting of Council.
- A record of Assembly of Council meeting(s) is attached as an Appendix to this report.

L Gardner moved, P Dorling seconded -

That the information be received.

Carried.

RECORD OF ASSEMBLIES OF COUNCIL
(Council Meeting 13 December 2016)

Assembly Details	Administrators	Officer Attendees	Agenda Items	Conflict of Interest Disclosures
Council Meeting Briefing **15 November 2016**	Dr Kathy Alexander Laurinda Gardner	V Shelton (A/GM)	• Confidential Report – Land Acquisition	• Nil.
Council Briefing **6 December 2016**	Dr Kathy Alexander Laurinda Gardner Peter Dorling	K Spiller (CEO) V Shelton (A/GM) B Luxford (GM) L Quinn ((GM) P Bettess (GM) W Tieppo (GM) A Keen (EXEC/MGR) G Russell (MGR) P Jane (MGR) A Noonan (A/CO ORD)	• G21 Motocross Land Suitability Assessment • Geelong Saleyards • Amendment C301 – Rezone Land at 892-958 and 960-990 Barwon Heads Road, Armstrong Creek to Urban Growth Zone Schedule 2 – Adoption of Amendment • Development Contributions Plan – Increase in Capped Community Infrastructure Levy • Geelong Waterfront – Safe Harbour Precinct Project • Central Geelong 40 km Speed Zone • Sessional Kindergarten Fees 2017 • 2017-2018 Budget Process • Council Meeting Schedule 2017 • Quarterly CEO Headline Report • Sale of Land to VicRoads – 333a Torquay Road, Mt Duneed • Revocation of Flood Prone Area Designation of New Lots at Charlemont, Stage 1 • Revocation of Flood Prone Area Designation of New Lots at Watermark, Stages 1 and 2 • Emergency Management Policy • Baker Street Group Road Construction Special Charge SRC340 – Declaration of Charge • Montpellier Drive, Highton – Proposed Footpath Construction SRC345 – Declaration of Charge	• Nil.

PLANNING DELEGATIONS – NOVEMBER 2016

Source: **Planning & Development - City Development**
General Manager: **Peter Bettess**
Index Reference: **Delegation**

Summary

- Section 98 of the Local Government Act 1989 and section 188 of the Planning and Environment Act 1987 empower Council to delegate its powers, duties and functions under relevant legislation to members of Council staff.
- Council may also delegate to committees comprising Administrators and staff or a combination of both, pursuant to sections 86 and 87 of the Local Government Act and section 188 of the Planning and Environment Act.
- At its meeting on 13 March 2007 Council established a Planning Committee and a Development Hearings Panel with delegated powers to determine upon any development applications which have been the subject of an objection or in circumstances where officers have recommended refusal of the application.
- At its meeting on 23 September 2008 Council adopted a recommendation to allow Officers (restricted to Manager, Coordinator and Team Leader level) the ability to consider and approve applications with five or less objections.
- The appendix to this report contains a schedule of all applications determined under these delegations.

L Gardner moved, P Dorling seconded -

That the information be received.

Carried.

PLANNING DECISIONS REPORT - NOVEMBER 2016

App Number	Location	Application Type	Decision Date	Description	Authority Description
PP-1027-2014	181-199 Matthews Road, LEOPOLD VIC 3224	Use of land for a residential hotel and place of assembly (function centre) in the Farming Zone. Construction of buildings and works for a residential hotel and place of assembly (function centre) on land in the Farming Zone. Construction of buildings and works on land in the Environmental Significance Overlay Schedule 2. Construction of buildings and works on land in the Significant Landscape Overlay Schedule 10. Use of land for the sale and consumption of liquor under Clause 52.27.	16/11/2016	Clerical - Error Permit Issued	Delegated Authority
PP-1031-2016	20 Trevally Drive, OCEAN GROVE VIC 3226	Buildings and Works in Association with Existing Dwelling in a Design and Development Overlay	4/11/2016	NOD - Planning Permit	Development Hearings Panel
	20 Trevally Drive, OCEAN GROVE VIC 3226	Buildings and Works in Association with Existing Dwelling in a Design and Development Overlay	29/11/2016	Delegate - No Appeal Lodged	Delegated Authority
PP-1162-2015	952-960 Bellarine Highway, LEOPOLD VIC 3224	Use and Development of the Land for a Restaurant (Tea Rooms) and Display of Business Identification Signage	18/11/2016	NOD - Planning Permit	Development Hearings Panel
PP-1291-2015	25 Waiora Avenue, HAMLYN HEIGHTS VIC 3215	Construction of Three (3) Dwellings on the land; and Subdivision of Land into Three (3) Lots	3/11/2016	Permit Issued - VCAT	VCAT
PP-420-2015	740-750 Torquay Road, MOUNT DUNEED VIC 3217	Use of Land in a Farming Zone for the Purpose of a Service Station; Buildings and Works in a Farming Zone (Including Building within 100m of a Road Zone; Removal of Native Vegetation; Advertising Signs; Vary Requirements of Clause 52.12; Create an Access to a Road Zone	17/11/2016	Permit Issued - VCAT	VCAT

PP-492-2016	10 Golf Links Road, BARWON HEADS VIC 3227	Construction of Two (2) Dwellings and Two (2) Lot Subdivision	4/11/2016	NOD - Planning Permit	Development Hearings Panel
PP-519-2016	2 Verner Street, SOUTH GEELONG VIC 3220	Buildings and Works Associated with the Construction of a Door	29/11/2016	No Appeal Lodged Permit Issued	Development Hearings Panel
PP-59-2016	124-126 Grantham Drive, HIGHTON VIC 3216	Variation of Restriction PS630452Y to remove Lot 318 from being burdened (single dwelling and no further subdivision), Construction of Two (2) Dwellings and Two (2) Lot Subdivision	4/11/2016	Refusal to Grant a Planning Permit	Development Hearings Panel
PP-826-2016	10 Bourbon Way, WAURN PONDS VIC 3216	Three Lot Subdivision	16/11/2016	PI - No Appeal Lodged Permit Issued	Development Hearings Panel
	201 Melbourne Road, RIPPLESIDE VIC 3215	Buildings and Works for Construction of a Retail and Office Building, and Reduction of Car Parking Requirement	4/11/2016	NOD - DHP - Planning Permit	Development Hearings Panel
PP-837-2016	201 Melbourne Road, RIPPLESIDE VIC 3215	Buildings and Works for Construction of a Retail and Office Building, and Reduction of Car Parking Requirement	29/11/2016	PI - Delegate - No Appeal Lodged	Delegated Authority
PP-881-2016	1-2 Chablis Court, WAURN PONDS VIC 3216	Two (2) Lot Subdivision	2/11/2016	PI - No Appeal Lodged Permit Issued	Development Hearings Panel
PP-1035-2016	2 Dubourg Court, OCEAN GROVE VIC 3226	Buildings and Works for the Construction of a Second Dwelling and a Two (2) Lot Subdivision	30-Nov-2016	NOD - Delegate	Objectors - 2
PP-1073-2016	156 Pakington Street, GEELONG WEST VIC 3218	Partial Demolition, Buildings and Works associated with a Food and drink premises, Display of Signage and the use of Land for the Sale and Consumption of Liquor	7-Nov-2016	NOD - Delegate	Objectors - 1
PP-1078-2016	104 McClelland Street, BELL PARK VIC 3215	Construction of Two (2) Dwellings and Two (2) Lot Subdivision	30-Nov-2016	NOD - Delegate	Objectors - 1
PP-111-2016	52 Parrakoola Drive, CLIFTON SPRINGS VIC 3222	Construction of a Second Dwelling and Subdivision of the Land into Two (2) Lots	7-Nov-2016	NOD - Delegate	Objectors - 3
PP-1480-2015	56 Moruya Drive, GROVEDALE VIC 3216	Construction of Three (3) Dwellings and a Three (3) Lot Subdivision	24-Nov-2016	NOD - Delegate	Objectors - 1

PP-1521-2015	18 Raven Street, GEELONG WEST VIC 3218	Buildings and Works for Construction of Two (2) Dwellings and a Two (2) Lot Subdivision	21-Nov-2016	NOD - Delegate	Objectors - 5
PP-417-2016	340 Moorabool Street, GEELONG VIC 3220	Construction of Seven (7) Dwellings, Seven (7) Lot Subdivision and Reduction in the Requirement to Provide Car Parking	4-Nov-2016	NOD - Delegate	Objectors - 5
PP-451-2016	10 Liverpool Street, RIPPLESIDE VIC 3215	Demolition of existing Dwelling and Construction of a dwelling in the Design and Development Overlay - Schedule 5	17-Nov-2016	NOD - Delegate	Objectors - 1
PP-631-2016	12 Vista Road, NEWTOWN VIC 3220	Construction of Two (2) Dwellings and Two (2) Lot Subdivision	23-Nov-2016	NOD - Delegate	Objectors - 1
PP-647-2016	10 Park Crescent, SOUTH GEELONG VIC 3220	Buildings and Works Associated with an Extension to an Existing Dwelling on a Lot Less Than 300sqm	24-Nov-2016	NOD - Delegate	Objectors - 4
PP-767-2016	68 Sheepwash Road, BARWON HEADS VIC 3227	Construction of a Second Dwelling and Two Lot Subdivision	11-Nov-2016	NOD - Delegate	Objectors - 1
PP-802-2016	20 Willana Avenue, HAMLYN HEIGHTS VIC 3215	Construction of Three (3) Two (2) Storey Dwellings and a Three (3) Lot Subdivision.	17-Nov-2016	NOD - Delegate	Objectors - 1

CLOSE OF MEETING

As there was no further business the meeting closed at 6.40pm. Tuesday, 13 December 2016.

Signed: _____
Dr Kathy Alexander - Chair

Date of Confirmation: _____