CITY OF GREATER
GEELONG

MINUTES

ORDINARY MEETING OF COUNCIL

Tuesday, 28 March 2017

Held at the
Council Conference and Reception Centre
City Hall, Little Malop Street, Geelong
commencing at 6.30p.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, 28 MARCH 2017 COMMENCING AT 6.30P.M.

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

Also present: K Spiller (Chief Executive Officer), T Hellsten (Acting Director Manager Planning and Development), B Luxford (Director Investment & Attraction), L Quinn (Director Community Life), J Moloney (Director Finance & Strategy), A Keen (Executive Manager People and Organisational Development), R Leonard (Snr Manager Legal Services & Governance)

OPENING: The Chair declared the meeting open at 6.30pm

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: William Tieppo (Director City Services)

CONFIRMATION OF MINUTES:

L Gardner moved, P Dorling seconded -

That the Minutes of the Ordinary Meeting held on 28 February 2017 be confirmed.

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.

Colin Wallace directed the following questions through the Chair to the Chief Executive Officer:

1) Which officer has direct responsibility for the content of the Minutes of Council Meetings?

The Chief Executive Officer responded the Senior Manager Legal Services & Governance.

2) Who reports to whom between the officer directly responsible for the content of the Minutes of Council Meetings and yourself, the Chief Executive Officer?

The Chief Executive Officer responded the officer reports directly to myself.

3) Tim McDonald, listed in the Minutes of the most recent Council Meeting as Manager Customer Service and Council Business: to who does he report?

The Chief Executive Officer responded he reports to the Executive Manager People & Organisation Development.

The Chief Executive Office offered to provide a copy of the City's Organisational Structure.

Vicky Grosser, Acting Chair, Geelong One Fire, asked the following:

Geelong One Fire, on behalf of the Tournier family and Aboriginal community leaders in Geelong, would like to hear the Administrators views about our request for inclusion of She Oak trees in the future 'revitalisation' of Johnstone Park. They would replace the she oaks planted by Dan Dan Nook, Harry Gore and Willem Baa Niip as the park was developed in the 1860s which were then removed for the railway line extension in 1874. This was the wish of Uncle David Tournier. In honour of Uncle, who was a major community leader in teaching many hundreds of people in the region about local Djillong culture and history before he passed on 31st December of last year, could a listening post also be installed by Council in the Park, with a push button to access the 'Johnstone Park Dreaming' history which he recorded for Reconciliation Week a few years ago?

One Fire has appreciated the contact made with them in the past week by officers of Council to gather access to the history Vicky Grosser (One Fire Acting Chair) presented to you on 14th March, and would appreciate the Tournier family and Aboriginal community leaders of their choice being fully involved in the development of this proposal. Can they be fully engaged please?

Kathy Alexander responded the questions will be addressed during debate of Agenda Item 3 this evening.

Jennifer Bantow asked the following questions in relation to Agenda Item 3 - Johnstone Park Raingarden – Submissions Review Panel:

Recommendation 1:

1) **Approve the raingarden project to proceed subject to the following conditions:**

   1.1. replacement tree canopy to be achieved within two years in the vicinity of the raingarden development.

Discussion:

There will be a net loss of 15 trees within the project area (22 removed, 7 gained) (Attachment 2 Issue / Concern 2). 2017 marks the centenary of the final completion, in June 1917, of the Geelong Town Hall, to the original 1854 plans of architect Joseph Reed.

QUESTION:

Could Council please consider expanding Recommendation 1.1 to include the words … that at least 22 trees, or more, be planted at the eastern end of Johnstone Park in the final design, ….that these trees be planted in a formal avenue, called the Centenary Avenue, along the proposed pathway (eleven trees on each side), from Gheringhap Street to the top of the steps or in some other appropriate place at the eastern end of Johnstone Park?

Heritage Victoria have issued Permit Application P25917 Permit Date issued 17 March 2017 Heritage Victoria Condition 3 prior to commencement of work, an existing conditions planting plan (identifying all trees and features) is to be prepared. A full landscape and planting plan is to be prepared and will be developed and overlay landscaping as shown in the 1931 aerial photograph and this is to be forwarded to Heritage Victoria for endorsement.

Discussion:

A full planting and landscape plan of Johnstone Park is to submitted to Heritage Victoria for endorsement before work starts.

QUESTION:

While Council staff are undertaking the planting and landscape plan required by Heritage Victoria, would Council consider adding the following specific additions to their recommendations:
That the following be undertaken in addition to the planting and landscape plan required by Heritage Victoria:

- a review of the Johnstone Park CoGG Heritage Overlay, to include naming of avenues and walkways
- an updated or new Conservation Management Plan of Johnstone Park restoration of the William Stitt Jenkins drinking fountain (1860)

Recommendation 2):

Refer submissions received relating to the broader Johnstone Park Concept Plan to the Johnstone Park Masterplan process.

QUESTION:

Could Council please consider adding the following specific recommendations to Recommendation 2):

That the Masterplan include (among other matters brought up in Submissions):

- retention of the Robert Hoddle original boundaries (1838), and there to be no areas of Johnstone Park excised;
- recommendation to discourage commercialisation of Johnstone Park;

- that the Johnstone Park Masterplan include that a full inventory and mapping of all the heritage places, buildings, plaques, statues, sculptures, seats, and other structures, in Johnstone Park be undertaken, and a full mapping and inventory of all the trees and other plantings in Johnstone Park also be undertaken;
- that all heritage listed places in the Johnstone Park vicinity be conserved.

Kathy Alexander responded the questions will be addressed during debate of Agenda Item 3 this evening.

Lex Chalmers addressed Council as follows regarding Johnstone Park Raingarden:

1) I refer to a 'mediation' 27 February held with Council officers Paul Jane and Tom Kelly. I was told that the stormwater holding tank would be enlarged from 150KL to 250 KL, enabling reticulation to the park beyond the 'closed' system only serving the Raingarden originally proposed. I have not seen this in writing, and I ask that this improvement to the design be confirmed. I also note that the Heritage Victoria Permit P25917 Condition 2 refers only to endorsing 'full design and construction drawings of the Raingarden (including) details of stormwater tank', and does not refer to extending pipes through the balance of the Park. Would a further HV permit be required to excavate for more pipes to enable more extended reticulation of the storm water than that originally proposed? If so, I ask that an application be forwarded to HV as soon as possible, so that proposed works in the balance of the park can be assessed and hopefully approved to enable increased sustainability of the park in drought circumstances.

2) Re re-use of timber from the 22 Silky Oaks to be removed from Johnstone Park - On 27 March I spoke to Alan Dawson of the Environment Team who informed me that some of this valuable weather-resistant timber (also used for furniture) will be saved, as the tender for their removal specifies that any timber over 300 mm thick is to be retained. This is a positive move. However I wish to point out that artists, sculptors and groups of people such as wood turners may be able to use timber of this quality of lesser size than 300 mm, and request that the council seek expressions of interest (or other process) to enable its use in order to encourage a more positive outcome from the trees' removal.

3) Re referral of submissions 'relating to the Johnstone Park Concept Plan to the Johnstone Park Masterplan process' (CoGG letter 17 March) - I understand that work on the Masterplan is now in progress. While I participated in the initial Johnstone Park Stage 2 and 3 consultation, and I have expressed my views against the potential closure of Mercer Street and demolition of three heritage buildings to enable extension of the boundary of the park by .9ha, I hope that further community consultation will occur before the Masterplan is finalised to enable others to have input. On their behalf I wish to enquire when that consultation will be held.

   Kathy Alexander responded the questions will be addressed during debate of Agenda Item 3 this evening.

Doug Carson, Co-ordinator Festival of Glass in Drysdale, asked the following:

We recently held our annual Festival, however many people were hampered by the road closure and more importantly, evidently the lack of signage directing drivers to the festival. I understand that you have had a least one letter of extreme angst at the situation but we can tell you that the majority of comments to our people manning the entry point to the stadium was the traffic problem.

This is the second time this has happened in the past five years and we do not want to see it happen again - the road closure creates an impossible problem. We were informed, some time ago, of the event and were told that we would have specific signage directing traffic to the Festival, and we now know that adequate signage was not in place. Why else would people say there was a problem. Our Festival is becoming a massive event on the calendar of Geelong and any road closures in future must be planned for another Sunday than the third Sunday in February.

Brett Luxford advised he was happy to work with the Festival of Glass in addressing the concerns and managing a solution.

Helen Lucas addressed Council in relation to the removal of trees in Johnstone Park:

Couldn't the Rain Garden be created in the grassed sunken area – removing the need to destroy any trees, as it is impossible to replace mature trees?

Brett Luxford responded Council considered a whole range of possibilities to identify a suitable site, but as the venture is a tiered Rain Garden, its proposed location is the most suitable.

PETITIONS:

Nil.

1. INVESTIGATION OF THE IMPACTS OF EXTENDING FREE PARKING TO WEEKDAYS – CENTRAL GEELONG

Source: **Planning & Development - Health & Local Laws**
Director: **Peter Bettess**
Index Reference: **SUB-17-12**

Purpose

To inform Council of the outcomes of the investigation carried out in response to a request by the previous Council.

Background

SGS Economics & Planning and O'Brien Traffic were commissioned to investigate the impacts of extending free parking to weekdays in Central Geelong, as per a Council Notice of Motion on 15 March 2016.

Key Issues

- Independent advice from SGS Economics & Planning and O'Brien Traffic indicates that the potential costs of extending free parking outweigh the potential benefits.
- The SGS Economics and O'Brien Traffic report made similar conclusions as the numerous independent reports commissioned since 2002.
- Effective and vibrant businesses in central Geelong rely on good vehicle and pedestrian flow and access to public transport and parking. A parking strategy for central Geelong is under development.
- Free parking relies on compliance of parking limits, to manage turnover and availability. Offering free parking will rely on issuing fines as a turnover management tool.
- There is no data available on the impact of free parking on demand nor a detailed inventory of parking restrictions in central Geelong. Consideration should be given to introducing ground based technology (sensors), to support decision making and to better inform customers about their parking time limits.
- There is evidence that in ground parking technology provides real time information on parking availability and data that contributes to parking strategy development.
- Community workshops conducted in 2013 revealed that motorists were more concerned about paying a $72 fine than paying the hourly parking fee. Currently 0.6% of parkers receive a fine (compared to 10.6% in the City of Melbourne) which suggests that the majority do not finding the parking arrangements problematic.
- Parking fees in Central Geelong compare favourably to other cities of similar size (refer Attachment 1).
- Newcastle City trialled free parking but reverted back to paid parking at the request of the business community due to congestion and poor parking turnover.
- Community views arising from Our Future engagements indicate significant support for improving central city access by cycling, walking and public transport rather than encouraging car use. Encouraging greater car use will be counter to community expectations.

- The financial impacts are as follows:
  - Revenue loss approx $14M
  - Expenditure - in ground sensors $ 1.75M
    - labour and technology support $ 0.760M

P Dorling moved, L Gardner seconded -

That Council endorses the:

1) **current paid parking and variable parking regime to manage fair and equitable parking turnover;**
2) **development of data sets and analysis to provide evidence of the impact of changes to the parking arrangements;**
3) **investigation into ground based technology sensors to assist with traffic management and parking operations.**

Carried.

Attachment 1

Discussion

Council adopted free parking on Sundays within Central Geelong in December 2006 and expanded this to include free parking on Saturdays in April 2014. In March 2016 Council passed a resolution calling for a further expansion of free parking in central Geelong beyond weekends, including consideration of any direct or indirect impacts of such a change. Council resolved that 'Council Officers provide a report to Council outlining the potential to expand the free parking program in Central Geelong, including a full cost benefit analysis by June 2016.

In August 2016, Council engaged O'Brien Traffic Consultants (OBTC) and SGS Economics & Planning to undertake an independent study on the possible introduction of free parking and its impacts (refer Attachments 2-4).

Within Central Geelong, the City owns and manages approximately 5,400 on street and 3,750 off street parking bays. 3,593 on street bays are subject to paid parking between the hours of 9.00am and 5.30pm Monday to Friday at the base rate of $2.70 per hour and $1.60 per hour in areas that have longer time periods with capped fees. The latter are typically located around the periphery of the City centre.

Through the findings of the study, there is nothing to suggest that either the dollar rate or the hours of operation of pay parking are inappropriate, and compare favourably to other cities such as:

Newcastle	$4.00 per hour
Gold Coast	$2.00 - $3.60 per hour
Port Philip	$3.70 - $5.10 per hour
Hobart	$3.25 per hour
Ballarat	$2.00 per hour
Bendigo	$1.60 per hour
North Sydney	$7.20 per hour

Expanding free parking to include weekdays is at odds with the direction of the adopted 2015 Integrated Comprehensive Transport Plan, which provides a greater focus on improving other modes of transport such as public transport, cycling and walking and improving access to various railway stations as long term and sustainable solutions.

Similarly the findings in Council's Central Geelong Parking and Access Strategy 2013, state that it is unsustainable for the community to continue to travel to and from Central Geelong by car and to continuously expand car parking to accommodate demand.

Since 2007, Council has invested approximately $4.21M in parking technology which has improved the manner and ease in which the customer can transact their parking arrangements.

With the introduction of free weekend parking, there appeared to be an increase in parking patronage - along with increased business owner complaints to Council about many vehicles overstaying time periods, thereby reducing the ability of other customers to find a car space.

As the parking ticket machines were not operational on Saturdays and Sundays after free parking was introduced, any opportunity to record and analyse parking data was not possible. However the provision of in ground sensors would enable Council to obtain valuable data to inform key transport engineering and compliance decisions. The introduction of sensors at City of Melbourne reduced non-compliance from 19% to 10.6%. Of the 5 Councils surveyed who do not currently use ground based technology, all are currently considering it.

Currently only 0.6% of motorists within the paid parking area of Central Geelong receive fines for failing to pay for parking (this compares with 10.6% for the City of Melbourne). It is estimated that there are approximately 3.5M parking transactions within this precinct each year. Other outer shopping precincts do not share the diversity of stakeholders as those within Central Geelong which include many small to medium business enterprises, 2 hospitals and associated allied health services, significant number of retailers, hospitality, entertainment, Deakin University and the Gordon Institute, TAC, Barwon Water, Worksafe, NDIA, CoGG and a growing inner city residential population. This in turn creates a parking demand that other outer shopping precincts do not experience.

Introducing free parking would mean that an effective parking management program would rely on non-compliance through fines and penalties rather than compliance and 'user pays' fees. Non-compliance would need to be monitored by conducting patrols of all precincts every 1-2 hours or installing in-ground sensor technology. This may increase consumer dissatisfaction since it's contrary to the view of the 2013 Central Geelong Stakeholder Workshops, that motorists were more concerned about receiving a $72 fine than paying $2/hr (at that time).

Council has previously undertaken several studies with respect to car parking revenue. In the 'CAA Travel Demand Management' Study (Booz Allen Hamilton, April 2004) it was stated that; "our analysis put forward a clear case for continued use of parking pricing as a means of encouraging turnover of premium parking locations and where possible, Council should consider the use of funds derived from parking for funding other transport initiatives in the CAA'.

In March 2015, the City released an Integrated Comprehensive Transport Plan. Within this plan, it was identified that 86% of all trips in the City of Greater Geelong are undertaken by cars and that the current car parking strategies in Central Geelong are encouraging people to make car trips. A key theme to arise from this plan was the need to change the community's car dependent culture which in part relies on engaging with the State Government to improve public transport for local and regional trips.

During the 'Our Future' community engagement process, popular visions arose from the transport theme including;

"effective, affordable well located public transport for all residents including outlying suburbs"

"footpaths and bike paths everywhere to reduce our reliance on cars"

"excellent public transport connections between suburbs, the Bellarine and Geelong CAA"

"an accessible and efficient public transport system moving people into and through the city. A great network of bike and walking paths"

"huge improvements to public transport, cycling and walking – you'll be able to walk, ride anywhere around Geelong because its fun, safe and completely comfortable. Cars will be used much less"

This is supported by findings from the City's Central Geelong Parking and Access Strategy 2013, which highlights some of the potential impacts of introducing free parking including;

- Sending the wrong message to the community – implying that there is no issue with people continuing to travel to and from Central Geelong by car and that car parking can be endlessly expanded to accommodate the demand, which is not sustainable.
- Increasing demand for long term parking – more parkers will try and squeeze into the same number of spaces, causing congestion and cars to be shuffled about the various zones throughout the day
- Likelihood of an increase in non compliance – due to car shuffling and limited ability for Council to monitor without the introduction of further technology such as in ground sensors
- Undermine the viability of off street parking – free on street parking is likely to have a flow on effect to off street car parking by potentially deterring investment in car park infrastructure.
- Undermine the viability of public transport, cycling and walking initiatives by reducing the attractiveness of such alternatives modes
- Overall negative impact on traders – with more cars and longer duration of stays will mean an increase in parking demand resulting in the likely reduction of parking availability for customers

Further, as outlined in the 'City of Greater Geelong – CAA Stages – Traffic Analysis Draft (Sinclair Knight Merz, April 2001) and the 'Central Activities Area Revitalisation Program Study (Hansen Partnership and Team 1998);

"income generated by parking fees in new parking buildings will fall well short of the funds needed to build them. The emphasis should be towards providing a level of parking to meet general demand (not peak demand) which recognises the cost of the provision of necessary infrastructure and revenue required to provide future parking facilities and find road, pedestrian and cyclist improvements in the CAA".

The introduction of free parking would be a major deviation from the above principle.

The outcomes of the OBTC, Central Geelong Parking Study and SGS financial analysis are shown in Attachments 2-4. This report also identifies at page 3: "of particular note, Newcastle Council reported they trialled free parking but this had a negative impact on access to the city and pay parking was reinstated at the insistence of business".

As outlined in 'The High Cost of Free Parking (Donald Shoup, 2004) 'the cost of free parking is hidden in higher prices for everything else. In addition to the monetary cost, free parking imposes many other hidden costs on cities, the economy and the environment. The costs of supporting free parking will fall to the general community through taxes and rates, even those who do not own a car.

In assessing the benefits against the costs of expanding free parking, the consultants made note that the number of potential costs (6) significantly outweighs the number of potential benefits (1) as follows:

Potential Costs	Potential Benefits
Reduction in revenues from parking and parking fines	Increased visitation to Central Geelong
Increase in traffic congestion and more time spent cruising for free on street parking by visitors	
Increased occupancy of on street parkers	
Reduced turnover for on street parking spaces and likely impact on visitation and trading conditions	
Added costs of enforcement and/or implementation should 'ground based ' systems be introduced to monitor free parking	
Reduction in public transport patronage and/or active transport	

Financial Implications

The introduction of free weekday parking in Central Geelong would result in a loss of revenue to Council of approximately $13.99M per annum. Additionally there would be a need to expend approximately $1.75M to support other technology such as in-ground sensors, that would be a critical tool in being able to effectively manage parking in this precinct. This represents an additional annul cost of $134 to every ratepayer.

Since 2013, the overall income generated from parking fees and fines has increased by 7.6% with fines actually decreasing by 4.4%. Income generated from the overall parking activities currently represent approximately 4.9% of Council's total revenue.

Further funding would also be required to engage additional parking compliance staff to undertake the manual monitoring methods that would be required to be undertaken to ensure parking turnover.

In summary the impacts are:

1. Income loss – $13.99M
2. Expenditure Increase – $1.75M capital (technology), $400k recurrent (staff) and recurrent new technology maintenance and operational costs - $360k –
3. Total Project Cost - $16.5M

Alignment to City Plan

This report is consistent and aligns to the strategies and master plans within each of the City Plan 2013-2017 (2016-2017 updated) themes, Sustainable, Built and Natural Environment, Community Wellbeing and Growing our Economy.

Conflict of Interest

There is no officer conflict of interest in preparing this report.

EXECUTIVE SUMMARY

Introduction

In June 2016 Council passed a resolution calling for a (further) expansion of free parking in the Geelong Central Activities Area (CAA). This Notice of Motion was subsequently amended to include consideration any direct and/or indirect impacts of such a change.

O'Brien Traffic (in conjunction with SGS Economics & Planning) has been engaged by Greater Geelong City Council to undertake a study of the appropriateness of pay parking as a part of a broader traffic and parking management strategy.

Many of our findings are not new but rather reiterate the previous findings of O'Brien Traffic and various other consultants.

Background

Council adopted to provide free parking on Sundays within Central Geelong in December 2006.

In April 2014 Council expanded free car parking to also include Saturdays.

In March 2015 Council released an *Integrated Comprehensive Transport Plan* which we understand to be the current plan for the entire City of Greater Geelong (COGG) area.

The Plan identifies that:

- a number of relevant background reports already exist. The Plan does not supersede previous studies but rather draws from their findings;
- Key Issues include "Parking management strategies in Central Geelong are encouraging people to make car trips."

Recommended Actions include production of an area wide Parking Plan including consideration of:

- the potential role of smart technology;
- data collection and monitoring process, to enable informed decisions on parking demand and nature of use;
- the potential role of workplace parking levies;
- the introduction of restraint based off-street parking; and
- management of off-street and on-street parking, including provision of short versus long stay spaces and charging regimes that align with the objectives of this strategy.

It therefore seems to us that the call to expand free pay parking in June 2016 was somewhat at odds with the direction of the overall Transport Strategy that had been in existence since March 2015.

Discussion

We understand there were no before/after studies of the impact of the roll out of free parking on Saturdays and Sundays on parking demand, community attitudes or the trade performance of the CAA. However the usefulness of any such studies would have been limited in terms of providing insight into the impact of parking on weekdays.

We are advised there is currently no detailed inventory of parking restrictions within Central Geelong (generally) and to the best our knowledge the last comprehensive detailed surveys of utilisation were those by Ashton Traffic in 2002.

Council officers reportedly observed an increasing number of employees taking advantage of the free parking on weekends by shuffling cars thereby potentially reducing access by customers.

The only other guide to utilisation is hence aerial photography which obviously does not cover roofed (e.g. multi-storey) parking and does not shed light on whether the average duration of stay has increased on account of the introduction of free parking on weekends.

Currently 0.6% of parkers within the paid parking area of the CAA received a fine/official warning for failing to comply with the requirement to pay for parking (Source: Council officers). **This suggests the vast majority of motorists are not finding the existing parking regime to be problematic**. At the 2013 'Central Geelong Stakeholder Workshops', a common view expressed was that parkers were not too concerned about the $2/hr (at that time) but more concerned about the $72 fine.

Parking Revenue

The change in parking fees and fines between our last report in November 2013 and current is summarised in Table 1 below (bearing in mind that parking on Saturdays became free in April 2014).

Source	2013 Revenue	2016 Revenue
On-street parking fees	$6.5M	$8.2M
Council Off-street parking fees	$2M	$1.49M
Fines (citywide)	$4.5M	$4.3M
Total	$13M	$13.99M

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

It is apparent that over the 3 year period:

- total fees from on-street parking have increased by 26% despite the introduction of free parking on Saturdays. This is likely attributable to the rate for premium parking being increased by 35% from $2.00/hr in 2013 to the current $2.70/hr. This included a 25% increase during the 2014/15 Council adopted budget.
- total fees from Council off-street parking have dropped by 25.5% from $2M pa to $1.49M pa. Anecdotally, Council officers think this is attributable to the private off-street car parks being better located and a greater willingness (at least on the part of some motorists) to pay for the convenience of parking close to their destination.
- parking fines (citywide) have dropped marginally. We think this is probably at least partially attributable to parking on Saturdays now being free (resulting in reduced ability to enforce efficiently) and improved information to parkers provided by upgrades to the ticket machines and associated Apps.
- overall gross annual revenue from parking fees and fines has increased by 7.6% to $13.99M pa. This represents approximately 4.9% of Councils total annual revenue from all sources being approximately $280M.

Practice at other Municipalities

As part of this study, a questionnaire was distributed to 7 other Councils. Each Council was asked the same questions with a particular emphasis on pay parking.

The results are presented in **Appendix B** in the main report of O'Brien Traffic.

<u>The guidance from other Council's (and previous studies by other consultants) is very strong and all points in the same direction i.e. pay parking is a key element of an effective overall strategy – particularly in terms of facilitating parking turnover and hence access to the CAA.</u>

Pay parking is a significant deterrent to motorists (e.g. staff) shuffling their vehicle in time restricted parking on account of the expense incurred in doing so – because it is typically cheaper to park elsewhere e.g. in off–street parking

Of particular note, Newcastle Council reported they actually trialled free parking but this had a negative impact on access to the city and pay parking was reinstated at the insistence of business.

Findings

There is nothing that we can see to suggest that either the dollar rate or the hours of operation of pay parking in Geelong are in any way inappropriate.

Of the 5 Councils surveyed who do not currently use ground based technology, all are currently considering it.

Preliminary enquiries indicate that installing pods in all 3,593 of the existing car spaces in Central Geelong that are subject to pay parking would involve capital (installed) costs of approximately $1.7M and approximately $29K per month in maintenance costs. Alternatively, some form of lease arrangement could potentially be entered into with suppliers.

Either way, it would make no sense to incur what would amount to significant costs and concurrently take away part of the means of financing it (i.e. the existing ticket machines) – and financing other vital transport initiatives of which there are many identified in the Integrated Comprehensive Transport Plan.

We note that if Council were to adopt ground based technology that would yield much valuable parking data without the need for separate surveys.

Economics of On-street Parking Pricing and Management

On-street parking in large commercial centres is a scarce resource. To the extent that demand exceeds supply price is used to encourage efficient use of the resource. In the Geelong CAA Council has sought to balance supply and demand using a combination of paid on-street parking, maximum time limits, selected areas with 'all day' paid parking, and resident parking permit areas. Paid parking in particular encourages more frequent turn-over of well-located parking spaces and provides revenue to Council to operate and maintain the parking facilities. Revenues might also be used by Council to fund other traffic and transport demand management programs.

A significant literate has emerged in recent decades addressing the issues and challenges associated with the provision of free parking in cities. Free parking is never truly free: there are costs associated with the operation and maintenance of parking spaces that fall to the general community (via rates and taxes); and, more significantly, there is an opportunity costs associated with the use of urban land for parking.

Contemporary scholarship suggests an occupancy rate of 85% for on-street parking is optimal. Pricing and time limits, coupled with monitoring of occupancy, should be used to achieve this end. Appropriate pricing for on-street parking will encourage turn-over, reduce overstays and could increase the utilisation of public and private off-street parking facilities. We understand, based on discussion with Council officers, that on-street paid parking in the Geelong CAA is highly utilised on weekdays. High utilisation rate (of say 80-90%) would suggest that the existing regime of pricing and time limits is effective in managing demand for on-street parking. However, in the absence of a robust evidence base it was not possible to assess the extent to which on-street parking in the Geelong CAA reaches this threshold.

We hypothesised that the removal of paid on-street parking could have both potential benefits and potential costs. It was not possible to weight up the likely magnitude of these benefits and costs. Although we note that the number of potential costs (6) significantly outweighs the number of potential benefits (1).

- Potential benefit 1: Increased visitation to the CAA.
- Potential cost 2: Reduction in revenues from parking fees and parking fines.
- Potential cost 3: Increase in traffic congestion and associated externalities due to more time spent 'cruising' for free on-street parking by visitors to Geelong.
- Potential cost 4: Increased occupancy of on-street parking by commuters.
- Potential cost 5: Reduced turnover for on-street parking spaces could have a negative impact on visitation and trading conditions.
- Potential cost 6: Additional costs associated with enforcement (additional enforcement staff) and/or implementation should a 'ground based' systems to monitor the free parking.
- Potential cost 7: Reduction in public transport patronage and/or active transport (walking and cycling).

PAY PARKING STUDY

Central Geelong

Pay Car Parking Study

March 2017

Client:
Health & Local Laws
Greater Geelong City Council
Gheringhap Street
Geelong VIC 3220

ABN 55 007 006 037
Suite 2.03, 789 Toorak Road
Hawthorn East VIC 3123
T: (61 3) 9811 3111
W: obrientraffic.com

1. INTRODUCTION

O'Brien Traffic (in conjunction with SGS Economics & Planning) has been engaged by Greater Geelong City Council to undertake a study of the appropriateness of pay parking as a part of a broader traffic and parking management strategy.

In June 2016 Council passed a resolution calling for a (further) expansion of free parking in the Geelong Central Activities Area (CAA). This Notice of Motion was subsequently amended to include consideration any direct and/or indirect impacts of such a change.

The Geelong CAA and the current extent of pay parking is shown in **Figure 1** overleaf in the context of the broader Study Area.

Figure 1: Geelong CAA and current extent of pay parking

In the course of preparing this report we have:

- reviewed previous relevant studies and other relevant background materials;
- examined what data exists in relation to the implications of the roll out of free Saturday parking in April 2014;
- obtained the benefit of local knowledge/input from various Council officers at Geelong; and
- obtained input from various other Councils in relation to their experience with pay parking.

Many of our findings are not new but rather reiterate the previous findings of O'Brien Traffic and various other consultants.

2. BACKGROUND

2.1 O'Brien Traffic

O'Brien Traffic has been closely involved with much of the previous strategic work undertaken in relation to car parking in Central Geelong. We undertook the *'Geelong Central Activities Area Parking Strategy'* in 2005. This was fundamentally based on parking surveys undertaken by Ashton Traffic Pty Ltd in November 2002 with some supplementary surveys by O'Brien Traffic.

To the best of our knowledge these are the last comprehensive surveys of public car parking (both on and off-street) in Central Geelong.

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

Council adopted to provide free parking on Sundays within Central Geelong in December 2006.

In November 2013, O'Brien Traffic completed the *'Central Geelong Car Parking & Access Strategy'*. The original scope of this study was limited to consideration of provision of car parking to facilitate the redevelopment of shop top housing. This was subsequently expanded to include examination of the likely effects of reducing the period during which parking fees were payable, or eliminating parking fees altogether in response to suggestions from some (then) Councillors that this might assist in attracting more people to Central Geelong.

Our view at the time was that significantly reducing, or eliminating car parking fees was likely to have an overall negative, rather than positive impact on the viability of Central Geelong. Our detailed views are set out in Section 7 of that report which is attached as **Appendix A**.

However the then Council resolved to expand free car parking (at that time limited to Sundays) to also include Saturdays. This was implemented in April 2014.

Nevertheless, we note the 2013 *Central Geelong Car Parking and Access Strategy* is referenced in the City of Greater Geelong Integrated Comprehensive Transport Plan (March 2015) which includes (p40):

Action 3n – Implement the recommendations from the Central Geelong Car Parking and Access Strategy (2013).

This included a Parking User Hierarchy in order to guide decision making as follows;

1. Public Transport (including taxis)/Loading and Delivery Vehicles/Disabled Users
2. Residential Parking in the periphery of the CAA
3. Shoppers, Customers and Patrons to the CAA
4. Businesses with a genuine operational need in commercial areas
5. Residential Parking within the CAA – where parking cannot be reasonably accommodated at the site
6. Foreshore Visitors
7. 'Commuter' Parkers – workers

This current study is largely an update of our previous work in 2013 in relation to pay parking, supplemented by separate work by SGS Economics & Planning in relation to related economic considerations.

2.2 Previous Consultant Studies

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

- Central Geelong Car Parking Strategy – Ratio Consultants, August 1994;
- Review of Out-Sourcing of Off-Street and On-Street Metered Car Parking in the Geelong Central Activities Area: Stage 1 Report – Murray F. Young & Associates Pty Ltd, 1996;
- Urban Growth Strategy – Perrott Lyon Mathieson Pty Ltd, 1996;
- Steampacket Place Transport Study – Sinclair Knight Merz, 1996;
- Central Activities Area Revitalisation Program Study – Hansen Partnership and Team, 1998;
- City of Greater Geelong Retail Strategy – Essential Economics Pty Ltd with Australian Retail Solutions, 1998;
- City of Greater Geelong – Geelong CAA Stage 5 – Traffic Analysis Draft – Sinclair Knight Merz, April 2001;
- Central Geelong City Management Visitor Perception Survey Report – Leonie Collins Presentations Unlimited, Dec 2002;
- Central Geelong – Planning by Design Pty Ltd, February 2003;
- Geelong Transport Strategy, September 2003;
- Geelong Central Activities Area Traffic Study: Summary of Consultation – Ashton Traffic Services Pty Ltd, September 2003;
- Geelong Central Activities Area Traffic Study – John Piper Traffic Pty Ltd, October 2003;
- CAA Travel Demand Management Study – Booz Allen Hamilton, April 2004;
- Walking More: Walking Safely – City of Greater Geelong, May 2004;
- Central Geelong: Looking Forward – Structure Plan, July 2007;
- Greater Geelong Cycling Strategy – City of Greater Geelong, March 2008.

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

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

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

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

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

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

2.3 Recent Studies

There are a number of recent studies relevant to future planning of Central Geelong. These include:

Geelong Central Transportation Links Study (July 2013) – a joint Department of Transport (DoT), VicRoads and Council study

This assesses and quantifies changes to freight movements in and around Central Geelong and identifies a road hierarchy to improve conditions for sustainable transport modes. This study recommended that trucks be banned from Malop Street, thus supporting Vision II.

Central Geelong Vision II (December 2013) – a partnership between the City of Geelong Council, State Government, Deakin University and Committee for Geelong.

The focus is regenerating and rejuvenating Central Geelong which identifies Malop Street as a possible 'green spine' through reducing or removing vehicle traffic (i.e. cars, motorbikes and trucks but allowing pedestrians and cyclists.

G21 Regional Growth Plan: Implementation Plan (December 2013) – G21;

G21 Geelong Region Alliance is a formal alliance of government, business and community organisations across five member municipalities. Central Geelong has been identified by G21 as an area that will need to accommodate new jobs and residents.

The Regional Growth Plan establishes a framework for growth to 2050 and includes an infrastructure plan to cater for that growth.

G21 Public Transport Strategy (August 2014) – G21;

The strategy is intended to support future growth. Some key themes and priorities identified through consultation were:

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

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

2.4 City of Greater Geelong Integrated Comprehensive Transport Plan (2015)

In March 2015 Council released an *Integrated Comprehensive Transport Plan* which we understand to be the current plan for the entire City of Greater Geelong (COGG) area.

A very brief summary of the Plan is provided below.

The Plan identifies that:

- a number of relevant background reports already exist. The Plan does not supersede previous studies but rather draws from their findings;
- Geelong's population has grown strongly in the past 10 years;
- the economy is transitioning away from traditional manufacturing toward knowledge-based industries;
- more than 50% of households in the City of Greater Geelong have 2 or more cars;
- 86% of all trips in the City of Greater Geelong are undertaken by car;
- COGG has significant health issues in terms of diabetes, obesity and disability.

A key element of the proposed approach to developing the Transport Plan is consulting with stakeholders (p17). It is understood 2 stakeholder workshops were held in Geelong on 4 December 2013.

Key issues include:

- The lack of a hierarchy of transport modes;
- The need to prioritise/promote walking and cycling; existing networks are not comprehensive;
- Minimising the exposure of communities to trucks especially in Central Geelong and the northern suburbs;
- Limited east-west road connections through central Geelong causing travel time reliability and access issues;
- Inadequate provision for east-west freight movements through central Geelong;
- Increasing public transport accessibility;
- Inadequate access to railway stations currently dominated by car trips with park and ride facilities at Marshall, South, Central, North Geelong and Lara all operating at capacity;
- Parking management strategies in Central Geelong are encouraging people to make car trips.

Overall Theme

Council will take a balanced approach to achieving the transport outcomes needed in the city. Cars will continue to have a role for some trips but a key theme is changing the community's car dependent culture which in part relies on engaging with State Government to improve public transport for local and regional trips.

Recommended actions include:

Evaluate the City of Greater Geelong's approach to all aspects of car parking.

Produce an area wide Parking Plan including consideration of:

- the potential role of smart technology;
- data collection and monitoring process, to enable informed decisions on parking demand and nature of use;
- the potential role of workplace parking levies;
- the introduction of restraint based off-street parking; and
- management of off-street and on-street parking, including provision of short versus long stay spaces and charging regimes that align with the objectives of this strategy.

It therefore seems to us that the call to expand free pay parking in June 2016 was somewhat at odds with the direction of the overall Transport Strategy that had been in existence since March 2015.

3. EXISTING CONDITIONS

The corresponding sections of our 2013 report have been updated below together with comment as to how this varies from the previous situation where relevant.

In some cases this is heavily reliant on information provided by Council officers whose depth of local knowledge is obviously superior to ours.

3.1 Land Use

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

3.2 Road Network

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

This means that the Central Geelong road network provides a high 'yield' of on-street parking in comparison to cities with narrower roads and extensive Clearways e.g Sydney.

3.3 Public Transport

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

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

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

Six regional bus services operate to the outlying towns on the Bellarine Peninsula. These are quite affordable (around $6.50 for an all day pass), but services are infrequent and there are no express services so they take a long time to reach Central Geelong.

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

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

We understand Council also subsidises a shuttle bus operating between the free all day car park at Hearne Parade and Central Geelong. The service costs users $3.00 for a return ticket and operates every 10 to 12 minutes from 7:30 to 10.00 am and from 4:00 to 6:30 pm weekdays (excluding public holidays).

3.4 Mode Split

In 2011, the municipal district of Greater Geelong had a higher proportion (5%) of residents travelling to work by public transport when compared to other regional Victorian cities (for example Ballarat and Bendigo). However, this reflects the high proportion of residents (16.3%) who travel outside of Geelong to work (primarily to Melbourne) as a result of good rail connections. Greater Geelong has a similar proportion of people travelling to work by car as other regional cities.

Within the South Geelong ABS Census district (which is significantly larger than Central Geelong), the number of residents travelling to work by car is considerably lower (53.1%), with the second most utilised mode being walking (13.5%). Travel by bicycle (2%) is higher than the Victorian average, but lower than inner metropolitan areas of Melbourne.

(Source: 2011 ABS Census data – Profile.id.com.au)

3.5 Parking Management

We understand the overall approach has not changed. Council officers endeavour to balance the competing needs of a wide variety of stakeholders, and to effectively utilise available resources.

From what we have seen, Council officers are very proactive in this regard which means there have been numerous changes to the parking regime since the last detailed parking surveys in 2002/05.

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

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

3.6 Parking Supply

Within the Study Area (refer **Figure 1**) there are approximately 5,400 on-street and 3,750 off-street car spaces.

Of the former, 3,593 spaces (generally located within the Central Business District) are subject to pay parking between the hours of 9:00 am and 5:30 pm Monday to Friday charged at a rate of $2.70 per hour (versus $2.00/hr in Year 2013).

In the broader Study Area, there is both free and pay all day parking some of which is subject to capped parking charges of $3.20, $5.30 or $6.30 (up from $4 to $5 in 2013).

No fee is currently payable on Saturdays, Sundays or public holidays.

The current extent of parking ticket machines is indicated in **Figure 1.**

Since 2007, Council has invested $4.21M in pay parking technology with the most recent upgrade to ticket machines completed in November 2014. The machines provide users with the ability to report faulty machines thereby alerting a technician to rectify.

The machines, allow payment by phone and alert parkers that they are on the verge of running out of time and provide access to 'apps' for real time guidance on parking availability. They also have the capability of pay by registration plate number allowing the prospect of eliminating the need for tickets along with incorporating digital permit options.

3.7 Parking Demand

We are advised there is currently no detailed inventory of parking restrictions within Central Geelong (generally) and to the best our knowledge the last comprehensive detailed surveys of utilisation were those by Ashton Traffic in 2002.

Council officers have reportedly observed an increasing number of employees taking advantage of the free parking on weekends by shuffling cars thereby potentially reducing access by customers. We are also advised that Council officers have been approached by minor and major commercial land owners/shopping centres to enter into parking agreements whereby council would enforce the Road Safety rules on their land – presumably because parking is being abused.

The only other guide to utilisation is hence aerial photography which obviously does not cover roofed (e.g. multi-storey) parking.

As best we can tell, the overall parking situation has not profoundly changed in that parking in the CAA is still busy (but with residual availability) and free all day parking in residential areas is still very heavily utilised. However aerial photography obviously does not shed light on whether the average duration of stay has increased on account of the introduction of free parking on weekends.

Council has a Master Meter Schedule which identifies the location of the existing ticket machines and number of car spaces covered by each machine.

Each machine records the total duration of time purchased across the total spaces it covers (which varies between machines) but this does not provide an accurate guide to duration of stay nor demand on account of the inevitable averaging effect across multiple car spaces and that most parkers do not stay for the total amount of time purchased.

Council should give consideration to developing an updatable detailed inventory of existing parking and surveys of demand although this is not something that it should rush into.

Up to date parking data is not (in our opinion) a prerequisite for most of the actions in the current Transport Plan 2015 and given the time/cost involved, considerable thought needs to go into what data is useful and how it is best gathered/ stored/accessed and updated.

For example parking surveys are not really required to confirm that unrestricted parking in residential areas is basically full and if Council goes to ground based technology that will yield much data without the need for separate surveys.

3.8 Enforcement

Enforcement is provided by 11 full-time officers (12 in Year 2013) working 9:00 am to 5:30 pm Monday to Saturday i.e. generally coinciding with the periods during which timed parking restrictions are effective. Parking officers are on call at other times.

Currently 0.6% of parkers within the paid parking area of the CAA received a fine/official warning for failing to comply with the requirement to pay for parking (Source: Council officers).

This suggests the vast majority of motorists are not finding the existing parking regime to be problematic. At the 2013 'Central Geelong Stakeholder Workshops', a common view expressed was that parkers were not too concerned about the $2/hr (at that time) but more concerned about the $72 fine. Since then Council has invested in technology which is interactive with the customer to alert them to potential over staying and hence reduce the likelihood of fines.

3.9 Parking Revenue

The change in parking fees and fines between our last report in November 2013 and current is summarised in Table 1 below (bearing in mind that parking on Saturdays became free in April 2014).

Source	2013 Revenue	2016 Revenue
On-street parking fees	$6.5M	$8.2M
Council Off-street parking fees	$2M	$1.49M
Fines (citywide)	$4.5M	$4.3M
Total	$13M	$13.99M

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

It is apparent that over the 3 year period:

- total fees from on-street parking have increased by 26% despite the introduction of free parking on Saturdays. This is likely attributable to the rate for premium parking being increased by 35% from $2.00/hr in 2013 to the current $2.70/hr. This included a 25% increase during the 2014/15 Council adopted budget.
- total fees from Council off-street parking have dropped by 25.5% from $2M pa to $1.49M pa. Anecdotally, Council officers think this is attributable to the private off-street car parks being better located and a greater willingness (at least on the part of some motorists) to pay for the convenience of parking close to their destination.
- parking fines (citywide) have dropped marginally. We think this is probably at least partially attributable to parking on Saturdays now being free (resulting in reduced ability to enforce efficiently) and improved information to parkers provided by upgrades to the ticket machines and associated Apps.
- overall gross annual revenue from parking fees and fines has increased by 7.6% to $13.99M pa. This represents approximately 4.9% of Councils total annual revenue from all sources being approximately $280M.

3.10 Broader Economic Impact of Free Saturday Parking

Aside from changes to parking fees and fines, the removal of parking fees on Saturdays could potentially have had some impact on the turnover of retail uses - less so office uses, few of which are open Saturdays.

We are advised by Council officers that although there was initially (anecdotally) a marginal increase in people/trade in the central city potentially partially attributable to substantial media advertising by the Geelong Advertiser about free parking. However, there is (unfortunately) no hard before/after data in terms of the impact on the trade performance of commercial uses.

3.11 Community Attitudes

We understand that based on reporting in the 'Geelong Advertiser' the general community response to free Saturday parking has been favourable.

No negative feedback has been received from the operators of private car parks which is somewhat surprising. However free on-street parking on weekends would have no impact on their weekday revenues and ***if*** free on-street parking on weekends has reduced turnover of those spaces, the private off-street car parks would tend to become more attractive notwithstanding that there is a fee involved.

The Department of Transport, Planning & Local Infrastructure commissions the annual Local Government Community Satisfaction Survey with the interviews of 400 residents over the age of 18 conducted from early February to late March. The 2014 surveys would have just predated the roll out of free Saturday parking. These resulted in an index score for 'Parking Facilities' of 47. This jumped to 54 in 2015 but fell back to 50 in 2016.

The surveys do not provide any real insight into the reasons for the 'bounce' in 2015. This could be in part attributable to the introduction of free parking on Saturdays but it could also be attributable to other factors such as the interactive EziCom Parking App. At any rate, the 2016 surveys identified "parking availability" as an 'Area for Improvement' so the spike in approval was short-lived.

It appears to us that there is no statistically reliable data in relation to community attitudes to parking in Central Geelong.

3.12 Comparison with Other Cities

3.12.1 Discussion

The Central Geelong Car Parking & Access Strategy 2013 included surveys of the parking situation and practices in a number of other cities.

Similar surveys were undertaken for the purpose of this current study but with a focus on pay parking.

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

City	Area (sq km)*	Population*
Ballarat	114	85,900
Bendigo	146	82,800
Launceston	95	74,000
Geelong	**115**	**143,900**

*2011 ABS Census data for Urban Centres

Table 2: Characteristics of Geelong Urban Centre relative to similar cities

Council added Gold Coast, Newcastle, North Sydney and Wollongong to the survey. We think these are less comparable for the following reasons:

- Gold Coast comprises ribbon development along the coast and is heavily influenced by tourism.
- North Sydney largely comprises the commercial heart of the city.
- Newcastle and Wollongong are similar to the extent that both are coastal cities located approximately 2 hours drive to the north and south of Sydney respectively but both have much greater area and population than Geelong.

Nevertheless the results of the surveys are informative.

Each of the 7 Councils surveyed was asked to answer the same 8 questions. The questions and a summary of the responses are presented in **Appendix A**.

3.12.2 Interpretation of Survey Results

It is apparent that:

- Pay parking forms a key element of the management of parking for **all** the Council's surveyed. The most common reason cited was to facilitate turnover of parking space.
- The days/hours on which pay parking applies obviously varies from Council to Council. Coverage in Bendigo and Wollongong is limited to Monday to Friday but the other 5 Councils include Saturdays.
- Fees for parking in 'premium' areas of the CAA range from a low of $1.60/hr (Bendigo) to $7.20/hr during daylight hours in North Sydney. Fees at the 'comparable' Councils vary from $1.60/hr (Bendigo) to $2.60/hr (Launceston).
- All the surveyed Council's except Ballarat have some form of written policy in relation to pay parking. We think it would be highly desirable that Greater Geelong develop such a policy so that the rationale for pay parking is clearly understood notwithstanding that some will inevitably not agree with it.

- Gold Coast, North Sydney and Wollongong Council's all currently employ ground based parking technology to facilitate parking enforcement. This comprises detectors in each space linked to hand held devices or a central computer to alert parking officers. The balance of the surveyed Council's do not currently use ground based technology but all are currently investigating it.
- The number of Effective Full-Time staff devoted to parking enforcement (on the ground) varies significantly and bears no real relationship to the number of car spaces in the CBD. This is likely reflective of the varying geographical extent and type of restrictions and differing philosophies in relation to the appropriate level of parking enforcement.
- Question 7 regarding how the number of enforcement staff would change if pay parking were removed was interpreted in different ways but Ballarat and Bendigo reported they would need more staff. **Of note, Newcastle reported they actually trialled free parking but this had a negative impact on access to the city and pay parking was reinstated at the insistence of business.**

4. FINDINGS

One of the key recommendations of our 2013 report was that Councils approach to car parking should be evidence based. Unfortunately, as previously discussed, there is currently little quantitative data to go on.

There were no detailed before/after studies associated with the roll back of pay parking on Saturdays (April 2014) and Sundays December 2006. However this would not have provided great insight into what would happen were pay parking to be rolled back on weekdays as contemplated by the Council resolution currently under consideration. The main reason for this is that many of the large and medium sized employers such as TAC, Barwon Water, Deakin CoGG, The Gordon, medium size professional businesses etc are not operating on weekends (and hence not generating parking demands) whereas they are significant generators of parking on weekdays.

However the guidance from other Council's and consultants is very strong and all points in the same direction i.e. pay parking is a key element of an effective overall strategy.

Pay parking is a significant deterrent to motorists (e.g. staff) shuffling their vehicle in time restricted parking on account of the expense incurred in doing so – because it is typically cheaper to park elsewhere e.g. in off–street parking.

This facilitates turnover of, and hence access to the most convenient car parking for customers and visitors (on whom business is reliant) rather than having premium parking occupied by staff moving their car every 1 – 2 hours.

Pay parking (and the associated Apps) hence encourages compliance (at a modest fee) whereas free parking is solely reliant on a punitive regime with a penalty of $78.

Having said that, pay parking also increases the efficiency of parking enforcement because there is either time on the meter or there is not whereas free (time restricted) parking is not fundamentally effective until it is marked by a parking officer which is typically some time after the space is occupied – and then return. Posted 1P parking is therefore (on average) effectively 1.5 hour parking thereby reducing turnover/access and more parking officers are required to effectively enforce the same area – which means a greater street presence that is generally not welcomed.

There is nothing that we can see to suggest that either the dollar rate or the hours of operation of pay parking in Geelong are in any way inappropriate. Although the former might be considered to be at the upper end of the acceptable range (by Victorian standards) we think the $1.60/hr at Bendigo is simply too low.

If pay parking in Central Geelong were further scaled back, the associated direct costs would comprise a significant reduction in parking fees and likely, a further reduction in fines on account of the associated reduced efficiency of enforcement unless either:

- the number of enforcement staff is increased – obviously involving considerable cost (estimated 6EFT+ associated plant and technology) at about $540k with an excessive street presence and reliance on fines) ; or
- ground based parking technology (e.g. pods) is installed.

It is worth noting that of the 5 Councils surveyed who do not currently use ground based technology, all are currently considering it on account of its ability to:

- increase the efficiency of parking enforcement (even over and above that of pay parking); and
- give Council officers access to higher quality data to facilitate future management of parking.

Preliminary enquiries indicate that installing pods in all 3,593 of the existing car spaces in Central Geelong that are subject to pay parking would involve capital (installed) costs of approximately $1.7M and approximately $29K per month in maintenance costs. Alternatively, some form of lease arrangement could potentially be entered into with suppliers.

Either way, it would make no sense to incur what would amount to significant costs and concurrently take away part of the means of financing it (i.e. the existing ticket machines) – and financing other vital transport initiatives of which there are many identified in the Integrated Comprehensive Transport Plan i.e. there is potentially a range of costs associated with lost opportunity.

Free parking on weekdays would also represent the complete abandonment of the $4.21M invested by Greater Geelong in ticket machines and associated technologies over the last 10 years.

Indirect costs would include all of the things normally associated with increased reliance on private cars such as:

- increased congestion on account of reduced turnover of car space (and hence reduced access to business and consequential reduction in trade);
- increased pollution;
- reduced amenity; and
- reduced safety.
- disruption to businesses of having staff 'shuffling' cars in what would remain time restricted parking throughout the day

In common with the vast majority of other municipalities, the car parking regime in Geelong is not a situation that was arrived at by accident. It continues to evolve, and has been continuously refined over decades having regard to community need/values and the input of countless thousands of hours of professional input from Council officers, in some cases assisted by consultants.

It remains our view that car parking in Central Geelong is being managed in a professional manner along similar lines to most other Councils and this inevitably involves trying to find the right balance between car parking and other transport needs.

The *Integrated Comprehensive Transport Plan* 2015 clearly flags a community desire (and intention) to change that balance, in part by means of pay parking and in our opinion that is entirely reasonable.

Appendix A

Section 7 of

'Central Geelong Car Parking & Access Strategy' (2013)

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

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

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

7. REDUCING / ELIMINATING PARKING FEES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendix B

Council's CAA Questionnaire Responses

	CITY:	Geelong	Ballarat	Bendigo	Launceston
1	Approximately how many 'public' car spaces are located in your CAA?	9,150	7,500	5,000	6,336
2	Of the above, approximately how many are on-street car spaces?	5,400	6,200	2,800	1,657
3	Does parking currently form a key element of the management of parking in your CAA?	Yes	Yes	Yes	Yes
	If so, why?	To provide turnover and ensure a fair and equitable distribution of parking availability for all users	To create turnover	Encourage use of public transport, increase access to businesses and organisations and discourage long term parking of staff in streets adjacent to businesses by putting a value on the available space	Paid parking is very accurate in managing time and provides turnover
4	If you have paid parking:				
a)	How many on-street car spaces within the CAA are subject to pay parking?	3,593	1,400	1,500	997
b)	In general terms, on which days of the week does the pay parking apply?	Monday to Friday 9:00am - 5:30pm	Monday to Saturday	Monday to Friday 8:30am - 5:30pm	Monday to Saturday
c)	What are the typical rate ($/hr), for on-street parking in 'premium areas' of the CAA?	$2.70/hr	$2.00/hr	$1.60/hr	$2.60/hr
d)	Do you have a written policy in relation to pay parking?	No	No	Yes	Yes
5	Do you currently make use of ground based parking technology to facilitate parking enforcement?	No	No	No	No
	If not, please briefly outline reasons	Concept generally not supported in the past however moving forward and in line with digital technology advancements will be considered in parking strategy	Currently exploring POD technology	COGB trailled sensor technology, during early stages of development. Decision was made to wait until systems were more established. Currently reviewing, may implement in the near future.	We do not at the moment. However, we are looking into these options in 2017
6	Approximately how many Effective Full Time staff are involved in parking enforcement on the ground in the CBD?	4 dedicated to CAA 9 in total	6 Dedicated to CBD 8 in total	5.72 dedicated to CBD 10.53 in total	14 dedicated to CBD 24.36 in total
7	How would you expect this to change if on-street pay parking were removed	Would require more resources to ensure vehicle turnover and fair and equitable parking for all users in addition to requiring technological advancements in current system	Need to increase number of officers from 8 to 16	More officers would be required to ensure equitable use of the available parking resources	We would still need to patrol time zones, etc.
8	What are the 3 biggest challenges facing your Council in terms of management of public car parking within and in close proximity to the CAA over the next 5-10 years?				
	1	Increase in demand for parking due to population growth and increase in inner city living	Growth	Technology changes leading to an increase in payment methods	There are a number of major developments underway and these are earmarked for a number of our car spaces
	2	Technological advancement to assist the customer experience in parking	Budget restraints	Public perception of Bendigo as a country town causing people to believe parking should be free and unenforced	Technology
	3	Inadequate public transport system to accommodate daily commuters	Educating drivers regarding parking habits and new technology	The speed of population growth causing increase pressure on the city's public parking resources both on-street and off-street	Managing teams during constant change
INFO	Name of person completing survey: Position: Contact Tel: E-mail address:	Jeanette Guinane Coordinator Amenity Protection 5272 4502 jguinane@geelongcity.vic.gov.au	Brendan Spratling Acting Coordinator Parking (03) 5320 5656 brendanspratling@ballarat.vic.gov.au	Ben Crichton Parking Services Compliance Officer (03) 5434 6000 b.critchton@bendigo.vic.gov.au	Andrew Frost Manager (03) 6323 3162 Andrew.Frost@launceston.tas.gov.au

Gold Coast	Newcastle	North Sydney	Wollongong
5,148	13,541	369 (Note: there are no Council car parks in North Sydney CBD and no private private property parking)	7,585
1,133	7,954	369	3,641
Yes	Yes	Yes	Yes
Our City has high parking demands and paid parking is the most effective tool for improving the turnover and availability of parking which is vital for business. Our paid parking also funds our City Transport Program improving roads, public transport and active transport in the City. Paid parking is also an important tool for Travel Demand Management	To ensure parking turnover and greater compliance with signposted time limits	Mostly parking turnover, secondary is the income	They are part of a long-term strategy to free up the best located spaces for people visiting the CBD and encourage all day parkers to consider alternatives
937	3,824	369	717
Typically 7 days a week	The majority of spaces operate 9am-5pm Monday to Friday, 9am-12pm Saturday however some operate 9am-5pm 7 days a week	Vary from Monday to Friday, Monday to Saturday and Monday to Sunday ending approximately 6pm, 10pm or midnight	Monday to Friday, excluding public holidays
$2 to $3.60/hr	max $4.00/hr	$7.20/hr daytime $3.00/hr after 6pm	3 hours on street - $0.80/hr (pro-rata to the minute) up to 2 hours on street - $1.00/hr (pro-rata to the minute)
Yes	Yes	Yes (TAPAS)	Yes (mentioned in Council's "Parking Enforcement Management Policy - Sept 2013)
Yes	No	Yes (Duncan Solution Autosense)	Yes
-	Moving towards under ground sensors but have not implemented		
Largest CBD area has 8 dedicated officers 25 in total	11 dedicated to CBD	1 dedicated to CBD 16 in total	8 dedicated to CBD
No would still need to have similar coverage for enforcement and time limits would still need to be managed	Council has trialled meter free parking which had a negative impact on access to the city, and the businesses. Businesses pushed for paid parking to be reimplemented	There are no plans to remove paid parking	No change - we have a large Local Government area to patrol, and Council has the same EFT enforcement staffing level prior to implementation of on-street paid parking
Council's role in off-street parking facilities and the supply of parking to accommodate for demand in a growing CBD	Managing a limited suppy of parking spaces with an increasing demand	Backlash from residents, businesses and public with proposed expansion of meters and sensors	The objective to consolidate parking into new large scale facility located on the periphery of the CAA
Managing overflow parking from public transport hubs and light rail stations	The impact of State Government revitalisation initiatives - i.e. City Centre Light Rail	Increase in populations and increase in number of vehicles	Implement a Parking Guidence System that displays real-time information to exploit under-utilised parking opportunities and reduce vehicle circulation
Charging appropriate commercial market rates for parking	Political intervention	Developing further parking management schemed	The impact of new infrustructure for alternative transport modes (e.g. cycleways, bus interchange) on existing on-street supply
Jason Brook Specialist Transport Planner (07) 5582 8276 jbrook@goldcoast.qld.gov.au	Michael Heather Parking Operations Coordinator (02) 4974 5008 mheather@ncc.nsw.gov.au	Leonie Wishart Parking Meter Manager (02) 9936 8508 Leonie.Wishart@northsydney.nsw.gov.au	Brett Williams Traffic Engineer (02) 4227 8655 bwilliams3@wollongong.nsw.gov.au

Impacts of removing weekday paid parking from the Geelong CAA

SGS Economics & Planning

Economic issues – Final report

Greater Geelong City Council
February 2017

1991–2016 25 years of Independent insight.

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SGS Economics and Planning Pty Ltd
ACN 007 437 729
www.sgsep.com.au
Offices in Canberra, Hobart, Melbourne and Sydney

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Introduction

In March 2016 Geelong Council initiated a resolution calling for the expansion of free parking in the Geelong CAA to include weekdays as well as weekends. The resolution was subsequently amended by the Commissioners to include consideration any direct or indirect impacts of this change.

The suspension of the current practice of charging for on-street parking on weekdays in the Geelong CAA, in favour of free, but time limited parking is presumably motivated by an assumption that visitation to the centre would be increased as a result.

This brief report has been prepared to consider the potential impacts of the change from an economic perspective. It has been prepared in parallel with a report by O'Brien Traffic that also address issue raised by the resolution of Council, but with an emphasis on traffic engineering considerations a historical and technical perspective.

Economics of parking

Like all scarce resources, car parking is subject to the market pressures of supply and demand, mediated by price. These pressures are expressed most clearly in large commercial centres where demand for on-street parking is strong and the potential supply of spaces is limited. Parking fees and/or time limits are routinely used in commercial centres to ensure the efficient allocation of this limited resources.

Although paying for on-street parking is not popular with shoppers or workers, appropriate charges for on-street parking are likely to lead to efficient parking 'markets', maximising utility for the entire community. Utility in this instance includes the availability of on-street parking for shoppers when and where they would like it (within reason), an appropriate turn-over maximising visitors to the centre, and revenue for Council to maintain and service on-street parking space and associated infrastructure.

The cost of 'free' parking

A significant literate has emerged in recent decades addressing the issues and challenges associated with the provision of free parking in cities. Donald Shoup has been at the forefront of this work publishing *The High Cost of Free Parking* in 1979 and writing widely on the subject in the intervening decades.

The core of Shoup's thesis is that free parking is never truly free: there are costs associated with the operation and maintenance of parking spaces that fall to the general community (via rates and taxes); and, more significantly, there is an opportunity costs associated with the use of urban land for parking. Space dedicated to on-street parking has a range of potential alternative uses: e.g. wider footpaths, outdoor dining spaces, open space, street tree planting, bike paths, dedicated lanes for public transport, or additional through traffic lanes to ease congestion. By allocating land to parking the community has foregone these opportunities to use that land for these alternative and potentially valuable land uses.

Planning and parking provision

Traditional planning approaches have required each development to provide adequate parking, based on standard rates (per dwelling or based on floor space for non-residential uses_. These rates are typically conservative (on the high side), contributing to the over provision of 'free' parking. However a shift away from this approach is evident which Litman (2016) describes in the following terms:

> *Parking planning is undergoing a paradigm shift, a fundamental change in how a problem is perceived and solutions evaluated. The old paradigm assumes that parking should be abundant and free at most destinations. It strives to maximize supply and minimize price. The old paradigm assumes that parking lots should almost never fill, that parking facility costs should be incorporated into the costs of buildings or subsidized by governments, and that every destination should satisfy its own parking needs.*

The new paradigm strives to provide optimal parking supply and price. It considers too much supply as harmful as too little, and prices that are too low as harmful as those that are too high. The new paradigm strives to use parking facilities efficiently. It considers full lots to be acceptable, provided that additional parking is available nearby, and that any spillover problems are addressed. It emphasizes sharing of parking facilities between different destinations. It favours charging parking facility costs directly to users, and providing financial rewards to people who reduce their parking demand.

The old paradigm tends to resist change. It places a heavy burden of proof on innovation. The new paradigm recognizes that transport and land use conditions evolve so parking planning practices need frequent adjustment. It shifts the burden of proof, allowing new approaches to be tried until their effectiveness (or lack thereof) is proven.

When viewed against this background, extending free on-street parking to weekdays in the Geelong CAA appears to align with the traditional approach of maximising supply and minimising price, rather than the emerging approaches based on finding the optimal balance between parking demand, supply and price.

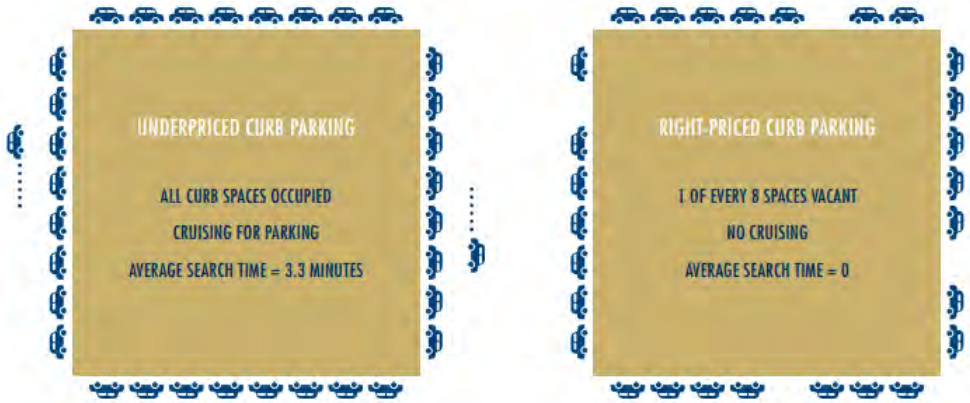
Pricing for optimal occupancy

The price to charge for on-street parking is influenced by many factors including changing demand and the cost of off-street parking. The cost of off-street parking is particularly influential as a determinant in whether people 'cruise' for a park. Shoup explains:

> *Suppose curb* (on-street) *parking is free but all the spaces are occupied, so you have to cruise until you find a space being vacated by a departing car. Off-street parking is available but you have to pay the market price for it. How do you decide whether to cruise or to pay? If off-street parking is expensive, many drivers will hunt for curb parking, an entirely rational response to prices. Thus, by under pricing their curb parking, cities create an economic incentive to cruise.*

Shoup (2007) suggests the ideal occupancy rate for on-street parking is 85 per cent. That is, for every 20 parking spaces, 3 will be vacant at any one time (or roughly one in every eight spaces – see figure below). This occupancy rate ensures drivers searching for parking are able to find an on-street space quickly and easily, minimising the externalities associated with 'cruising' for parking. These externalities include increased traffic congestion, increased vehicle emissions, and reduced safety for pedestrians.

FIGURE 1. CURB PARKING PRICES AND CRUISING



Source: Shoup, 2007

Shoup suggests that the right price on-street parking in a particular location should be initially determined by trial and error. If all on-street spaces are always occupied, an authority should raise the parking rate by increments until occupancy is typically around the 85 per cent threshold. If spaces are

still full during certain hours the authority can continue to increase the price at those times until the occupancy is about 85 per cent all day. This '85 per cent rule' suggests that, in principle, different rates might be charges at different times of the week, or of the day, to match variations in parking demand, although in practice this can result in a degree of confusion for users.

Utilisation of on-street parking in the Geelong CAA

Ideally, this review would compare the benchmark occupancy-rate described above to existing parking occupancy data. However, based on advice from O'Brien Traffic, we understand that the available parking machine revenue data cannot reliably be used to estimate occupancy rates. There is therefore little quantitative evidence that might be used to understand parking occupancy in the Geelong CAA.

Potential impacts (costs and benefits) of the removal of weekday paid parking

In the absence of this data it is difficult to definitely assess the like impacts of the removal of paid parking from the Geelong CAA on weekends. Table 1 below describes a range of hypothetical impacts. The first is a potential benefit. The remainder would be potential costs.

TABLE 1. POTENTIAL IMPACTS OF REMOVAL OF PAID PARKING

Impact - Benefits	Magnitude	Comment
1. Increased visitation to the CAA.	(No data available.)	If on-street parking is indeed underutilised due to parking fees, removal might stimulate higher visitation to the CAA. However, if trading conditions are poor due to other factors, the removal of paid parking may have little or no impact.
Impact - Costs		
2. Reduction in revenues from parking fees and parking fines.	Total revenue from fees and fines estimated at $14M per annum. ($8.2M from on-street; $1.5M from off-street; and $4.3M from fines)	Removal of paid parking would see a loss of revenue for Council. Without alternative revenue sources this would see some reduction in Council services (e.g. at least $8.2M per annum).
3. Increase in traffic congestion and associated externalities due to more time spent 'cruising' for free on-street parking by visitors to Geelong.	Vehicle operating costs are routinely estimated as a cost to the community. (Average 'operating costs' are 0.47c per kilometre and 'externalities' – emissions, accidents, etc. – are 0.07c per kilometre).	
4. Increased occupancy of on-street parking by commuters.	(No data available.)	Workers may be more likely to use on-street parking space ('shuffling' throughout the day to get around the time limits).
5. Reduced turnover for on-street parking spaces could have a negative impact on visitation and trading conditions.	(No data available.)	Although time limited parking regime will replace paid parking this is less effective in discouraging overstaying
6. Additional costs associated with enforcement (additional enforcement staff) and/or implementation should a 'ground based' systems to monitor the free parking.	If a 'ground based' system is required to monitor the free parking this might cost Council an estimated $1.7 million in capital costs and $29,000 per month in recurrent costs.	Additional cost to Council. Without alternative revenue this would see some reduction in services by $1.7 million in the first year and recurrent costs of $350,000 each subsequent year.

7. Reduction in public transport patronage and/or active transport (walking and cycling).	(No data available.)	The removal of paid parking might provide an incentive to visitors that use other modes to drive.

Justification for free *weekend* parking

Demand for parking is likely to be higher during week days than weekends due to more workers utilising on-street parking. Employees that do not have access to off-street parking at their workplace will park in 'all day' on-street parking (typically located further from the centre) or 'shuffle' between short term parking spaces to avoid overstaying. This difference in demand for on-street parking during the week compared to weekends suggests that, in principle, different approaches to managing parking over the course of the week could be warranted. Data on the utilisation rates for parking on weekdays and weekend would be needed to test this hypothesis.

Summary and conclusions

On-street parking in large commercial centres is a scarce resource. To the extent that demand exceeds supply price is used to encourage efficient use of the resource. In the Geelong CAA Council has sought to balance supply and demand using a combination of paid on-street parking, maximum time limits, selected areas with 'all day' paid parking, and resident parking permit areas. Paid parking in particular encourages more frequent turn-over of well-located parking spaces and provides revenue to Council to operate and maintain the parking facilities. Revenues might also be used by Council to fund other traffic and transport demand management programs.

Contemporary scholarship suggests an occupancy rate of 85% for on-street parking is optimal. Pricing and time limits, coupled with monitoring of occupancy, should be used to achieve this end.

Appropriate pricing for on-street parking will encourage turn-over, reduce overstays and could increase the utilisation of public and private off-street parking facilities.

We understand, based on discussion with Council officers, that on-street paid parking in the Geelong CAA is highly utilised on weekdays. High utilisation rate (of say 80-90%) would suggest that the existing regime of pricing and time limits is effective in managing demand for on-street parking. However, in the absence of a robust evidence base it was not possible to assess the extent to which on-street parking in the Geelong CAA reaches this threshold.

We hypothesised that the removal of paid on-street parking could have both potential benefits and potential costs. It was not possible to weight up the likely magnitude of these benefits and costs. Although we note that the number of potential costs (6) significantly outweighs the number of potential benefits (1).

Appendix: best practice in parking management

'Parking management' is a general term applied to strategies that encourage more efficient use of existing parking facilities, reduce parking demand and shift travel away from single occupancy vehicle modes.

Parking provision generates a range of externalities including traffic congestion and associated emissions and the opportunity cost of allocating space to parking, in the form of lost amenity and foregone alternative uses. Managing parking helps to reduce these undesirable impacts.

The Chicago Metropolitan Agency for Planning (2012) suggest parking problems need to be addressed as part of a comprehensive multi-modal transportation system plan, as parking and driving are just one facet of a community's transportation infrastructure.

Addressing the issues of 'sustainable parking policy and planning', Hook and Replogle (2010) make the following observations:

- Minimum parking requirements subsidise driving by shifting the costs of car use onto development and the non-driving public;
- Required parking imposes significant direct and indirect costs; parkers should bear this cost, not the general public;
- Good access is easily impeded by abundant parking. Conservative parking requirements allow better accommodation for public transit, walking and bicycling;
- Increasing the supply of parking lowers prices and stimulates increased parking demand;
- The demand for parking is influenced by price and travel alternatives; and
- The supply and price of on-street and off-street parking influence each other.

Litman (2016) suggests the follow set of general principles should be used to guide decisions to support parking management:

1. Consumer choice. People should have viable parking and travel options.
2. User information. Motorists should have information on their parking and travel options.
3. Sharing. Parking facilities should serve multiple users and destinations.
4. Efficient utilisation. Parking facilities should be sized and managed so spaces are frequently occupied.
5. Flexibility. Parking plans should accommodate uncertainty and change.
6. Prioritisation. The most desirable spaces should be managed to favour higher-priority uses.
7. Pricing. As much as possible, users should pay directly for the parking facilities they use.
8. Peak management. Special efforts should be made to deal with peak-demand.
9. Quality vs. quantity. Parking facility quality should be considered as important as quantity, including aesthetics, security, accessibility, and user information.
10. Comprehensive analysis. All significant costs and benefits should be considered in parking planning.

References

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Contact us

CANBERRA

Level 6, 39 London Circuit
Canberra ACT 2601

+61 2 6263 5940
sgsact@sgsep.com.au

HOBART

PO Box 123
Franklin TAS 7113

+61 421 372 940
sgstas@sgsep.com.au

MELBOURNE

Level 14, 222 Exhibition Street
Melbourne VIC 3000

+61 3 8616 0331
sgsvic@sgsep.com.au

SYDNEY

209/50 Holt Street
Surry Hills NSW 2010

+61 2 8307 0121
sgsnsw@sgsep.com.au

SGS Economics & Planning

2. PROPOSAL FOR AN INTEGRATED CHILD AND FAMILY CENTRE - PURNELL ROAD - CORIO WEST

Source: **Community Life – Family Services**
Director: **Linda Quinn**
Index Reference: **Subject: Children's Capital Development**

Purpose

To seek endorsement for the construction of an Integrated Children's Centre (ICC) on adjoining Council land situated at 152 Purnell Road and 1-9 Cheshire Street Corio West. To note the Drysdale and Purnell Road ICC detailed design will commence in 2016-2017 and will be completed in the 2017-2018 financial year.

Background

An ICC includes early childhood services such as maternal and child health, long day care, kindergarten and occasional care and therefore is an efficient and effective way to support families and the community.

- Council has successfully opened five new ICC's since 2013.
- The Purnell Road ICC has been highlighted as a priority in Council's City Plan 2013-2017.
- The Purnell Road ICC will provide significant community benefit, being located within an area of identified disadvantage and vulnerability amongst young children and families.
- Council's two existing child care centres located in Corio - Norlane have been assessed as being unsustainable and do not provide the opportunity to deliver the suite of services available through an integrated centre.
- An additional 16 kindergarten places will be available through the new centre to support the educational needs of young children in the Corio - Norlane area.
- Four Council assets will be decommissioned eliminating the current maintenance backlog on existing buildings by $357,439 and providing the opportunity for return on the sale of an asset estimated (on current valuation) at approximately $530,000.
- An application for State Government funding has been submitted. The amount of funding available is yet to be determined.
- In principal philanthropic support of $300,000 per annum for the first 10 years of ICC operations will be provided based on specific integration requirements with Northern Bay College which have been assessed as being achievable. This contribution will equate to approximately 10% of the operational costs of the ICC across this period.
- Preliminary meetings between Council representatives and key stakeholders – Department of Education and Training, Northern Bay College, Colman Foundation and the Funds for Future Community Foundation – have confirmed strong in-principle support and a commitment to collaborative development of the project.

Key Issues

The significant community benefits associated with the ICC link strongly to the Council's key driver to achieve social equity among residents. The key issues noted below are expanded on in the attached report with potential offsets explored.

- Capital cost of $12.6m is projected for this project (Attachment 1, Ref 1.5).
- Initial design costs of $100,000 will be incurred (Attachment 1, Ref 1.5).
- Relocation, decanting and demolition costs of up to $40,000 will be incurred (Attachment 1, Ref 1.5).
- Loss of open space at the Cheshire Reserve of up to 5,300m² out of the total 12,000m² the Reserve site covers (Attachment 1, Ref 1.4).
- Relocation of the Regal Arkhan Marching Club would be required (Attachment 1, Ref 1.6).
- The Drysdale and Purnell Road ICC detailed design will commence in 2016-2017 and will be completed in the 2017-2018 financial year.

L Gardner moved, P Dorling seconded -

That Council:

1) **approve commencement of the detailed planning and design of an ICC at Purnell Road, Corio West;**
2) **approve development of a joint development agreement and funding contribution through the Victorian State Government to deliver the project; and**
3) **agree to negotiate a joint use agreement with the Department of Education and Training and Northern Bay College for access to the school's outdoor areas for public use outside of school hours.**

Carried.

Attachment 1

Discussion

1.1 Project Rationale

Corio - Norlane has the largest population of children within the 0 - 4 years age cohort of any single suburb within the City of Greater Geelong (currently 1,512 children). Population projections indicate that the current number of children aged 0 - 4 years is likely to remain relatively stable over the next 20 years.

The Corio - Norlane Structure Plan indicates that planned residential expansion in areas surrounding Corio - Norlane will substantially increase the population of residents within two kilometres of the northern boundary of Corio and within four kilometres from the Corio Sub-Regional Activity Centre. This, combined with growth along the western edge of Geelong, could significantly raise the demand for goods, services and community infrastructure in Corio - Norlane.

The proposed centre provides an opportunity to develop a strong partnership with Northern Bay College and secure substantial philanthropic support to subsidise the operational requirements of the centre. The proposal has also received strong in-principle support and endorsement from the Victorian Department of Education and Training (DET).

Although there are four Council buildings that are being decommissioned only one building could be considered for future sale with a return estimated to be approximately $530,000 (City Learning and Care Corio). Two buildings (Trudy Mortiz City Learning & Care and the Family Access Centre) are on Evans Reserve and will be returned to open space. Preliminary discussions have taken place with Corio Kindergarten with a view to incorporate the current site in the new build.

1.2 Project Scope Proposed Concept Plans

The scope and scale of the proposed ICC would be similar to the Boorai Centre in Ocean Grove and would include the following facilities and services:

- 90 place child care centre;
- 66 place kindergarten (132 sessional kindergarten places are currently available, this is an increase of 16 places); and
- two maternal child health consulting rooms (providing an additional consulting room).

Services and facilities which will be provided through the ICC which are currently not available to the Corio – Norlane community in an integrated centre are:

- five flexible consulting rooms with waiting room;
- multi-purpose room for group based programs;
- play therapy room;
- staff and public facilities including a meeting room;
- parent lounge/drop-in area; and
- toy library.

Initial concept plans demonstrate potential delivery of a facility with one level consistent with the following services and capacity:

- comprehensive range of early childhood services;
- physical connections with the school through integrated entrance and/or potential shared administration;
- state-of-the-art facility with high quality design features and capacity to meet all necessary Disability Discrimination Act and high level ESD requirements including northerly aspect for kindergarten playgrounds;
- retention of 1,316m² of green space surrounding the site through a set back along Purnell Road and Cheshire Street;
- opportunity to open the existing closed Wexford Court - providing vehicle (including bus) access through the car park to facilitate improved traffic movement and access;
- ability to operate as two separate entities or fully integrated between the school and early childhood centre;
- shared car parking facilities with the school.

1.3 The Proposed Site

The proposed ICC site incorporates two adjoining Council owned properties located at 152 Purnell Road (site of the existing Corio Kindergarten which comprises approximately 1,166m²) and the Cheshire Reserve open space area of approximately 12,000m² located at 1-9 Cheshire Street, Corio as indicated on the aerial image below.

Cheshire Reserve is currently one of the most substantial areas of open space within the local area. The reserve includes a small pavilion which accommodates the Regal Arkhan Marching Club.

The existing Corio Kindergarten adjoins Cheshire Reserve and comprises approximately 1,166m². Current kindergarten facilities accommodate a double room kindergarten licensed for 58 children, a small office and off-street car parking and is shared with the reserve.

The building was originally constructed in 1975. The last major capital works on the building were conducted in 2005. Property reports on this facility indicate that a minimum of $32,500 will need to be made available for periodic maintenance works over the next five years.

1.4 Loss of Open Space

This proposal will have a significant impact on open space. While there are a range of potential measures that could be undertaken to ameliorate the impact, any measures are likely to either add project costs and/or compromise either the scope of the proposed facility or open space provision.

Preliminary design estimates for the footprint of the proposed ICC indicate a building of between 5,800m² to 7,400m² (including outdoor playground areas and car parking).

Based on this estimate, the open space retained at Cheshire Reserve would be in the range of 5,100m² to 6,700m² depending on the final design and configuration of the building. The open space retained will be landscaped to maximise activation.

A range of potential measures to reduce the extent of encroachment of the proposed development into Cheshire Reserve have been examined.

The most effective option is to negotiate a joint use agreement with the Department of Education and Training, and Northern Bay College, for sustained access to the adjacent school oval and playground areas for public use outside of school hours.

Other options that have been considered include:

- acquisition of land to compensate for the equivalent area of open space. Estimates for the acquisition of adjacent residential properties indicate the costs are likely to be upwards of $700,000 and would only provide an additional 1,000m². This would also be subject to a Public Acquisition Overlay (PAO) in the planning scheme before acquisition could proceed. PAOs for a project of this nature are not common and would be subject to approval by the State Planning Minister;

- provision of underground (basement) car parking. Preliminary estimates for the provision of underground parking suggest the cost differences between basement cark parking and regular car parking (based on 50 car spaces) is approximately $1.1m which would add significantly to the cost of the project;

- design options for the proposed new building to increase the elevation scope and reduce the on-the-ground footprint. This is likely to increase the construction costs beyond the scope of the present project budget and potentially, impact on ESD building performance and outcome requirements;

- reduce the scope and scale of the proposed development to a smaller facility. This is unlikely to achieve the required objectives to rationalise the range of existing service facilities; deliver a comprehensive range of services to the local community; or provide a long-term improved financial sustainability. A reduced scope would also present a risk to Council of inequitable service level provision compared with other areas where more comprehensive service and infrastructure has been provided;

- approximately 2,297m² of open space could be made available through the disposal and demolition of the Corio City Learning and Care Centre located at 116 Purnell Road – 170 metres from Cheshire Reserve.

1.5 Financial Implications

The preliminary estimates for the proposed project indicates a budget of $12.6m is required to deliver a single level facility.

The preliminary cost plan is accounted for within Council's Strategic Resource Plan.

Council's 2017-2018 Strategic Plan includes provision of $100,000 toward the initial design phase of the project. This budget provision is supported by additional funding allocations proposed in Council's Strategic Resource Plan for $500,000 in 2018-2019, $5m in 2019-2020 and $7m in 2020-2021.

The current cost plan estimates for this project could, potentially, see additional cost incurred in the following areas and will be built into final financial modelling at the point of design being agreed for construction:

- additional costs of $10,000-$20,000 in response to potential requirements to consolidate the land titles at 152 Purnell Road and 1-9 Cheshire Street;
- approximately $40,000 in decanting and relocation costs of existing services to the new facility; and
- any staging of works that maybe required (cost not able to be estimated at this time).

All costing presented for this project relates to provision of a single story facility with on site parking. Development of a second level option to reduce the building footprint (or increase the overall available floor space to accommodate additional service provision) would see funding requirements increase to approximately $16m. This option is not being considered at this point in the project and would only be activated if additional funding through either State or Federal grant programs could be sourced.

Council's capital outlay for this project could be potentially reduced by securing funding through any of the following:

- successful outcome to the current application submitted through the Victorian Shared School Facilities Fund;
- a future funding application through the Victorian State Government Children's Facilities Capital Grants Program;
- a future funding application through the Regional Development Fund, or alternatively, a Commonwealth/State funding arrangement; and/or
- asset sales.

<u>Operational Estimates</u>

The projected operational costs of the Purnell Road ICC reflect a positive outcome for Council in reducing current outlays associated with existing service facilities and asset management costs. The Trudi Moritz and Corio City Learning and Care Centres have a combined negative operating cost of $249,247 per annum.

Overall, the cost to Council in operating the new ICC will be approximately $192,439 per annum (excluding depreciation and amortisation), providing a saving of approximately $56,808 per annum. If philanthropic funds are received and are able to be apportioned against operational costs, projections show a positive annual return of

$107,561 per annum (excluding depreciation and amortisation) which will be able to be invested into provision of additional services once the facility is fully operational.

Projections for revenue and cost have been based on a moderate increase in parent fee income consistent with expected future year budget increases and the consolidation of Council's existing child care provision in Corio and Norlane to achieve improved efficiencies of scale and program modelling.

1.6 Stakeholder Consultation and Communication

An internal Council Project Control Group (PCG) was formed to oversee the development of the Purnell Road ICC proposal in 2014 with the initial preliminary planning and feasibility investigation being undertaken.

A number of preliminary meetings have been held between Council representatives and key stakeholders including the Department of Education and Training, Northern Bay College, Colman Foundation and the Funds for the Future Community Foundation over the past eighteen months to examine the potential development of a fully integrated early childhood facility connected to the primary school.

These discussions have confirmed strong in-principle support for the project amongst stakeholders and a commitment to engage in a collaborative development of the project.

Consultation has also been undertaken with the Regal Arkhan Marching Club who currently use the reserve and pavilion as the base for their club activities. The Marching Club have indicated that they would be open to being relocated to a suitable alternative venue and facility if the reserve was to be redeveloped.

1.7 Policy/Legal/Statutory Implications

Council's role in supporting provision of local child care is consistent with obligations under Section 3E (a); (b); (c); and (d) of the Victorian Local Government Act 1989.

The planning and regulatory role of Local Government in relation to the provision of services for the community is also legislated in the Victorian Planning and Environment Act (1987) and the Health Act (1958) and acknowledged within the MAV/DET Partnership Agreement.

The proposed project is consistent with Federal, State and Local Government policy in relation to the development of integrated children's services.

The proposed project is consistent with recommendations contained within the Municipal Children's Services Infrastructure Plan and Corio Norlane Structure Plan as follows:

14.1 support Council's long term directions for integrated community precinct planning, to include a mix of family, children, community, health and learning environments;

14.2 prepare/update and implement concept planning for the development of five key integrated community precincts (including multifunctional family services and shared facilities) at Corio West and Purnell Road / Cloverdale; and

14.3 establish local schools as priority partners in precinct planning to achieve practical action.

1.8 Alignment to City Plan

The content of the report supports the 'Community Wellbeing' strategic direction of City Plan by planning for an environment which supports healthy lifestyles and a connected, creative and strong community.

The development of the Purnell Road, Corio West ICC is specifically referenced within City Plan as listed within Council's Strategic Resource Plan.

1.9 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.

1.10 Risk Assessment

A number of risks have been identified and are mitigated through variance control measures.

1.11 Environmental Implications

Council's Sustainable Building Policy requires that major new asset developments of the nature proposed in this report are designed to meet the 5 Star Green Star rating. The cost estimates for the Purnell Road (Corio) ICC include an allowance that will enable the facility to be developed with a 5 Star Green Star rating.

3. JOHNSTONE PARK RAINGARDEN - SUBMISSIONS REVIEW PANEL

Source: **Community Life – Sport and Recreation**
Director: **Linda Quinn**
Index Reference: **PRJ-16-3661**
Prop Key: 299927

Purpose

To consider recommendations from the Submissions Review Panel hearing held 14 March 2017 as it relates to Council's Policy – Approval Procedure for Open Space Development Projects for the development of a raingarden within Johnstone Park.

Background

Council is seeking to develop a raingarden at Johnstone Park, Geelong in collaboration with the Victorian State Government Department of Environment, Land, Water and Planning.

The project is a key short term initiative of the *Revitalising Central Geelong Action Plan* released by the Victorian Government in 2016.

The Victorian State Government has invested $1,700,000 and Council is contributing $150,000.

The project is consistent with the draft Concept Plan prepared for Johnstone Park.

Key Issues

- The Johnstone Park raingarden project sought public submissions inline with Councils Policy - Approval Procedure for Open Space Development Projects.
- Public submissions on the raingarden were sought via community engagement on the broader Johnstone Park Concept Plan.
- Thirteen (13) submissions were received for the Johnstone Park Concept Plan.
- Six (6) submissions to the Concept Plan related to the Johnstone Park raingarden.
- Three (3) submitters took the opportunity to present to the panel hearing as part of the open space approval process.
- Objections to the project were based on a range of issues. A summary of issues and responses is provided in Attachment 2.

L Gardner moved, P Dorling seconded -

That Council:

1) note the supplementary information provided in Attachment 3 & 4.

2) approve the raingarden project to proceed subject to the following conditions:

a) replace the trees in the vicinity of the raingarden development within two years;

b) remember the involvement of Dan Dan Nook, Harry Gore and Willem Baa Niip, noting their involvement in the planting of She Oak trees, and involve the Tournier family and Aboriginal Leaders of their choice in the design of the Memorial and its location in the Park;

3) refer submissions received during question time at this evening's Council Meeting relating to the broader Johnstone Park Concept Plan to the Johnstone Park Masterplan process, in particular noting the need for mapping and inventory of heritage items is important and that heritage values should remain where possible.

Carried.

Attachment 1

Discussion

The raingarden project is a key short term initiative of the *Revitalising Central Geelong Action Plan* released by the Victorian Government in 2016. Funding is available for the project to commence in 2017.

Objections to the project were based on a range of issues. A summary of issues and associated responses is provided in Attachment 2.

Financial Implications

Current approved budget.

Victorian State Government contribution	$1,700,000
City of Greater Geelong contribution	$ 150,000
Total Project Budget	$1,850,000

Stakeholder Consultation and Communication

- Public submissions on the raingarden were sought via community engagement on the broader Johnstone Park Concept Plan. Consultation closed for submissions in December 2016. Thirteen (13) submissions were received for the Johnstone Park Concept Plan and six (6) submissions related to the raingarden project.
- The six (6) submitters were offered an opportunity to have mediation to discuss their objection to the project. Three (3) submitters took the opportunity to attend mediation with one (1) mediated solution agreed.
- Three (3) submitters presented to the submissions review panel hearing panel held on 14 March 2017.

Policy/Legal/Statutory Implications

The project is compliant with Councils Policy Approval Procedure for Open Space Development Projects.

Alignment to City Plan

This report is aligned to the community well-being objective of City Plan.

Conflict of Interest

No officer involved in the final recommendation of this report has any direct or indirect interest.

Risk Assessment

Should the project not proceed, there is a risk of non-compliance with the State Government funding agreement and meeting key project milestones.

Environmental Implications

This project will enhance Johnstone Park and will remove some contaminates from entering the bay.

Attachment 2

Summary of issues identified by submitters (Nine issues / concerns in total)

SUBMITTER	ISSUE / CONCERN	RESPONSE
Submitter 1 **Submitter 2**	**1. Improper Process.** Concerns raised as the Heritage Victoria and Masterplan process were conducted at the same time. Objectors stated that during the workshops they were directed that any objections to the Raingarden needed to go to Heritage Victoria.	The Heritage Victoria permit process sits outside Council and looks only at heritage matters. The Johnstone Park masterplan process included stormwater storage facility as a sub-project. As the masterplan process will not be finalised before commencement of the Raingarden Construction, Open Space Approval is required.
Submitter 1 **Submitter 2**	**2. Loss of Trees** Concerns were expressed about the loss of the avenue of trees (22 trees in total) and the amount of offset planting.	There will be a net loss of 15 trees within the project area (22 removed, 7 gained) plus a net increase in planted garden beds of 152 square metres. This loss will be further off set by planting of 66 trees within Central Geelong and attributed to projects delivered under the Revitalising Central Geelong Project. These projects include: • The Laneways Project • Green Spine Project • Little Malop Street Bridge Project
Submitter 1	**3. Raingarden Location** The underlying rationale for the Raingarden location was questioned given its suitability for the park.	The project is a key short term action of the *Revitalising Central Geelong Action Plan* released by the Victorian Government in July 2017. The location of the raingarden is a product of a number of factors including: • The need to demonstrate a net heritage benefit by partially restoring the original bowl formation of the park (the project design has been supported by heritage experts Lovell Chen). • Retaining a portion of the at-grade space to Gheringhap Street that can be developed as an event space in conjunction with the City Hall forecourt and; • Avoiding the location of any significant trees within the park that are recognised within the National Trust and Heritage Victoria registrations.
Submitter 1 **Submitter 4**	**4. Water filtration/cost benefits not published** None of the water filtration/cost benefits were published as part of the consultation.	The installation of the Johnstone Park Raingarden will incorporate the installation of a 250,000L tank. The stormwater filtration will remove up to 15-25KG of nitrogen that would otherwise flow into the bay. It would typically cost council $6,000 to remove a kilogram of nitrogen from stormwater. This project will have the benefit of removing $90,000-$150,000 of nitrogen every year.

SUBMITTER	ISSUE / CONCERN	RESPONSE
Submitter 2	**5. Project rushed, project should be deferred until masterplan process resolved.** Questioned why the Raingarden project is proceeding before the masterplan process has been finalised.	The project is a key short term action of the *Revitalising Central Geelong Action Plan* released by the Victorian Government in July 2017. The project is consistent with the draft Concept Plan prepared for Johnstone Park which identifies the opportunity to *Integrate water cycle management infrastructure/ initiatives in a location/ manner that enhances the usability of the park, the relationship to Malop Street and visual connection to the Town Hall forecourt (the integrated water cycle management infrastructure needs to be cognisant of the potential park expansion to the north).* The draft Concept Plan was subject to a three week consultation period that attracted 130 participants to the process. Twenty six people attended the workshops, the Gallery received 94 visitors and the website received eight written submissions and two online comments. The discussion and comments received were supportive of general amenity improvements to the park such as improving drainage and path surfacing, seating, security enhancements and lighting. There was an overall sense of frustration that this planning process was being undertaken in isolation from other related planning activities taking place. As a result, the full justification for expanding the park and the resulting traffic and public transport implications were not understood or supported. These issues dominated the discussions and commentary regarding the concept plan. Other elements of the Plan received relatively little response beyond concerns for public safety, security and historic elements. There was general support for the concept of the Raingarden and its treatment of the stormwater. However, concerns were raised regarding the expense of the Raingarden project and implications of the proposal on heritage elements and the proposed loss of trees and shade. Overall, the raingarden project: • Is a key deliverable of the Victorian Government's action plan for revitalising central Geelong. • Is consistent with a draft Concept Plan prepared for Johnstone Park; and • Has been subject to a comprehensive public engagement process that demonstrated general support for the project. The project can therefore proceed with confidence that is consistent with long term planning for the park, and will not compromise other central Geelong revitalisation initiatives.

SUBMITTER	ISSUE / CONCERN	RESPONSE
Submitter 2	**6. Safety concerns with water.** Concerns raised on the potential for drowning in the tiered water features of the raingarden.	The detailed design of the raingarden will account for management of ponding water to address public safety All works will comply with the relevant Australian Standards or best practice. The relevant statutory permits will be obtained.
Submitter 3	**7. Water trough in north west corner of the park.** Want to ensure the water trough is protected and maintained to a higher standard.	This sits outside the construction area of the raingarden. This submission will be referred to the masterplan for consideration. Issues raised around maintenance will be referred to parks.
Submitter 5	**8. Invest money into another park**	The project is a key short term action of the *Revitalising Central Geelong Action Plan* released by the Victorian Government in July 2017
Submitter 6	**9. Insufficient planting in the park.** Park should incorporate denser plantings of shrubs and trees around the perimeter. Currently the park is open and ruined by the sights and sounds of traffic on surrounding streets. Denser plantings could create an oasis of calm within the CBD.	There will be a net loss of 15 trees within the project area (22 removed, 7 gained), plus a net increase in planted garden beds of 152 square metres. This loss will be further off set by the planting of 66 trees within Central Geelong and attributed to projects delivered under the Revitalising Central Geelong Project. These projects include: • The Laneways Project • Green Spine Project • Little Malop Street Bridge Project
Submitter 7	**10. Aboriginal Cultural Heritage considerations not taken into account as part of proposal.**	Aboriginal cultural heritage shall be considered as part of the detailed design phase of the project.

SUPPLEMENTARY INFORMATION

SUBJECT: **JOHNSTONE PARK PROJECT TIMELINE FOR THE INTEGRATED WATER MANAGEMENT (RAINGARDEN) PLAN AND CONCEPT PLAN**

DIRECTOR: BRETT LUXFORD, DIRECTOR INVESTMENT & ATTRACTION

PURPOSE:

- This report provides additional information relating to the report in the agenda for the Ordinary Council Meeting for 28 March 2017 titled: ***Johnstone Park Raingarden - Submissions Review Panel***.
- The report outlines the engagement process that was undertaken in relation to the planning for the Integrated Water Management Plan (Raingarden) and Concept Plan for Johnstone Park. It also provides a path forward for production of the Johnstone Park Master Plan.

CONTEXT/KEY ISSUES:

History of Concept Plan/Integrated Water Management Project for Johnstone Park

Date	Task
Oct 2014	*Johnstone Park Integrated Water Landscape Master Plan* The project was a collaboration between Deakin University, the City of Greater Geelong, Barwon Water, Spiire and the Office of Living Victoria. The project proposed initiatives to develop as a more accessible, engaging and legible space, flexible for civic celebrations and community gatherings son a small or large scale. Note: Not formally adopted by City of Greater Geelong.
3 Jun 2016	*Johnstone Park Vision and Design Forum* The forum identified preliminary initiatives to be explored via a Concept Plan for this important civic space. This included the identification of the integrated water management (raingarden) project. The collaborative forum process included participants from various stakeholder groups, including government agencies and interest groups (eg National Trust) and was informed by previous work undertaken.
22 Sep 2016	*Draft Johnstone Park Concept Plan produced.* Following the design forum, a draft Concept Plan was produced which built on the park's existing use, recreation, social and heritage values. It also indentified the need for the park to support an increasing residential and working population within Central Geelong. The Concept Plan spoke about the integrated water management (raingarden) project within the park.
17 Nov 2016	*National Trust Briefing of Raingarden Project* The National Trust, as a key stakeholder were informed about the raingarden project. Broad verbal support for the project was offered during the meeting.
18 Nov 2016	*Lodgement of Permit Application with Heritage Victoria for Raingarden.*
22 Nov 2016	*Ordinary Council Meeting of Greater Geelong City Council* Council resolved to: 1) endorse the draft concept plan for Johnstone Park; 2) notes community engagement will be undertaken for a period of 14 days; 3) receives a further report for consideration on the outcomes of the community engagement, prior to finalisation of the Concept Plan for Johnstone Park.
24 Nov 2016	*Mail out to stakeholders* 3,500 stakeholders notified that the Concept Plan was being released for consultation and that a permit application had been made to Heritage Victoria for the Raingarden.

26 Nov 2016	*Public Notices published in Geelong Advertiser* City News and Public Notices (Heritage Act Notice)
3 Dec 2016	*Public Notices published in Geelong Advertiser* City News and Public Notices (Heritage Act Notice)
5 Dec 2016	Public Information Session Johnstone Park Raingarden and Concept Plan. 12.30pm
8 Dec 2016	Public Information Sessions on Johnstone Park Raingarden and Concept Plan. 5.30 & 7.30pm
Dec 2016	*Draft Report – 'Johnstone Park Raingarden and Concept Plan Consultation - Report on Feedback' (Attachment 4)* The three-week consultation period attracted 133 participants in total. 26 people attended the 'Have Your Say' workshops; 94 people viewed the proposal at 100 Moorabool St; 423 visits were recorded to the website and the consultation documents were downloaded 271 times. 13 written submissions were received. The discussion and comments received were supportive of general amenity improvements to the park such as drainage, path surfacing, seating, security enhancements and lighting. However, there was an overall sense that this planning process was being undertaken in isolation to related planning activities. As a result, the expansion of the park to the north, and the resulting traffic and public transport implications were not understood or supported generally. These issues dominated the discussions and commentary regarding the Concept Plan. Other elements of the Plan received relatively little response beyond concerns for public safety, security and historic elements. There was general support for the Raingarden and its treatment of the stormwater. However, concerns were raised regarding the expense of the Raingarden and implications of the proposal on heritage elements and the proposed loss of trees and shade.
27 Feb 2016	*Open Space Approval Mediation (In accordance with the Approval Procedure for Open Space Development Projects Policy)* Agreement on a way forward was not reached.
14 Mar 2016	*Open Space Approval Submissions Hearing* Submitters presented to the Administrators for consideration.
17 Mar 2016	*Heritage Permit Granted for the Raingarden.* Heritage Victoria Granted the permit for the Raingarden
28 Mar 2016	*Ordinary Meeting of Greater Geelong City Council* Consideration of Open Space Approval for Raingarden

Next steps for this project are:

- The Revitalising Central Geelong Partnership will consider all consultation feedback received on the Concept Plan. This feedback is summarised in the report titled ***'Johnstone Park - Raingarden and Concept Plan Consultation***' (Attachment 2).
- The final master plan, taking into account all the feedback provided through the consultation and through the submissions panel, will be presented to Council for adoption and will seek to addresses the respondents concerns and suggestions.
- The principles of the park and its use will remain consistent with its current use.
- The Partnership will seek funding for additional infrastructure suggested through the consultation, (seating, lighting, paths, etc).

Johnstone Park
Raingarden and Concept Plan Consultation

Final Report on Feedback

Produced for

CITY OF GREATER GEELONG

State Government Victoria

December 2016

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Workshops facilitated and report prepared by Jennifer Lilburn, Director, Kismet Forward (jen@kismetforward.com.au) and Angela Hawdon

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

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

Executive Summary

Following the release in 2013 of plans to revitalise Central Geelong, the City of Greater Geelong (CoGG) and the Department of Environment, Land, Water and Planning (DELWP) are working together to turn Central Geelong into "a magnet for new jobs and growth"1. The Revitalising Central Geelong Action Plan 2016/17 sets out a range of projects including improvements to Johnstone Park that will support central Geelong's growing residential and working population.

During 2016, CoGG and DELWP developed the Johnstone Park Concept Plan and Raingarden Proposal. Public feedback was sought on the plan during a three-week period in November - December 2016. Three facilitated public workshops were held, plans were advertised on the project website and were available for viewing and commenting at the project workspace at 100 Moorabool St (The Workshop). The Raingarden Project was also submitted to Heritage Victoria (HV) for approval, and the public was encouraged to write submissions directly to HV.

The three-week consultation period attracted 133 participants in total. 26 people attended the workshops; 94 people viewed the proposal at The Workshop; 13 written submissions were received and the website received eight written submissions and two online comments.

The discussion and comments received were supportive of general amenity improvements to the park such as improving drainage and path surfacing, seating, security enhancements, and lighting.

However, there was an overall sense that this planning process was being undertaken in isolation to related planning activities. As a result, the expansion of the park to the north, and the resulting traffic and public transport implications were not understood or supported generally. These issues dominated the discussions and commentary regarding the Concept Plan. Other elements of the Plan received relatively little response beyond concerns for public safety, security and historic elements.

There was general support for the Rain Garden and its treatment of the stormwater. Concerns were raised regarding the expense of the Rain Garden and implications of the proposal on heritage elements and the proposed loss of trees and shade canopy.

The Consultation

In November/December 2016, CoGG and DELWP exhibited plans for the Raingarden and the Concept Plan. Kismet Forward was engaged to facilitate and report on three community workshops to gather feedback on the proposals and to combine this with other feedback received.

[1] Revitalising Central Geelong Action Plan (2016) Department of Environment, Land, Water and Planning

1. Introduction

In 2013 the City of Greater Geelong (CoGG) developed the *Central Geelong Action Plan*, a 15-year strategy to revitalise Geelong's Central Business District. This document, along with the work of Vision 2[2], formed the basis of the *Revitalising Central Geelong Action Plan 2016/17* ('Action Plan'), which was produced by the Department of Environment, Land, Water and Planning (DELWP).

The Action Plan sets out initiatives designed to turn Central Geelong into a 'magnet for new jobs and growth'[3]. The Action Plan includes improvements to Johnstone Park that will support central Geelong's growing residential and working population. These improvements were described in a Concept Plan developed during 2016, which included an integrated Stormwater Management project, known as the Raingarden.

The Concept Plan

The purpose of the *Johnstone Park Concept Plan* is to inform the development of an overall Master Plan which elucidates the future improvements within and surrounding Johnstone Park, building on the parks recreation, social and heritage values and ensuring any works within the park integrate with surrounding projects. The Concept Plan outlines a number of opportunities, including:

- Creating a flexible open-air space at the eastern entry of Johnstone Park (Town Hall forecourt);
- Incorporating additional seating to support passive use of the park;
- Providing all-weather accessible paths throughout the park;
- Providing additional services in the park including Wi-Fi, power and drinking fountains.
- The concept plan will now inform the future Master Plan which could be delivered in stages as part of the ongoing revitalisation of Central Geelong.

The Raingarden Project

One of the key short-term actions of the Action Plan is the creation of a Raingarden, which will integrate water into the architecture of Johnstone Park and provide a new space for the community.

The Raingarden will harvest, clean and store stormwater to be used for irrigation within the park. The Raingarden will capture rain run-off from Gheringhap St and divert it through a series of terraced ponds to remove pollutants prior to its collection in an underground tank to be reticulated back through the garden, creating an active water element in Johnstone Park outside of rain events.

Other benefits of the project include:

- Providing universal access into the basin of the park;
- Providing new opportunities for informal seating on remodelled embankments;
- Providing pathways with all-weather surfacing;
- A new staircase meeting current design standards.

Johnstone Park is listed on the Victorian Heritage Register for its architectural, heritage and social significance to Victoria. A works approval permit is required under the Heritage Act 1995.

The State Government has allocated $1.6 million for the Raingarden. Subject to securing approvals, construction is planned to commence in 2017.

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[2] Vision 2 was a 2013 collaborative project between the City of Greater Geelong, Deakin University, the Committee for Geelong and the Victorian Government.

[3] *Revitalising Central Geelong Action Plan* (2016) Department of Environment, Land, Water and Planning

2. Consultation overview

A three-week engagement period was held from 26 November to 16 December 2016. The community could provide feedback in the following ways:

- by visiting the The Workshop at any time throughout the consultation period;
- by attending one of three open-invitation 'Have your Say' workshops on 5 and 8 December; or
- by submitting comments online or via standard postal service.

The Workshop

The Workshop at 100 Moorabool Street was open Monday-Saturday from 28 November until 16 December (9am-4pm Monday-Wednesdays, 9am-7pm Thursdays and Fridays, and 10am-4pm on Saturdays). The Workshop displayed large schematics and explanations of the Raingarden Project and the Concept Plan. Staff encouraged 94 visitors to view, discuss and provide comment on the proposals and assisted community members who wished to make a submission to Heritage Victoria on the Raingarden Project, through provision of forms and uploading of submissions.

Online or via post

Plans could be viewed and comments submitted online at www.revitalisingcentralgeelong.vic.gov.au or via email revitalising.centralgeelong@delwp.vic.gov.au. Comments could also be mailed via standard postal service.

Thirteen written submissions were received. 423 visits were recorded to the website and the consultation documents were downloaded 271 times.

'Have Your Say' Workshops

Three 90-minute workshops were held during the afternoon of Monday 5 December and the afternoon and evening of Thursday 8 December at 100 Moorabool St. Attendees were asked about their likes and dislikes of the Concept Plan and Raingarden.

26 people attended over the three sessions, comprising a mix of local residents, business and property owners and broader community members. At each session CoGG and DELWP staff outlined the Concept Plan and the projects Landscape Architecture consultants explained the Raingarden Project in detail.

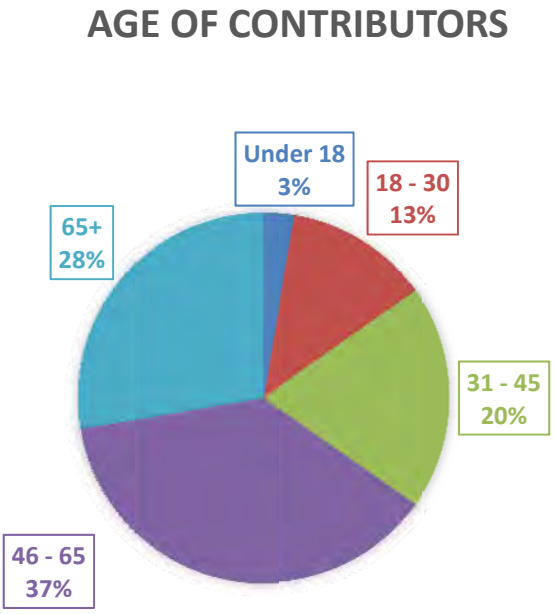
Those attending were encouraged to ask questions and make comments verbally or in writing. Participants were also invited to make a formal submission to Heritage Victoria in relation to the Raingarden.

3. A snapshot of who contributed

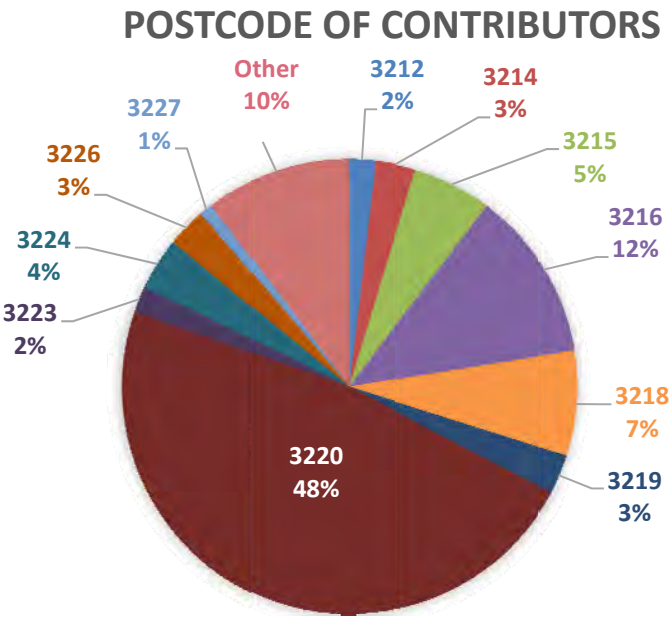
A total of 133 people contributed comment to the Concept Plan and/or the Raingarden project. It is possible that some may have contributed via a number of methods (e.g. attended a 'Have Your Say' workshop and provided comment via 100 Moorabool St.

58.3% of contributors were male and 41.7% were female. Gender was not recorded for three contributors.

Age was recorded for 112 contributors. People from all age classes contributed feedback, with those over 45 years comprising over half (55%) of contributors.



Residential location was recorded for 107 contributors. Almost half of those recorded live in the suburbs of Geelong, South Geelong and Newtown.



Suburbs included in each postcode are as follows:

Lara, Avalon, Point Wilson	3212
Corio, Norlane, North Shore	3214
Drumcondra, Rippleside, North Geelong, Hamlyn Heights, Bell Park, Bell Post Hill	3215
Belmont, Highton, Grovedale, Waurn Ponds, Marshall, Wandana Heights	3216
Armstrong Creek, Mt Duneed, Freshwater Creek, Charlemont	3217
Geelong West, Herne Hill, Manifold Heights	3218
East Geelong, Whittington, Breakwater, Thomson, Newcomb, St Albans Park	3219
Newtown, South Geelong, Geelong	3220
Drysdale, Clifton Springs, Curlewis, Marcus Hill, Mannerim	3222
Indented Head, Portarlington, St Leonards	3223
Leopold	3224
Ocean Grove	3226
Barwon Heads, Breamlea, Connewarre	3227
Other municipalities	other

4. What we heard

4.1 What aspects of the plans do you like?

Johnstone Park Concept Plan

Of all the consultation respondents, ten were unreservedly supportive of the Concept Plan and its improvements to the amenity of the park.

An additional 20 people provided comments supporting aspects of the proposed park improvements including:

- Better drainage;
- Improved all-ability access;
- All-weather pathways for pedestrians, bikes and prams;
- Improved safety, particularly the pedestrian access at Fenwick St and enhanced lighting;
- Additional seating; and
- Additional power supply.

Raingarden

This proposal did not dominate the workshop discussions or comments received. Of the eight comments recorded, three were direct but non-specific endorsements of the Raingarden proposal (e.g: 'The Raingarden seems a good idea').

Two additional respondents liked the stormwater treatment aspect. Two further respondents voiced concern regarding the cost. One respondent supported the removal of *Grevillea robusta* trees on the basis that they drop their limbs which poses a public hazard.

4.2 What aspects of the plans don't you like?

Johnstone Park Concept Plan

Overall, there were about 60 comments received in relation to the Concept Plan, resulting in 8 submissions, of which 7 were negative towards the plan.

The written comments received from participants of the 'Have Your Say' workshops were divided evenly between things they liked and didn't like in the Concept Plan. However, the discussions during the workshops were generally negative.

Concept Plan Vision

Many respondents were unconvinced of the need for change in the park. They questioned the justification for the scale of the proposal and the expense. There were repeated calls to leave the park unchanged, beyond continuing improvements to access, lighting and path surfaces. There was concern that implementation of the plan would be exorbitantly expensive, particularly if heritage buildings are purchased to expand the park giving limited additional benefits.

Contributors also noted that the plan does not provide new or improved activities to attract additional people to Johnstone Park, other than the Raingarden.

Traffic and Parking

There was repeated concern about the expansion of Johnstone Park to the north, with the associated realignment of the Mercer St connection to Malop Street and Central Geelong. Respondents anticipated that this will substantially impact transport, traffic and parking negatively with no substantial benefits. These issues dominated the comments and were clearly a concern for respondents with over half of the comments relating to these issues. The proposal created confusion among many that the plans would result in the closure of Railway Terrace and/or Mercer Street.

The need for a traffic management plan was reiterated many times, along with frustration that this plan was being consulted upon in isolation from the Council's Transport Network Operating Plan. Many contributors wanted to view a traffic management and car parking strategy for Geelong in advance of considering planning for the park.

There were repeated concerns regarding the proposal to realign Mercer Street. Contributors noted that as the plans provide no discussion of the traffic impacts or justification for the closure, they could not see the sense of the proposal. There was particular concern for traffic and parking access with concern that the Deakin University Waterfront Campus would be severely compromised with the proposed road alignment. Some contributors wanted to see traffic volume data relating to Mercer Street.

Complaints were made in relation to previous Mercer St/Gheringhap St works that removed the roundabout and created six sets of traffic lights within a 400m strip. They commented that these proposed works appear nonsensical in light of this new proposal to 'close the road'.

The lack of parking availability for employees and those visiting businesses in the park's vicinity was also raised. (Note that the consultation was undertaken prior to the opening of the new car park near the corner of Mercer and Corio Streets).

Commentary during the workshop was concerned that realignment of Mercer St will further discourage people from visiting the CBD's 'already declining businesses', particularly as other shopping centres in satellite areas continue to grow.

Public Transport

Approximately 20% of the written comments included concerns about impacts on Public Transport. Most of these comments related to the anticipated longer travel time between the city centre and the railway precinct. These contributors thought that public transport routes should be 'logical and direct'.

A specific comment was made that this proposal would undo the good work Public Transport Victoria undertook in 2015 to make faster and more frequent bus routes in Geelong. Another was concerned that public transport was not mentioned in *City in a Park*, *Revitalise Central Geelong Plan* or the *Johnstone Park Concept Plan*.

Respondents were concerned that the plan favours car traffic over public transport and found this inconsistent with the intention to make Geelong more sustainable.

A further comment was made in relation to the alignment of walking paths inside the park, which are frequently used by public transport users. The respondent felt that meandering or rounded pathways without a direct alternative will increase maintenance costs as commuters will walk in a straight line regardless of pathway alignment.

Heritage

Three written submissions, and comments made during the workshops, raised concerns that the plan does not celebrate Geelong's cultural or historical heritage. Specifically:

- The existing Conservation Management Plan 2005 (Jones and Whitehead) was not used or referenced in the Concept Plan and should be guiding this planning process.
- There is no audit of existing heritage items (including vegetation e.g. Lone pines) in the park. This makes it difficult to determine how this development will impact the heritage items or add to the historic elements of the park.
- The Concept Plan includes a proposal to remove three heritage listed buildings in the area of the planned expansion and should not be contemplated.
- the use of the park as an event space is inconsistent with its historical past, with this use better placed in the CBD proper.

Other heritage issues raised included concern regarding the relocation of the historic items such as the 'Digger' statue and the animal drinking trough.

Trees

Four respondents opposed the loss of approximately 20+ mature native trees. In particular, they were concerned about the loss of shade and rain canopy, which was considered important to the amenity of the park and 'will take decades to recover'.

In addition, a comment was made that replacing native trees with elms is questionable due to concerns with Dutch Elm disease and the heavy loss of leaves from elms requiring additional maintenance.

General Amenity

There was a range of comments particularly from gallery participants requesting improvements to park amenity such as better lighting, security, cleaner environment and a request for the park to be alcohol free. Four comments expressed concern that public safety and security were not adequately addressed by the plan.

Raingarden Proposal

There was little direct opposition to the Raingarden concept, however there were some negative comments about aspects of the proposal, including:

- the cost of the development;
- the lack of presentation of any other options beyond the Raingarden;
- the low nature of the vegetation not providing shade or a barrier from the street traffic;
- concerns about human health implications of untreated water in the garden beds; and
- the impact on heritage elements of the park not adequately documented.

4.3 Other feedback and general comments

Specific planning suggestions

The following comments were for Council to consider:

- Buildings without heritage significance be purchased and transformed into green areas within the city (pocket parks);
- The steps from Gheringhap Street level would be better placed on the existing pathways west of Silky Oak Avenue;
- Solar lighting could be installed along the pathways;

- Denser planting take place to create a 'calming oasis' from the city and its traffic;
- Heritage should not constrain the desire lines of pedestrians who would otherwise create their own pathways;
- An open water feature to attract wildlife (particularly birds) be included in the Raingarden;
- Incorporate a children's water fountain; and
- Entice people into the park with attractions such as over-sized board games, additional seating and tables, tree swings, markets, food vans and pop up eateries.

General concerns with the planning process

A considerable number of respondents were troubled that the planning process seemed to be undertaken separately and at a different stage to the other planning processes that will have an impact on Johnstone Park, such as the Integrated Water Management Project, Arts and Culture Precinct Masterplan, Integrated Network Operating Transport Study, Geelong Station Precinct Masterplan. These respondents stated that they could not reasonably consider the Johnstone Park Concept Plan due to the absence of understanding of the outcomes and the implications of other planning processes, particularly traffic related matters.

Views were also strongly put that the actions of this plan will have implications for other matters in Geelong and they need to be considered and consulted upon holistically.

Two submitters raised inconsistencies with this plan and the preceding overarching plans for the revitalisation of Geelong.

General concerns with consultation

Frustrations were expressed with regarding to the timing of the consultation in the period leading up to Christmas that made it difficult for people to contribute within the three-week timeframe.

In addition, there was concern that too much was being asked of the public with piecemeal consultation for each project in the absence of an overarching holistic plan (as indicated above). This was felt to be compounded at Johnstone Park as there is a requirement for consultation each time a Heritage Permit is required for items such as the Raingarden. There was a suggestion that the planning be completed first and one application for development be sought from Heritage Victoria.

General concerns with Greater Geelong City Council priorities

There were repeated comments that the Council has/should have higher priorities, such as addressing the decline of retail businesses in the CBD, and cannot justify the expense of this plan, regardless of where the money comes from, particularly given its debt. Comments were made that traffic management and retail centre reinvigoration should be paramount.

More general comments were made about the need to plan for increased flows to the Bellarine Peninsula urban growth areas before making any changes to Mercer Street.

5. Summary

The overall sentiment was that this planning process was being undertaken in isolation from other related planning activities. As a result, the full justification for expanding the park and the resulting traffic and public transport implications were not understood or supported. These issues dominated the discussions and commentary regarding the Concept Plan. Other elements of the plan received relatively little response beyond concerns for public safety, security and heritage elements.

The Raingarden did not receive significant commentary and was generally supported. Issues raised that were critical of the proposal included the cost of the development and the lack of explanation of its impact on the heritage elements of the park, including trees. Further information was deemed necessary to determine the heritage merits of the proposal and amenity benefits.

4. LEISURETIME SYNTHETIC PITCH – SUBMISSIONS REVIEW PANEL

Source: **Community Life – Sport and Recreation**
Director: **Linda Quinn**
Index Reference: **Prop Key #284955**
PRJ-16-3436-11

Purpose

To consider recommendations from the Submissions Review Panel hearing held 14 March 2017 as it relates to Councils Policy - Approval Procedure for Open Space Development Projects for the development of a synthetic pitch at Leisuretime Centre.

Background

Council sought the development of a non-aligned full size synthetic pitch with associated infrastructure at Leisuretime Centre, Corio.

The development is a key recommendation and priority for the G21 Region in the G21 Regional Football (Soccer) Strategy 2013 and is endorsed by G21 Region Councils and the City of Greater Geelong Council.

The G21 region has the fastest growing soccer participation in the state. The 2014-15 season recorded a 12.1% increase, while there was a 19.2% increase in the 2013-14 season. The majority of this growth occurred in Geelong's north.

The Victorian State Government has invested $600,000 towards a total project value of $2 million.

The location of the facility with the Leisuretime Centre takes advantage of industry recognised key success factors such as alignment to existing intensive management structure and location on a non club aligned site.

The pitch will service local demand while supporting regional programs and pathways and increase local participation opportunities for emerging sports and activities.

Key Issues

- Council has sought public submissions in line with Councils Approval Procedure for Open Space Development Projects. Two (2) submissions were received and submitters took the opportunity to attend mediation as part of the open space approval process.
- Objections to the project were based on a range of issues. A summary of issues and associated responses is provided in Attachment 2.

L Gardner moved, P Dorling seconded -

That Council approve the development of a non-aligned full size synthetic pitch at Leisuretime Centre subject to a commitment:

- **to no increased flood risk to adjoining properties;**
- **to improve parkland amenity through the provision of tree planting and park furniture;**
- **that Council's Draft Open Space Strategy considers opportunities to improve access to parkland that supports informal / passive opportunities for local residents in the Corio Norlane area as a priority.**

Carried.

Attachment 1

Discussion

Objections to the project were based on a range of issues. A summary of issues and associated responses is provided in Attachment 2.

The project is supported by the state, regional and local soccer community along with the Victorian State Government.

Financial Implications

Current approved budget.

Victorian State Government contribution	$ 600,000
City of Greater Geelong contribution	$1,400,000
Total project budget	**$2,000,000**

Stakeholder Consultation and Communication

Through the development of the G21 Regional Football (Soccer) Strategy in 2013 and again in project proposal development, the following external stakeholders were consulted;

- G21 Local Government Representatives;
- State Government Agency Representatives (e.g. Sport and Recreation Victoria);
- Football Federation Victoria; and
- Geelong Region Football Committee represented by local clubs

Council has engaged local residents to form a project reference group. This group comprised residents who expressed initial concerns regarding the development of the pitch. This group contributed to the detailed design process to ensure a local focus and input is incorporated into the design.

The wider community had the opportunity to comment on the concept design through a public exhibition process conducted over a four week period and public submissions closed on 5 December 2016. Two submissions were received.

Letters of support were received from G21 Strategic Alliance Sport and Recreation Pillar, Governing Bodies for soccer and other emerging sports such as touch football and ultimate frisbee.

Policy/Legal/Statutory Implications

The project is compliant with Councils Policy - Approval Procedure for Open Space Development Projects.

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 lifestyles through physical activity.

Conflict of Interest

No officer involved in the final recommendation of this report has any direct or indirect interest.

Risk Assessment

Should the project not proceed, there is a risk of non-compliance with the State Government funding agreement and meeting key project milestones.

There is also a risk that the existing network of soccer facilities will continue to be significantly constrained, poor conditions exacerbated and overall participation impacted.

Environmental Implications

The project involves the development of a portion of parkland.

No other environmental implications are evident.

Attachment 2

Summary of issues identified by objectors (20 issues / concerns in total)

OBJECTOR	ISSUE / CONCERN	RESPONSE
Objector 1 **Objector 2**	**1. Adequacy of consultation and engagement –** Concerns that local residents were not adequately consulted and engaged during initial site selection.	**Regionally significant and strategically underpinned project.** The development of a non-aligned full size synthetic pitch, attached to Corio's Leisuretime Centre was identified as a key recommendation and priority for the G21 Region in the G21 Regional Football (Soccer) Strategy in 2013, endorsed by G21 Region Councils. The decision to prioritise and commit funds to the project was made in recognition of: • its regional provision and significance; • servicing the well documented needs of the regional and local soccer community; • catering for other emerging sports, social and community sports programs; and • playing a key role in addressing local disadvantage through place-based initiatives. Concerned residents were engaged in a newly developed local resident project reference group and contributed to the overall design throughout the design process.
Objector 1 **Objector 2**	**2. Parkland protection -** Loss of or negative impact on parkland.	Enhancing and maintaining the parkland is seen as a priority. Council has substantially adjusted the original design by moving the pitch to overlap the centre's existing footprint. The change has reduced the original proposed encroachment area by approximately 45%, to reflect this priority. The project will complement and work in harmony with the surrounding parkland and will activate an underutilised space, improving safety aspects for all users.
Objector 1 **Objector 2**	**3. Future encroachment into parkland and surrounds –** Objection to proposed encroachment into parkland and concerns that development will lead to additional encroachment into parkland such as additional car park.	There are no plans for additional car parking provision or development associated with this project.

OBJECTOR	ISSUE / CONCERN	RESPONSE
Objector 1 **Objector 2**	**4. Site selection and alternative sites –** Objection over site selection and concerns that other sites were not considered.	Site selection is based on sound strategic planning and consideration of community benefits. In addition to its connection to the existing sustainable Leisuretime management model, the pitch is non-aligned with any particular club. Strong consideration was also given to: • the pitches regional significance; • the facility's proximity and connection to the ring road; and • the facility's location addressing the critical needs of the clubs and communities of northern Geelong, which are currently significantly constrained. Potential sites across the G21 region were considered through the strategic planning phase.
Objector 2	**5. Existing street soccer courts –** Concerns over future provision for outdoor futsal.	Council are contractually obligated to retain the outdoor street soccer courts until 2022, when the asset reaches the end of its life. At this time, it would be expected that these courts would be removed and all small-sided soccer activity would transfer to the synthetic pitch.
Objector 2	**6. Netball courts** – Concerns over future provision for netball.	The synthetic pitch has now been pushed back west towards the Leisuretime Centre, overlaying part of the existing netball courts. This is to limit encroachment into the parkland. Council is working with the Corio Netball Association and Netball Victoria on separate future planning for netball in the area and have arranged alternative spaces for netball competition by way of a hybrid indoor / outdoor competition.
Objector 2	**7. Vandalism and damage –** Concerns the development will attract undesirable behaviour.	Undesirable behaviour continues to be an issue throughout the park and surrounds. Recent examples include; fires, indecent exposure, indecent assault, illicit drug use / trafficking, dumped rubbish, vandalism and burglaries. The pitch has brought much needed changes to the site. Additional CCTV cameras will be installed at Leisuretime Centre. Low lying shrubs will be removed and replaced with high canopy trees to allow for increased passive surveillance. The playground will be relocated to a new high surveillance position. A walking path will be redirected based on input from the local resident project reference group.

OBJECTOR	ISSUE / CONCERN	RESPONSE
Objector 1 **Objector 2**	**8. Lighting and noise** – Lighting and noise disturbance.	LED lighting to be used and lighting to the pitch is designed to pass a spill light test. Noise restrictions are consistent with current hours of operation and conditions. A 10:00 pm curfew will apply to flood light use and noise in line with venue hours of operation.
Objector 1 **Objector 2**	**9. Trees and landscaping** – Removal of trees and other vegetation. Concerns that lost trees and plants will not be replaced and/or maintained.	**Tree and plant removals** Council's Parks and Gardens team has identified the removal of 69 plants. 5 trees have been retained that were first thought to be lost. **Tree and plant replacements** Council's Parks and Gardens team has planned the replacement of 30 trees and plants (including the planting of 25 large canopy tree varieties). Parks and Gardens team have indicated that the trees being planted will be more established / advanced (e.g. 1.5m to 1.8m high) than previously planted, to increase the likelihood of success. A 1 year watering program to support the new trees is allowed.
Objector 2	**10. Species Selection -** Concerns around species selection for replacement trees.	Council have a Tree Strategy in place to help combat the lack of tree coverage across the City. In line with Council's Strategy, replacement of trees with more suitable tree species has been a strong focus of this project. Tree species selected are native but are not considered indigenous to the area. The tree varieties identified for planting, based on suitability, viability and availability at time of planting are: • Lemon Scented Gum - Corymbia Citriodora (syn eucalyptus Citriodora); or • Spotted Gum - Corymbia Maculata. The lemon scented gum is the preference of the local resident project reference group.

OBJECTOR	ISSUE / CONCERN	RESPONSE
Objector 1	**11. Fountain of Friendship Master Plan, Landscape Plan (2006)** – Concerns delivery has not been completely realised.	While many aspects have been delivered, complete delivery of the 2006 Master Plan Landscape Plan has not been realised. This is primarily due to budget constraints, lack of available external funding opportunities and Council's overall priorities. Concerns were expressed that the proposed pitch goes against Council's own vision for the park as outlined in the master plan. The document recommends that the park should be a place for informal recreation and social activity in a natural environment, rather than organised sport. This remains the primary use of the park and encroachment into parkland has been limited through design. The Landscape Plan developed in 2006 identifies a point in time for planning in the park. There is a need for Council to adapt to the changing needs of the community and balance the need for formal and informal recreation.
Objector 1 **Objector 2**	**12. Drainage –** Concerns that development will exacerbate existing stormwater and/or drainage issues in the area.	Council acknowledge that the broader area has existing drainage issues and the system is at capacity in places. Drainage impact has been considered in design and independently tested through flood modelling. Two flood models were conducted 1) assessing the impact from Cowies Creek floods and 2) assessing the overland flow of water from the north. Results in a 1 in 100 year event for a duration of 2 hours and assuming drainage system is at capacity, would not alter the existing flood risk and shows no adverse effect on adjoining properties associated with this development. It is also acknowledged that resolving broader drainage issues for the area is not within the scope of this project. Further investigations have identified blocked drains from the adjoining shopping centre car park has created issues across the walking path and Council have since requested that this be rectified.

OBJECTOR	ISSUE / CONCERN	RESPONSE
Objector 1 **Objector 2**	**13. Aboriginal and cultural heritage –** Perception that aboriginal heritage and historical significance of site has not been considered.	Council received guidance from a Cultural Heritage Advisor following an assessment of the site in October 2016 that revealed the site has been previously significantly disturbed. As no heritage places were registered or identified within the study area, there are no heritage implications for the proposed activity and it was also determined that a mandatory Cultural Heritage Management Plan was not required for the proposed development.
Objector 1	**14. Playground relocation –** Concerns around safety.	Playground will be relocated to a more suitable location south of the car park and west of the picnic shelter to reduce risk of undesirable behaviour and increase passive surveillance. In addition to the provision of adequate buffers, a post and rail fence will be erected on the edge of the car park to create a physical barrier between the car park and the playground.
Objector 1	**15. Additional amenity –** Concerns that opportunities for additional amenity provision (i.e. drinking tap and bench seating) is not funded in the scope of this project.	Additional parkland amenity provision is considered outside the scope of this specific project. Council has identified that facilities at Leisuretime Centre could continue to be utilised during hours of operation.
Objector 2	**16. Prioritised funding -** Perception that sports provision is being funded over basic provision (i.e. tree planting and renewal of passive open space).	Not specifically related to the project.
Objector 2	**17. Follow through -** Legacy issues have impacted local community confidence in Council's ability to deliver on projects / master plans. Lack of confidence or faith in Council to deliver what they say they will.	Not specifically related to the project.
Objector 2	**18. Fire hydrant –** Concerns access to fire hydrant will be compromised.	Access to the fire hydrant has been addressed and accounted for in the design. Country Fire Authority (CFA) assessed and confirmed that fire hydrant access will not be compromised by the development.
Objector 2	**19. Perimeter fencing –** Concerns that rubbish will flow out under the fence into the parkland**.**	To help alleviate rubbish and debris from blowing off the pitch and into the park, the compound / perimeter fencing is designed to run down to the base structure (limiting gaps) where possible.

OBJECTOR	ISSUE / CONCERN	RESPONSE
Objector 2	**20. Drainage pit –** Concerns that drainage pit cover in parkland has not been fixed despite requests to Council.	Measures to fix the drainage pit in question have been taken.

5. COMMUNITY GRANTS PROGRAM 2016/2017 – SUMMARY OF ALLOCATIONS – 1 JULY 2016 TO 31 DECEMBER 2016

Source: **Community Life/Community Development**
Director: **Linda Quinn**
Index Reference: **Subject: Community Grants Documentation 2016/2017**

Purpose

This report presents details of the Community Grants Program allocations for the period 1 July to 31 December 2016.

This forms part of the ongoing accountability framework for managing the Community Grants Program in accordance with the City of Greater Geelong Grants, Donations and Sponsorship Policy.

Background

The Community Grants Program is available to not-for-profit community groups and organisations who can apply for funds to support activities that will benefit the Geelong community.

Key Issues

- The Program has an annual budget allocation of $240,000 that is available to expend on groups who apply and are eligible under this grant program.
- In order to receive funds, applicants must comply with the established guidelines which govern the grant program.
- As part of the accountability framework for managing the Community Grants, details of allocations are reported to Council twice per financial year.
- Details of grant recipients awarded funds for the period 1 January 2016 to 30 June 2016 were detailed in the Council report of 31 August 2016.
- This report provides a statement of the allocations made during the period of 1 July 2016 to 31 December 2016 (Attachment 2).
- The total amount funded under this program for the period was $129,700.00 distributed among 58 community organisations.

P Dorling moved, L Gardner seconded -

That Council:

1) **notes the statement of allocations under the 2016/2017 Community Grants Program provided to community groups and organisations as detailed in Attachment 2 for the period 1 July 2016 to 31 December 2016;**

2) **commends and congratulates the community groups and organisations who have received funding under the Community Grants Program for their efforts and contribution to the Geelong community.**

Carried.

Attachment 1

Discussion

The allocation of grants assists with meeting the objectives of City Plan's Community Wellbeing priority areas. This funding provides an opportunity to enhance the wellbeing of the community by building social capital and enabling community engagement through the provision of funds to assist with local activities.

Several grant rounds are advertised throughout the year and eligible applicants can apply through an online portal accessible through the Geelong Australia website.

The accountability framework for managing the Community Grants Program is in accordance with the City of Greater Geelong Grants, Donations and Sponsorship Policy and a management procedure provides guidance on administering the program.

Grants must support a specific activity, project or event that can demonstrate community benefit and address the set criteria detailed in the grant guidelines.

Submitted applications are then assessed based on the set criteria.

The outcome of the assessments is referred to a grants assessment panel that includes staff from the Community Life Division and from the City's Chief Executive (Governance) area. The panel review the recommendations and provide the outcomes to the General Manager, Community Life for final approval.

All applicants are then advised of the outcome of their submissions.

A total $129,700.00 was allocated among 58 community organisations through the Community Grants Program between 1 July 2016 and 31 December 2016.

Attachment 2 provides a list of groups, the type of projects and the amounts allocated during the period 1 July 2016 to 31 December 2016.

Financial Implications

There are no financial implications.

Stakeholder Consultation and Communication

All groups are notified of the outcome of their grant application.

The list of allocations will be reported on the Geelong Australia website.

The Community Development Department is responsible for communication of all matters relating to this report.

Policy/Legal/Statutory Implications

The provision of grants to the community supports local, community organisations and endorses the aims of City Plan and the G21 Regional Plan.

This report is presented in accordance with the City of Greater Geelong Grants, Contributions, Donations and Sponsorship Policy.

Alignment to City Plan

The Community Grants Program aims to fund projects that assist in achieving goals and outcomes consistent with City Plan's Community Wellbeing objectives.

The grant guidelines provide details about the three priority areas of the Community Wellbeing objectives. This is to ensure applicants are made aware of the aims of the program and to assist them in developing their proposals.

The provision of grants is offered to assist community organisations to provide opportunities that benefit the wider Geelong community.

Applications are encouraged for projects that demonstrate or promote social inclusiveness, healthy lifestyles, and healthy environments that provide broad benefits to the City of Greater Geelong community.

Conflict of Interest

The provision of grants is carried out in accordance with the Local Government Act 1989 Officer Direct or Indirect Interest.

The Community Grants Program has provision in the assessment process to record any conflict of interest relating to each grant application that is assessed.

Risk Assessment

The Community Grants Program is governed in accordance with Council's monitoring, reporting and accountability framework.

Successful applicants are provided with an acquittal/evaluation form for their completion and return to Council as a record of the outcome of the grant funding they received. Annual audits are also conducted on a sample group of grant recipients.

Environmental Implications

Some of the projects supported via this grant program undertake environmental activities.

Attachment 2

Statement of Community Grant Allocations

1 July 2016 to 31 December 2016

Organisation	Project Title	Amount Allocated
1st Grovedale Scout Group	Concreting for new garage	$2,000.00
Alexander Thomson Cricket Club	Construction of a Third Hard Practice Wicket	$2,500.00
Art Dolls of Geelong Inc.	Creative Doll Making	$1,250.00
Australian Hansa Class Association	Sailing Regatta	$3,000.00
Barwon Valley School	Purchase of Trampoline	$2,000.00
Bellarine Catchment Network	Purchase of Trailer	$1,500.00
Bellarine Landcare Group incorporated	Nursery Propagation Shed Project	$2,500.00
Bluebird Foundation	Professional development and parent workshops	$2,500.00
Carers Victoria Inc	Health & Wellbeing Event	$4,000.00
Ceres Community Association	Website Establishment	$750.00
Circolo Pensionati Italiani Di Geelong	Purchase of Office Equipment	$1,600.00
Conservation Volunteers Australia	Purchase of Defibrillator	$2,000.00
Corio Little Athletics Inc.	50 Year Celebration	$3,000.00
Didi Bahini Samaj Victoria, Geelong Unit	Celebration of Cultural Festival	$2,000.00
Diversitat	The Pop Up 'CHAI KHANA" Tea House project	$1,850.00
e.motion21	BeatFit Class for special needs children and adults	$3,000.00
Eastern Park Croquet Club	New Equipment - Storage Shed	$2,000.00
Elcho Park Cardinals	Summer Skills Acquisition program for girls	$2,000.00
FC Leopold Inc	Establishment costs for new club and purchase of uniforms	$3,500.00
Fight Cancer Foundation	Purchase of shop fitting for display	$2,000.00
First Hamlyn Height Scouts	Purchase of Marquees and Gazebos	$2,000.00
Fishcare Geelong and Bellarine	Purchase of Laptop	$1,150.00
Fyans Park Tennis Club	Maintenance/repairs to Club rooms veranda/decking	$2,500.00
Gateway Church Geelong	Installation of Soft Fall/Crash Mats	$1,500.00

Organisation	Project Title	Amount Allocated
Geelong Try Boys Brigade Inc	Purchase of containers for safe storage of gas bottles	$700.00
Geelong Bowls Region	Women's Country Carnival	$5,000.00
Geelong East Men's Shed (GEMS) Inc.	Installation of smoke detectors to assist the deaf	$2,800.00
Geelong Pool Club inc	Youth Billiard Program	$2,500.00
Geelong R.C. Offroaders Inc.	Upgrading of track	$2,000.00
Geelong Rangers Soccer and Sports Club	Equipment for female teams	$2,500.00
Geelong West Occasional Care Inc	Upgrade of sandpit area	$2,000.00
Indented Head Yacht Club Inc.	Purchase of Sailing Vests	$2,000.00
Leopold Hall Incorporated	Purchase of gas heaters	$2,000.00
Little Teapot Cafe & Play Ltd	Upgrade of inside playroom	$2,800.00
Melbourne Bipolar Network inc.	Awareness and Education workshop	$2,500.00
Moolap & Barrabool Hills Baptist Church	Leopold Community Carols 2016	$3,000.00
Murgheboluc Cricket Club	Purchase of turf wicket roller	$2,500.00
Music at the Basilica Inc.	Purchase of microphones	$1,200.00
Netball Victoria	Net4Kids Geelong educational program	$1,500.00
North Geelong Warriors FC Inc	Increasing and developing girls in Soccer	$2,000.00
Ocean Grove Surf Life Saving Club Inc	Purchase of swim markers for nipper and youth training sessions	$2,000.00
OneCare Geelong Ltd	Purchase of audio visual equipment	$2,500.00
Portarlington Bayside Miniature Railway Inc	Track & Signal Refurbishment Project	$2,000.00
Portarlington Maltese Pensioner Association Inc	Purchase of Manchester for Club Activities	$700.00
Portarlington Neighbourhood House	Purchase of Portable PA System	$2,000.00
Reading out of Poverty	Pop-Up and read program	$3,000.00
Sirovilla Retirement Village	Intergenerational connectivity program with kindergarten children	$3,000.00
Southern Cross Kids' Camps	Purchase of Trailer	$2,000.00
St John's Anglican Church Highton	Highton Carols in the Park 2016	$3,000.00
St Joseph's Flexible Learning Learning Centre	Flexible learning options for disengaged children	$3,000.00

Organisation	Project Title	Amount Allocated
St. Mary's Sporting Club Geelong	Lighting Project - Plans and Drawings	$2,000.00
The Combined Churches of Lara Carols 2016	Lara Carols 2016	$3,000.00
The Dress Up Place Incorporated	Relocation costs	$2,000.00
The Song Room	Arts Connect Whittington Music and Arts Project	$3,800.00
Victorian Skateboard Association (VSA)	All Aboard Skateboarding Sessions with Operation Newstart	$2,000.00
Waurn Ponds Mechanics Institute and Free Library Inc.	Purchase of Defibrillator	$2,000.00
Wesley Asylum Seeker Welcome Place	Welcome place courtyard Garden for asylum seekers	$2,000.00
Western Heights Uniting Church	Purchase of food warmer	$600.00
Total Allocated (1 July 2016 – 31 December 2016)		**$129,700.00**
Remaining Balance of Community Grant Budget Allocation for 2016/17 Financial Year as at 31 December 2016		**$110,300.00**

6. REVOCATION OF FLOOD-PRONE AREA DESIGNATION OF NEW LOTS AT LARA CENTRAL, LARA STAGE 6

Source: **City Services - Engineering Services**
Director: **William Tieppo**
Index Reference: **Flood and Drainage Management**

Purpose

The purpose of this report is to revoke the designation of flood affected land within the stages of the development of Lara Central, Lara Stage 6.

Background

The current designated flood mapping (refer to Attachment 2) was designated by Council at its meeting of 26 October 2004, under the provisions of the Building Regulations 2006.

The subject of this report is the residential land at Lara Central, 131A Flinders Avenue, Lara. 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 131A Flinders Avenue, Lara. Prior to subdivision the parent lot was considered to be liable to flooding. This development site, which is also known as Lara Central Stage 6, 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. (Refer Attachment 3).
- 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.

P Dorling moved, L Gardner seconded -

That Council revoke the Council designation of 26 October 2004 of flood affected land Lara Central, Stage 6 as liable to flooding pursuant to Regulation 802(2) of the Building Regulations 2006.

Carried.

Attachment 1

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

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.

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.

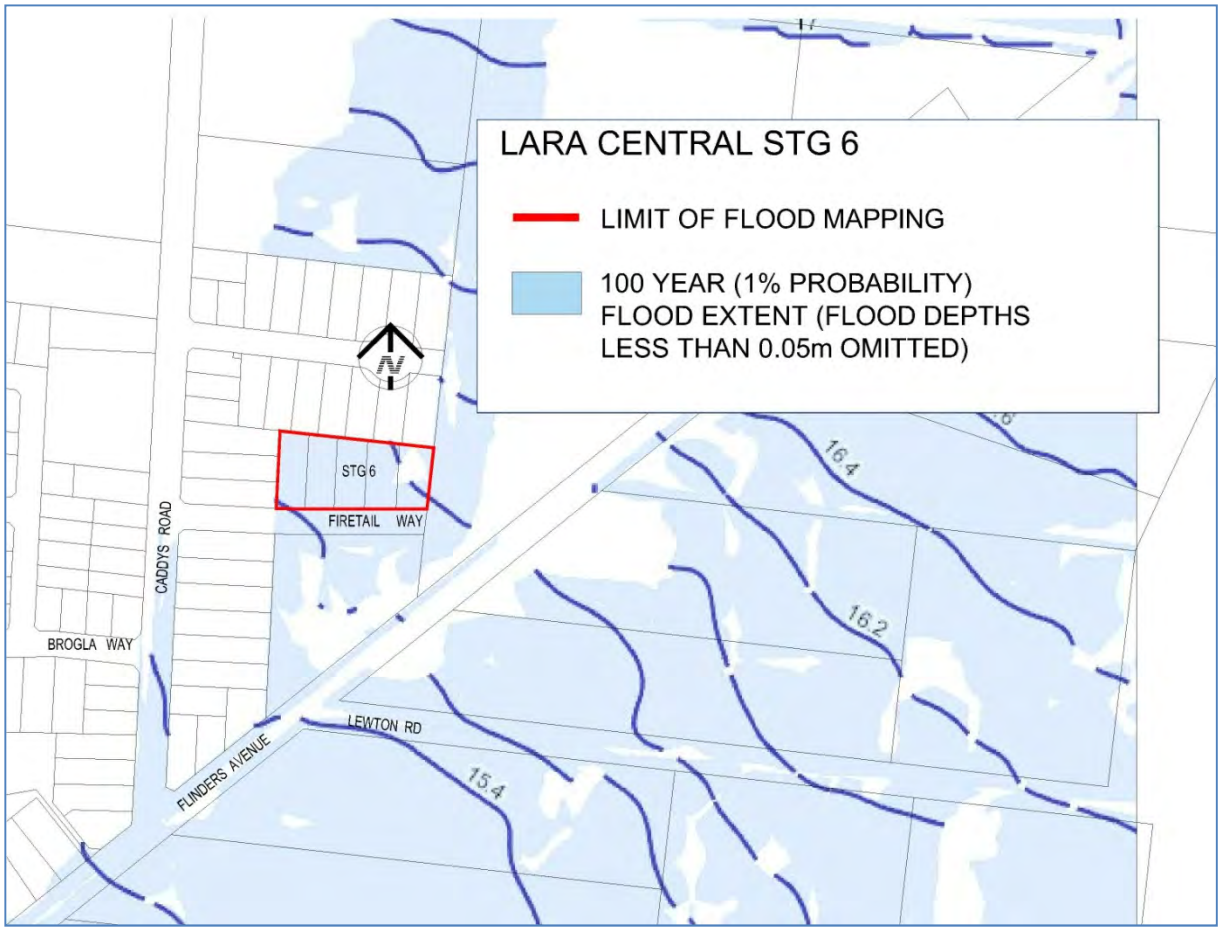
The designation of the flood data produced by the flood study is a key step toward minimising Council's exposure to these risks.

Environmental Implications

The revocation of flood-prone areas designation and designation of revised flood data does not result in any known adverse environmental impacts.

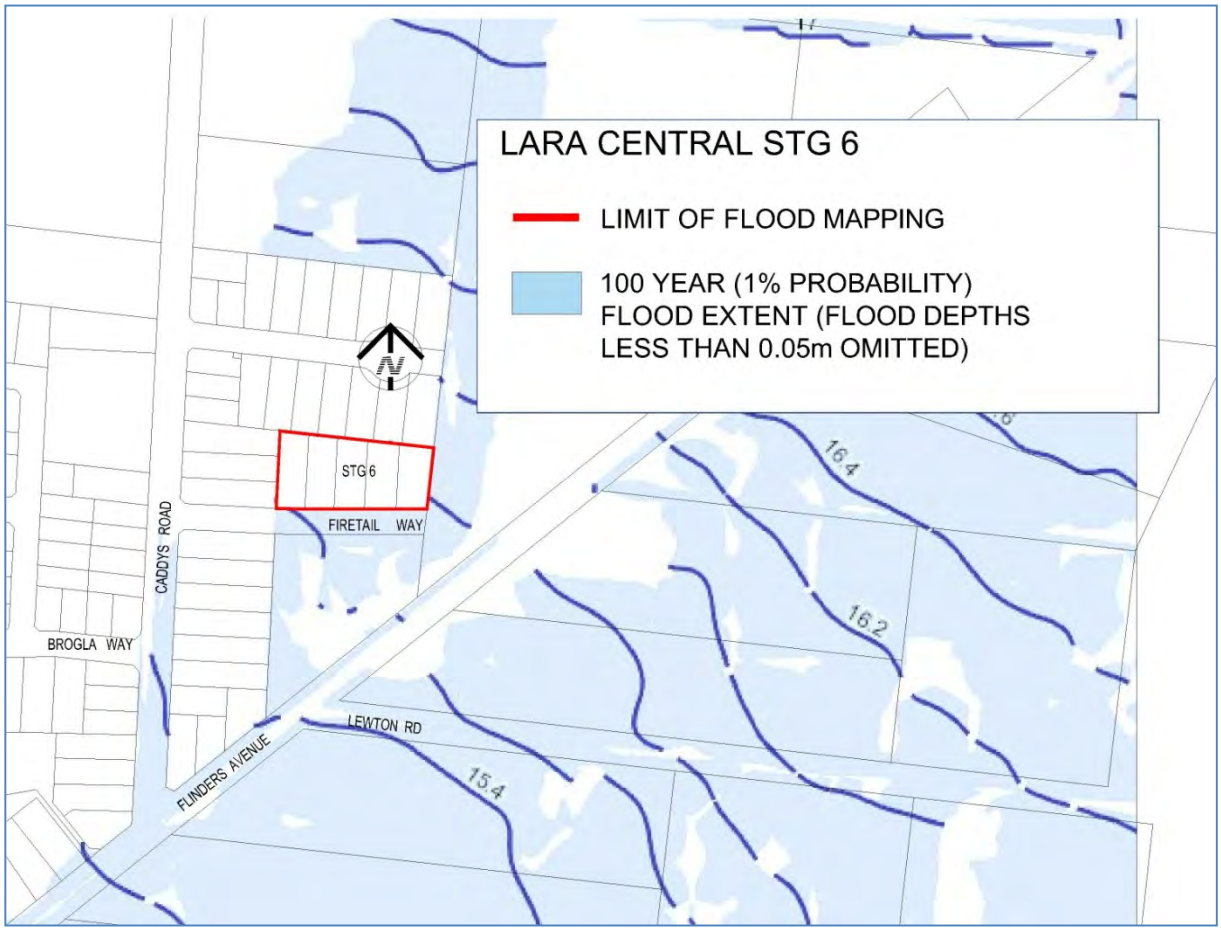
Attachment 2

CURRENT FLOOD MAP



Attachment 3

REVISED FLOOD MAP



7. DELEGATION TO THE CEO FOR THE CONSTRUCTION OF THE GREEN ORGANICS COMPOSTING FACILITY, THE DRYSDALE SPORTS PRECINCT, THE ROSEWALL COMMUNITY HUB AND THE JOHNSTONE PARK RAINGARDEN

Source: **City Services – Capital Projects**
Director: **William Tieppo**
Index Reference: **Council Reports 2017**

Purpose

The purpose of this report is to seek Council consent to delegate to the Chief Executive Officer the power to accept or reject tenders for various project contracts, provided tenders fall within the adopted budget.

Background

Council has previously approved and funded the Green Organics Composting Facility, Drysdale Sports Precinct and Rosewall Community Hub projects.

Due to the tight timelines associated with all four projects, the Capital Projects team are looking to award the construction contracts in the most efficient manner possible.

Refer Table 1 in Attachment 1.

Key Issues

- Delay in the awarding of the construction contracts will have a negative impact on the completion time for all 4 projects.
- Delays in completion time will impact on service provision for the Geelong community.
- All procurement rules will apply.

P Dorling moved, L Gardner seconded -

That Council delegate to the Chief Executive Officer its powers and functions to accept or reject tenders and sign the contract documents for the construction and associated works of the Green Organics Composting Facility, Drysdale Sports Precinct, the Rosedale Community Hub and the Johnstone Park Raingarden works provided the tenders are within approved budgets.

Carried.

Attachment 1

Table 1

Project	Budget	Benefit
1. Green Organics Composting Facility	$2.0m	When completed the Green Organics Composting Facility will process up to 35,000 t/yr of residential green organics and will secure the processing of municipal green organics. Enabling the timely award of construction contract will avoid delay in delivery of project.
2. Drysdale Sports Precinct	$6.7m	The Drysdale Sports Precinct, when constructed, will provide a significant benefit to the health and well being of the Drysdale and surrounding area in relation to current and future recreation pursuits. Timely award of the construction contract will enable early establishment of the turf playing surface to meet delivery timelines.
3. Rosewall Community Hub	$1.5m	The new Rosewall Community Hub forms part of the overall Corio North Community Infrastructure Plan and replaces the current Neighbourhood Centre which is to be demolished. Enabling the timely award of construction contract will enable delivery of project in line with community expectations.
4. Johnstone Park Raingarden	$1.7m	The Johnstone Park Raingarden project is funded through a grant from the Department of Environment, Land, Water and Planning representing the State Government. The raingarden will provide an integrated water management system within the park incorporating water sensitive design within the landscape to showcase benefits. Enabling the timely award of construction contract will avoid delay in delivery of project to meet State Government timelines.

8. PIONEER ROAD, GROVEDALE - PROPOSED FOOTPATH CONSTRUCTION - SRC 344 - DECLARATION OF CHARGE

Source: **City Services – Engineering Services**
Director: **William Tieppo**
Index Reference: **Special Rates and Charges**
Pioneer Road, Grovedale

Purpose

This report seeks Council approval to declare the charges for a Special Charge Scheme, to partially fund the construction of a footpath along the south side of Pioneer Road, Grovedale between the Surf Coast Highway and Beltana Street. (See – Attachment 5).

Background

Existing footpaths are in place along the majority of Pioneer Road, Grovedale except for the south side of the road between Beltana Street and the Surf Coast Highway. It is estimated that this road carries approximately 12,000 vehicles per day.

Council made its Intention to Declare the scheme at its meeting of 15 March 2016 and a panel hearing was held on 7 September 2016. Four property owners voiced their concerns to the panel and many additional comments were received from the floor.

As a result of the panel hearing, a pedestrian survey for Pioneer Road was requested and carried out to confirm pedestrian numbers. The results of the pedestrian counts are included in Attachment 7.

Key Issues

- It is proposed to construct 650 meters of 1.5 metre wide footpath to provide for pedestrian access along the south side of Pioneer Road, Grovedale.
- There are 28 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 $227,280.
- A Benefit Ratio of 0.32 has been calculated in accordance with Section 163 of the Local Government Act, which equates to a Council contribution to the scheme of $154,132 and property owner contribution of $73,148.
- The scheme was advertised on Saturday 26 March 2016 and eighteen (18) objections were received. At the conclusion of the subsequent submissions panel hearing of 7 September 2016, the panel requested further information in the form of pedestrian counts.
- The pedestrian counts were carried out over two days between Thursday 10 November 2016 and Friday 11 November 2017 at four locations along Pioneer Road (See Attachment 5). A conclusion can be drawn from the counts that a footpath on the south side of Pioneer Road is warranted (Refer to discussion and Attachment 7 for pedestrian count summary).
- A footpath in Pioneer Road has been identified as a link in Council's priority Footpath Network Strategy. Attachment 6 of this report shows Council's new Principal Pathway Network (PPN) for Grovedale and surrounding areas including Pioneer Road.

P Dorling moved, L Gardner seconded -

That Council:

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 Pioneer Road between the Surf Coast Highway and Beltana Street, Grovedale 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 $228,147(Schedule A).

d) It be recorded that, for the purposes of Section 163 (2A) of the Act, the special charge proceeds will not exceed the amount calculated in accordance with the prescribed formula (R 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 $227,280; and

d3) 'maximum levy' (S) be recorded as $73,148.

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 (Attachment 5).

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 a primary 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

Clause 56.06-8 of the Geelong Planning Scheme states design standards for our new roads in developing areas. According to these design standards, roads with over 1000 vehicles per day should have footpaths on both sides as a minimum within new developments. In terms of traffic volumes, arterial roads have been classified as roads with over 7000 vehicle per day. Pioneer Road meets this classification and it is managed by Vic Roads.

Further identifying the need for footpaths for this category of road is the Infrastructure Design Manual (IDM) of which Council has adopted as a means of delivering standardised infrastructure for new development. Table 2 at Clause 12.3.2 of the IDM details the road characteristics and road reserve widths for development. Footpaths on both sides of the road for most road categories is stated, particularly for arterial or collector roads. Pedestrian counts were carried out on 10 and 11 November 2016 at four locations along Pioneer Road between the Surf Coast Highway and Burdoo Drive. Morning (7:00AM – 11:00AM) and afternoon (2:30PM – 7:30PM) counts were carried out. A summary of findings is as follows:

- In the sections of Pioneer Road where there was no footpath on the south side, higher numbers of pedestrians used the existing footpath on the north side of the road. An average of 24 pedestrians were observed (morning and afternoon counts) walking on the south side nature strip without a footpath compared with an average of 122 pedestrians walking on the north side with a footpath.
- In the section of Pioneer Road where there is a footpath on both sides of the road (between Burdoo Drive and Beltana Street), the results were more even. An average of 92 pedestrians used the south side footpath and an average of 114 pedestrians used the north side.
- For pedestrians crossing the road a total of 185 pedestrians were observed crossing from the south side to the north over the four count locations. Interestingly, it was found that the majority of crossings from the south side to the north (100 count) occurred in the section where there was a footpath on both sides of the road. This suggests that pedestrians preferred to cross over to the north side before the footpath on the south side ended.
- Conversely, a total of 171 pedestrians were observed crossing from the north side to the south. It was found that the majority of crossings from the north to south side (95 count) occurred in the same section as above. This suggests that pedestrians prefer to cross where there is a footpath in place.

From the pedestrian counts, it can be concluded that a footpath on the south side of Pioneer Road is warranted. Refer to Attachment 7 for a summary of the pedestrian survey results. Refer to Attachment 8 for photos of the south side of Pioneer Road.

When considering the Benefit Ratio for this footpath, it is reasonable that a majority of cost be apportioned to the community benefit when investigating pedestrian use of the path. With a calculated Benefit Ratio of 0.32, a majority of funding for this scheme would be provided by Council. The average cost per property is estimated at $2,612 which is slightly higher than some recent schemes.

The main concerns raised during the panel hearing can be summarised as follows. A corresponding Council officer response to the concerns is also included:

- A footpath exists on the other side of the street.

  The Geelong Planning Scheme and Infrastructure Design Manual stipulate the design standards for new developments. Whilst these documents do not specifically cover older roads, they do outline the contemporary design standards that should be adopted. Both documents state that a footpath on both sides of a road of a category such as Pioneer Road is required. The pedestrian surveys of 10 and 11 November 2016 also confirm that a footpath on the south side is warranted.

- There is no access benefit.

  The access benefit that an abutting footpath provides to a property is set as precedent under VCAT rulings. These rulings find that special benefit is attributed directly to a property and not the individual needs or desires of a property owner. Furthermore, a new footpath will provide a benefit to the abutting properties which is over and beyond the benefit to properties outside the scheme boundaries.

- Don't want to encourage use of a footpath past my property (skateboarders and drunks from pub).

  It is expected that there will be no increase in antisocial behaviour resulting from the footpath construction. Whilst Council has no data on the issue, it is anticipated that a new footpath will not be the cause of an increase in out-social behaviour. Also, the pedestrian crossing at Torquay Road (near the pub) is located on the north side of Pioneer Road only. In regards to skateboarders, there is currently no law that denies skateboarders from using footpaths in residential streets. It is further considered that a footpath will provide a safer place for skateboarders when compared to the road.

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 from the core C02303 footpath construction program.

Financial details are as follows:

Maximum scheme levy to Property Owners (income)	$73,148
Scheme levy to Council	$154,132
Total Project Cost	$227,280

Consultation and Communication

Community consultation for the footpath construction Special Charge Scheme has been carried out as follows:

2 June 2015 – Initiation letter including a concept plan, cost estimate, apportionment of charges, Benefit Ratio Calculation and survey to property owners.

22 March 2016 – Letter to property owners advising of Council's Intention to Declare the scheme, upcoming advertisement and invitation to make a submission.

26 March 2016 – Advertisement of the scheme in the local newspaper.

17 May 2016 – Panel Hearing advice letter.

10 August 2016 – Invitation to attend panel hearing.

Further correspondence 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 pathway 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 the scheme.

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 and green waste.

The proposal does not affect any natural habitats.

The proposal may require some nature strip and property trees and shrubs to be trimmed but removal of vegetation is not expected.

Attachment 2

SCHEDULE 'A'

The works for the construction of a footpath in Pioneer Road, Grovedale which consist of excavation, concrete footpath, reinstatement of nature strip, miscellaneous construction works, legal advice and professional services associated with survey, engineering design, drafting, supervision and administration of the project all as included in the cost estimate shown below.

COST ESTIMATE FOR CONSTRUCTION OF FOOTPATH – Pioneer Road, GROVEDALE

Estimated total cost of footpath construction					
ITEM	**DESCRIPTION**	**QUANTITY**	**UNIT**	**RATE $**	**AMOUNT $**
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	$20,360	$20,360
1.02	Traffic management costs.	1	Item	$9,500	$9,500
1.03	Setting out of works.	1	Item	$1,000	$1,000
1.04	Service/Cable locations	1	Item	$1,000	$1,000
1.05	Internal supervision fee (COGG construction)	1	Item	$9,600	$9,600
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.	285.3	m^3	$60	$17,118
2.02	Placement and consolidation of engineered fill with approved materials in preparation for new works.	69.7	m^3	$60	$4,182
2.03	Trimming/Removal and disposal of shrubs/trees as per plan.	1	Item	$2,000	$2,000
2.04	Saw-cut of concrete paving	41	m	$10	$410
2.05	Saw-cut of concrete kerb and channel	36.3	m	$10	$363
2.06	Removal and disposal of 125mm thick concrete as specified.	51.4	m^2	$60	$3,084
3.01	Concrete pram crossing 1.5m wide, including fine crushed rock bedding.	8.0	No.	$250	$2,000
3.02	125mm (25 Mpa) concrete paving with SL72 mesh including crushed rock bedding and reinstate nature strip.	793.6	m^2	$135	$107,136
4.01	Top soiling and seeding nature strips.	1186.2	m^2	$8	$9,489
5.01	Adjust level of existing services lid as required.	1	Item	$2,000	$2,000
Sub-Total					$189,243
10% Contingency					$18,924
Design					$9,462
Project Administration					$9,651
Construction Cost Estimate					$227,280

Attachment 3

Benefit Ratio – Schedule 'B'

A Purpose

To construct a footpath in Pioneer Road, Grovedale to provide all weather pedestrian access for property owners and the wider community.

B Coherence

The works will provide a physical pathway connection between Beltana Street and Surfcoast Highway and will provide a special benefit to adjoining and remote properties.

C Total Cost C

Total Estimated cost of works - footpath construction **$227,280.00**

TOTAL COST **$227,280.00**

D Identify Special Beneficiaries

28 properties with frontages to the proposed footpath are considered to receive access and amenity benefits.

E Properties to include

The 28 abutting properties receive both access and amenity benefits. Therefore:

Total Special Benefits (in) is apportioned to 28 properties

There is one Council owned property that is not subject to the special charge. Therefore: Total Special Benefits (out) is one Council owned property

F Estimate of Total Special Benefits

Benefit will be apportioned on the basis of access and amenity by way of a Benefit Unit (BU). We shall assume that the makeup of the BU for each of the private properties comprises 1/2 BU of amenity benefits and 1/2 BU of access benefits.

The Council owned property shares the same access benefit and amenity benefit as the private properties. A summary of the special benefits is shown in table form below:

	28 private properties TSB (in)	1 Council Property TSB(out)
Access	14 BU	0.5 BU
Amenity	14 BU	0.5 BU
Total Special Benefits	28 BU	1.0 BU

TSB (in) **28 BU**

TSB (out) **1 BU**

G Estimate of Total Community Benefit -TCB

It is estimated that the wider community will use the footpath 80% of the time and the benefiting property owners 20%. There are no amenity benefits associated with the community benefit. If 20% of access benefits totals 14.5 BU for properties in and out of the scheme, then 80% will represent 58 BU.

TCB **58 BU**

H Calculate "Benefit Ratio" - R

$$\text{Benefits Ratio} = \frac{\text{TSB (in)}}{\text{TSB (in)} + \text{TSB (out)} + \text{TCB}} = \frac{28}{28 + 1 + 58} \quad \mathbf{0.321839}$$

I Maximum Total Levy (S)

Maximum Total Levy S = R X C **$73,147.59**

Council Contribution to Special Charge Scheme $154,132.41

Attachment 4

SCHEDULE 'C'

SPECIAL CHARGE SCHEME FOR FOOTPATH CONSTRUCTION

PIONEER ROAD, GROVEDALE

	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	3-7 Pioneer Road, GROVEDALE	63.07	2.53	60.54	1	$2,388.49	$1,747.44	**$4,135.93**
2	13 Pioneer Road, GROVEDALE	16.50	2.91	13.59	1	$2,388.49	$392.32	**$2,780.81**
3	15 Pioneer Road, GROVEDALE	16.94	2.62	14.32	1	$2,388.49	$413.33	**$2,801.83**
4	17 Pioneer Road, GROVEDALE	16.76	2.60	14.17	1	$2,388.49	$408.89	**$2,797.38**
5	1 Jennifer Court, GROVEDALE	30.48	9.23	21.25	0.5	$1,194.25	$613.49	**$1,807.74**
6	19 Pioneer Road, GROVEDALE	16.76	5.08	11.69	0.5	$1,194.25	$337.30	**$1,531.55**
7	21 Pioneer Road, GROVEDALE	16.76	2.07	14.69	1	$2,388.49	$423.96	**$2,812.45**
8	23 Pioneer Road, GROVEDALE	24.89	4.23	20.66	1	$2,388.49	$596.34	**$2,984.84**
9	1/25 Pioneer Rd, GROVEDALE	20.73	-	20.73	0.5	$1,194.25	$598.28	**$1,792.52**
10	27 Pioneer Road, GROVEDALE	20.12	-	20.12	0.5	$1,194.25	$580.70	**$1,774.94**
11	29 Pioneer Road, GROVEDALE	20.12	2.65	17.46	1	$2,388.49	$504.12	**$2,892.61**
12	31 Pioneer Road, GROVEDALE	20.12	2.98	17.13	1	$2,388.49	$494.56	**$2,883.06**
13	33 Pioneer Road, GROVEDALE	20.37	2.51	17.86	1	$2,388.49	$515.46	**$2,903.95**
14	35 Pioneer Road, GROVEDALE	15.24	-	15.24	0.5	$1,194.25	$439.92	**$1,634.17**
15	2 Westminster St, GROVEDALE	32.79	-	32.79	0.5	$1,194.25	$946.55	**$2,140.79**
16	37 Pioneer Road, GROVEDALE	15.24	-	15.24	1	$2,388.49	$439.92	**$2,828.41**
17	39 Pioneer Road, GROVEDALE	22.54	-	22.54	1	$2,388.49	$650.64	**$3,039.13**
18	41 Pioneer Road, GROVEDALE	16.76	2.70	14.07	1	$2,388.49	$406.03	**$2,794.52**

	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 ($)**
19	43 Pioneer Road, GROVEDALE	16.76	2.94	13.83	1	$2,388.49	$399.16	**$2,787.65**
20	45 Pioneer Road, GROVEDALE	16.76	3.12	13.64	1	$2,388.49	$393.85	**$2,782.34**
21	47 Pioneer Road, GROVEDALE	16.76	2.74	14.03	1	$2,388.49	$404.88	**$2,793.37**
22	49 Pioneer Road, GROVEDALE	16.76	3.25	13.51	1	$2,388.49	$390.04	**$2,778.53**
23	51 Pioneer Road, GROVEDALE	16.76	2.98	13.79	1	$2,388.49	$398.03	**$2,786.53**
24	53 Pioneer Road, GROVEDALE	16.76	-	16.76	1	$2,388.49	$483.91	**$2,872.40**
25	55 Pioneer Road, GROVEDALE	16.76	3.98	12.79	1	$2,388.49	$369.08	**$2,757.57**
26	57 Pioneer Road, GROVEDALE	16.76	3.01	13.76	1	$2,388.49	$397.17	**$2,785.66**
27	59 Pioneer Road, GROVEDALE	18.29	2.90	15.39	1	$2,388.49	$444.25	**$2,832.74**
28	59A Pioneer Road, GROVEDALE	15.24	-	15.24	0.5	$1,194.25	$439.92	**$1,634.17**
							Total	**$73,147.59**

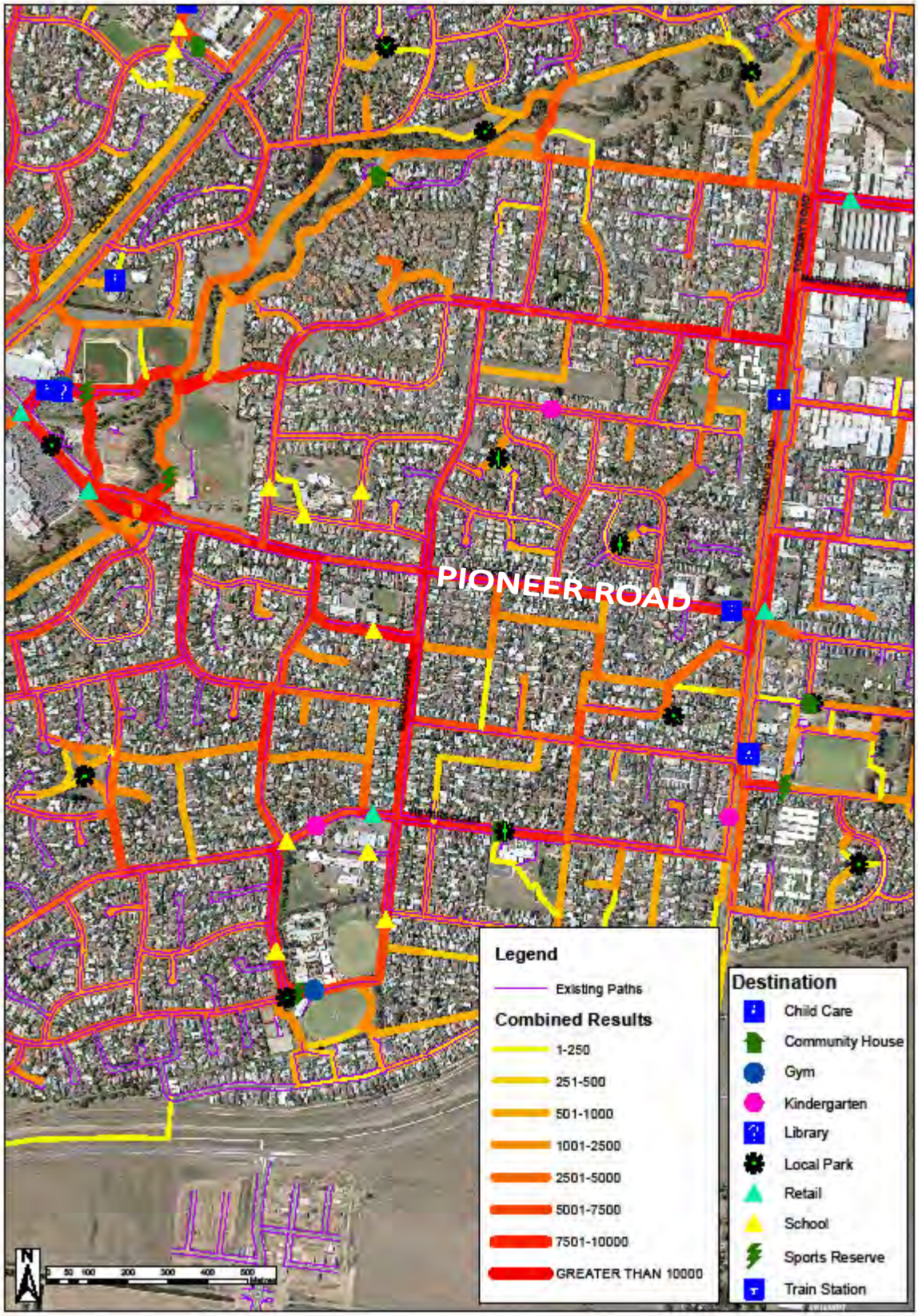
Attachment 5

Plan

Properties inlcuded in the proposed scheme — Location of proposed footpath — Pedestrian count locations

Attachment 6

Grovedale PPN



Attachment 7

Results of Pedestrian Survey

PIONEER RD Pedestrian Counts

Morning is 7am - 11am, Afternoon is 2.30pm - 7.30pm

Between Torquay Rd and Birkinhead Dve

	Peds walking along South side of Pioneer				Peds walking on North side of Pioneer Rd				Peds on South side crossing to North side of				Peds on North side crossing to South side of				SIDE STREETS	
	Able Adult Peds	Students	Elderly	Adult+Pram	Able Adult Peds	Students	Elderly	Adult+Pram	Able Adult Peds	Students	Elderly	Adult+Pram	Able Adult Peds	Students	Elderly	Adult+Pram	Peds to & From Torquay Rd	Peds to & From Jennifer Crt
Morning - 10/11/16	7	1	0	1	28	6	0	1	14	2	0	0	5	0	0	0	44	0
Afternoon - 10/11/16	9	3	0	0	56	4	5	2	11	2	0	0	11	0	0	1	47	4
Morning - 11/11/16	12	1	0	0	27	9	1	4	8	0	1	2	7	0	0	0	40	2
Afternoon - 11/11/16	18	6	0	0	151	16	6	8	9	0	0	0	10	0	0	0	173	5

Between Birkinhead Dve and Ainslie Ave

	Peds walking along South side of				Peds walking on North side of Pioneer				Peds on South side crossing to North				Peds on North side crossing to South				SIDE STREETS		
	Able Adult Peds	Students	Elderly	Adult+Pram	Able Adult Peds	Students	Elderly	Adult+Pram	Able Adult Peds	Students	Elderly	Adult+Pram	Able Adult Peds	Students	Elderly	Adult+Pram	Peds to & from Birkinhead Dve	Peds to & From Kerne Crt	Peds to & From Westminster St
Morning - 10/11/16	13	1	0	1	25	12	0	2	4	0	0	1	4	1	0	0	11	1	3
Afternoon - 10/11/16	9	3	0	0	38	16	0	3	4	1	0	1	8	0	0	0	19	5	1
Morning - 11/11/16	10	1	0	0	18	15	0	4	7	0	0	1	8	0	0	1	15	9	3
Afternoon - 11/11/16	14	3	0	0	50	31	1	5	4	2	0	0	7	1	0	0	27	4	10

Between Ainslie Ave and Beltana St

	Peds walking along South side of				Peds walking on North side of Pioneer				Peds on South side crossing to North				Peds on North side crossing to South				SIDE STREETS	
	Able Adult Peds	Students	Elderly	Adult+Pram	Able Adult Peds	Students	Elderly	Adult+Pram	Able Adult Peds	Students	Elderly	Adult+Pram	Able Adult Peds	Students	Elderly	Adult+Pram	Peds to & From Ainslie Ave	Peds to & From Beltana St
Morning - 10/11/16	**16**	**3**	**0**	**1**	**28**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**
Afternoon - 10/11/16	11	1	1	0	33	11	2	1	1	2	0	0	2	0	0	0	14	44
Morning - 11/11/16	5	3	0	0	26	13	3	2	3	0	0	0	5	0	0	0	19	7
Afternoon - 11/11/16	6	10	1	1	34	24	4	3	1	6	0	0	3	0	2	0	17	18

Between Beltana St and Burdoo Dve

	Peds walking along South side of				Peds walking on North side of Pioneer				Peds on South side crossing to North				Peds on North side crossing to South				SIDE STREETS	
	Able Adult Peds	Students	Elderly	Adult+Pram	Able Adult Peds	Students	Elderly	Adult+Pram	Able Adult Peds	Students	Elderly	Adult+Pram	Able Adult Peds	Students	Elderly	Adult+Pram	Peds to & From Coventry Crt	Peds to & From Burdoo Dve
Morning - 10/11/16	21	12	0	3	31	15	0	1	10	8	0	1	12	15	0	0	12	57
Afternoon - 10/11/16	38	27	0	2	38	19	0	1	12	22	0	0	6	17	0	1	8	76
Morning - 11/11/16	27	23	2	1	30	13	5	1	11	6	1	0	8	17	1	0	6	77
Afternoon - 11/11/16	19	4	0	5	42	26	1	4	6	21	0	2	13	5	0	0	8	79

Attachment 8

Photos of South side of Pioneer Road

Attachment 9

PROCESS CHART

SPECIAL CHARGE PROJECTS – (Section 163 – Local Government Act 1989)

PIONEER ROAD, GROVEDALE – 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. 15 March 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. 26 March 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. 26 April 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.

9. MUNICIPAL SOLID WASTE AND GREEN ORGANICS HAULAGE SERVICES

Source: **City Services - Environment & Waste Services**
Director: **William Tieppo**
Index Reference: **T1600014**

Purpose

The purpose of this tender is to establish a panel of suppliers to provide bulk Haulage Services that Council will require for the transport of municipal solid waste and green organic materials throughout the municipality.

Background

The current haulage of green organics will be from the Moolap Transfer Station to processing sites and farms in the region. The current haulage of municipal solid waste will be from the Moolap Transfer Station to the Drysdale landfill and when required to Wyndham Landfill.

Council has sought tenders on 29 October 2016 for a panel of suppliers to provide bulk Haulage Services throughout the municipality for a period of three (3) years with a further two (2), one (1) year options available at the discretion of Council. A total of six (6) companies provided tender submissions for this service. Three (3) tender submissions did not satisfy specification requirements and were not considered further.

Key Issues

- Tender submissions included an extensive schedule of rates for various hire periods and hours per week. The estimated current annual value of the service associated with this contract is $1.3M.
- The average weekly use based on historical data requirements per truck would fall within the 40/50 hour per week dollar scheduled rate. Over the last 12 months, three (3) truck/trailers were utilised daily for five (5) days per week
- As the quantities of material to be hauled and the locations of the collection and delivery sites may vary, the format of this contract is on hourly plant hire at varying time commitments. Council will endeavour to commit most vehicles to long term hire (set hours per week for up to three years), however there potentially will be a requirement that a portion of the hire will be on a reduced hire period. The panel selected and the rates provided, allow the flexibility to accommodate this. Approximately 20,000 tonnes of municipal solid waste and 31,000 tonnes of green organic material is transported per annum.
- Tenders were assessed based upon capability, economic contribution to the Geelong region and past performance. With the formation of a Panel, Council can select the best priced provider to undertake the required services based on a range of options within the schedule of rates.
- Council cannot guarantee hours of engagement under this contract as there are various uncertainties in both the municipal solid waste and greenwaste haulage scenarios that need to be accommodated for. The contract has been structured to allow for this and the panel chosen best suits this structure.
- A detailed evaluation of all tender submissions has been undertaken by an evaluation panel of Council officers.

L Gardner moved, P Dorling seconded -

That Council:

1) accept the tender submissions from :

D.P. & J.L. Dunoon Pty Ltd trading as Newcomb Sand & Soil Supplies

Four Seasons Waste Pty Ltd as Trustee for Four Seasons Waste Unit Trust

Vegetation Management and Green Waste Recycling Service P/L trading as Green Care Mulching for Tender No T1600014 – Panel arrangement for Municipal Solid Waste and Green Organics Haulages Services for the associated schedule of rates (exclusive of GST). The period of the contract will be for three (3) years with a further two (2), one (1) year options available at the discretion of Council.

2) the Chief Executive Officer be authorised to sign the contract documents for and on behalf of the City of Greater Geelong.

Carried.

Attachment 1

Discussion

Stage One – Mandatory Criteria

Mandatory Requirements do not apply to this Tender.

Stage Two – Comparative Criteria

Tender submissions were assessed based on the tender response in the following areas:

Criteria
Customer Service
Economic Contribution to the Geelong Region
Environment and Risk Management
Financial Capacity
Price
Quality
Technical Capability to meet specification

The tender submissions for DRW Investments Pty Ltd Trading as Wettenhalls; Lociuro Nominees Trading as Allied Transport Services; and P.J. & T McMahons were deemed non conforming as they did not satisfy the vehicle specification requirements.

At the conclusion of the evaluation of the tender submissions the following three (3) companies were the highest ranked tenders.

Tenderer (in alphabetical order)
D.P. & J.L. Dunoon Pty Ltd trading as Newcomb Sand & Soil Supplies
Four Seasons Waste Pty Ltd as Trustee for Four Seasons Waste Unit Trust
Vegetation Management and Green Waste Recycling Service P/L trading as Green Care Mulching

Those that tendered with an overall score of 80 points or above were deemed to have the experience and resources to undertake the service. The tenderers who achieved this score were then assessed on a value for money basis.

The three (3) tenderers that scored 80 points or more were subsequently deemed to have provided value for money submissions by the evaluation panel. This was based upon an assessment of their capability, experience, methodology, customer service, quality, flexibility, price, responsiveness and their ability to meet specifications, thus demonstrating their ability to successfully deliver the service, while providing value for money to Council. Each of the recommended panel members were contracted under the previous Haulage contract. The evaluation panel assessed that due to COGG's Municipal Solid Waste and Green Organic Materials haulage program requirements, that all recommended panel members will be utilized and allocated work via this contract.

Financial Implications

This is a schedule of rates tender and will rely upon the amount of funds allocated in Council's various recurrent budgets. The current budget allocation for this service is approximately $1.3M. This annual allocation is expected to reduce once Council's greenwaste processing site becomes operational. The term of the Contract for the provision of this service shall be for a period of three (3) years with a further two (2), one (1) year options available at the discretion of Council.

Stakeholder Consultation and Communication

There are no communication issues associated with the acceptance of this tender. Council's representative will liaise with affected community groups.

Policy/Legal/Statutory Implications

The requirements of Section 186 of the Local Government Act have been complied with for this tender. There are no other policy, legal or statutory implications associated with this tender process

Conflict of Interest

No officers or contractors involved in the preparation of this report have a direct or indirect interest in matters to which this report relates

ASSEMBLY OF COUNCIL RECORD

Chief Executive Officer: **Kelvin Spiller**
Source: **Legal Services and Governance**

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 28 March 2017)

Assembly Details	Administrators	Officer Attendees	Agenda Items	Conflict of Interest Disclosures
Strategic Workshop **22 February 2017**	Dr Kathy Alexander Laurinda Gardner	K Spiller (CEO) B Luxford (GM) L Quinn (GM) M Kelly (A/GM) W Tieppo (GM) T Hellsten (A/GM) A Keen (EXEC/MGR) G Russell (MGR) R Pedretti (MGR) M Kuhn (MGR) S Sodomaco (MGR) K Fulton (CO ORD)	2017-18 Budget Discussion: • Rating Strategy • Fees and Charges Introduction • Mandatory Funding Requests • Review of Core Capital Program • Disbursements • Indicative Efficiency & Operational Savings	• Nil
1 March 2017	Dr Kathy Alexander Laurinda Gardner	K Spiller (CEO) B Luxford (GM) L Quinn (GM) L Hill (A/GM) W Tieppo (GM) J Thomas (Advisor to the CEO)	• Sale of GREP Properties • Sale of other Council Properties • Sales Budget for 2017/18 • Licence Payment Northern Arc Project	• Nil.
Budget Briefing & Strategic Workshop 8 March 2017	Dr Kathy Alexander Laurinda Gardner Peter Dorling	K Spiller (CEO) B Luxford (DIR) J Maloney (DIR) T Hellsten (A/DIR) W Tieppo (DIR) L Quinn (DIR) M Kelly (MGR) K Fulton (CO ORD) S Broadbent (MGR) K Paton (MGR) R Thomas (MGR) T McDonald (MGR) L Hill R Leonard (SNR MGR) P Manolis (CEO Geelong Regional Library Corporation)	• Budget Briefing • Geelong Library Services Review • Additional Bin Service Stage 2 • Hard Waste Collection • Face to Face Customer Services Review	• Nil

Assembly Details	Administrators	Officer Attendees	Agenda Items	Conflict of Interest Disclosures
Council Briefing **14 March 2017**	Dr Kathy Alexander Laurinda Gardner Peter Dorling	B Luxford (DIR) W Tieppo (GM) L Hill A Keen (EXEC/MGR) J Moloney (DIR) R Leonard (SNR MGR) R Pedretti (MGR) S Sodomaco (MGR) G Russell (MGR) V Notting (CO ORD) A Noonan (A/CO ORD)	• Free Parking Review • Pioneer Road, Grovedale – Proposed Footpath Construction SRC344 – Declaration of Charge • Municipal Solid Waste and Green Organics Haulage Services • Delegation to the CEO for the Construction of the Green Organics Composting Facility, the Drysdale Sports Precinct, the Rosedale Community Hub and the Johnstone Park Raingarden • Revocation of Flood Prone Area Designation of New Lots at Lara Central, Stage 6 • Purnell Road (Corio West) Child and Family Centre • Community Grants Program 2016/2017 – Summary of Allocations – 1 July 2016 to 31 December 2016	• Nil.
Community Engagement *(Leopold)* **15 March 2017**	Dr Kathy Alexander Laurinda Gardner Peter Dorling	K Spiller (CEO) T Hellsten (A/DIR) R Thomas (A/DIR) M Kuhn (A/DIR) J Moloney (DIR) B Luxford (DIR) G Russell (MGR) V Shelton (MGR) M McKenzie (OFF) S Rayner (CO ORD)	• Opportunity for residents to raise general questions.	• Nil.

PLANNING DELEGATIONS – FEBRUARY 2017

Source: **Planning & Development - City Development**
Director: **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 - FEBRUARY 2017

App Number	Location	Application Type	Decision	Description	Authority
PP-1252-2016	215 Aberdeen Street, NEWTOWN VIC 3220	Use and Development of a Child Care Centre, Creation of an Access to a Road Zone - Category 1, and Display Business Identification Signage	3/2/2017	NOD - DHP - Planning Permit	Development Hearings Panel
PP-553-2016	99 Orton Street, OCEAN GROVE VIC 3226	Construction of Two (2) Dwellings Greater than 7.5m in Height above Natural Ground Level, Two (2) Lot Subdivision and Removal of Vegetation	3/2/2017	NOD - DHP - Planning Permit	Development Hearings Panel
	99 Orton Street, OCEAN GROVE VIC 3226	Construction of Two (2) Dwellings Greater than 7.5m in Height above Natural Ground Level, Two (2) Lot Subdivision and Removal of Vegetation	28/2/2017	PI - Delegate - No Appeal Lodged	Delegated Authority
PP-626-2016	2-130 Alexander Avenue, LEOPOLD VIC 3224	Development of a Telecommunication Facility	14/2/2017	PI - No Appeal Lodged Permit Issued	Development Hearings Panel
PP-684-2014	1450 Ballan Road, ANAKIE VIC 3213	Use and Development of a Class B Broiler Farm and Associated Buildings and Works, Removal of Vegetation (including Native), a Two Lot Subdivision (Boundary Realignment) and Creation of Access to a Road Zone Category 1	17/2/2017	NOD - DHP - Planning Permit	Development Hearings Panel
PP-690-2014/A	55 Maud Street, GEELONG VIC 3220	Use of Existing Building for Student Accommodation	17/2/2017	NOD - DHP - Planning Permit	Development Hearings Panel
PP-909-2016	137 Pakington Street, GEELONG WEST VIC 3218	Partial Demolition of Existing Building, Alterations and Additions Associated with a Food and Drink Premises, Use of Land for the Sale and Consumption of Liquor, Display of Business Identification Signage, Reduction in car parking requirements, loading and unloading and bicycle requirements	17/2/2017	NOD - DHP - Planning Permit	Development Hearings Panel
PP-963-2016	146 The Terrace, OCEAN GROVE VIC 3226	Development of the Land for Two Dwellings and a Two (2) Lot Subdivision	14/2/2017	PI - Delegate - No Appeal Lodged	Delegated Authority
PP-1016-2016	33 Roebuck Street, NEWTOWN VIC 3220	Partial Demolition and Buildings and Works Associated with Alterations and Extension to an Existing Building	13-Feb-2017	NOD - Delegate	Objectors - 1

PP-1071-2016	17 Skene Street, NEWTOWN VIC 3220	Partial Demolition, Buildings and Works to Construct a Dwelling Extension, Skylights and Covered Pergola in a	14-Feb-2017	NOD - Delegate	Objectors - 2
PP-1157-2016	25-31 Caddys Road, LARA VIC 3212	Staged Seven (7) Lot Subdivision and Removal of a Drainage Easement from Lot 1 on PS 605534P	23-Feb-2017	NOD - Delegate	Objectors - 1
PP-1229-2016	2 View Street, BELMONT VIC 3216	Construction of Three (3) Dwellings and a Three (3) Lot Subdivision	20-Feb-2017	NOD - Delegate	Objectors - 5
PP-1265-2016	7 Mt Pleasant Road, BELMONT VIC 3216	Building and Works Associated with the Construction of Three Dwellings	21-Feb-2017	NOD - Delegate	Objectors - 2
PP-1275-2016	32 Wattle Bird Crescent, BARWON HEADS VIC 3227	Construction of Two (2) Dwellings and a Two (2) Lot Subdivision	13-Feb-2017	NOD - Delegate	Objectors - 1
PP-1279-2016	8 Larcombe Street, HIGHTON VIC 3216	Construction of Three (3) Dwellings and Three (3) Lot Subdivision	8-Feb-2017	NOD - Delegate	Objectors - 1
PP-1406-2016	3 Ocean Mist Court, ST LEONARDS VIC 3223	Buildings and Works for the Construction of a Dwelling over 7.5 metres in Height	20-Feb-2017	NOD - Delegate	Objectors - 3
PP-567-2016	1/29 Bluff Road, ST LEONARDS VIC 3223	Development of the Land for Two (2) Dwellings and Two (2) Lot Subdivision	14-Feb-2017	NOD - Delegate	Objectors - 2
PP-644-2016	122-160 Grubb Road, OCEAN GROVE VIC 3226	Removal of Native Vegetation and Construction of Three Access Points onto a Road Zone- Category One.	17-Feb-2017	NOD - Delegate	Objectors - 41
PP-670-2016	7/6-8 Shepherd Court, NORTH GEELONG VIC	Use of the Land for a Photographic Studio	20-Feb-2017	NOD - Delegate	Objectors - 2
PP-754-2016	250 Latrobe Terrace, NEWTOWN VIC 3220	Use and development of the land for a Car Wash, Signage and alteration ro a Road Zone Category 1.	28-Feb-2017	NOD - Delegate	Objectors - 4

CLOSE OF MEETING:

As there was no further business the meeting closed at 7.15pm Tuesday, 28 March 2017.

Signed: _____
Dr Kathy Alexander (Chair)

Date of Confirmation:_____