MINUTES

COUNCIL MEETING

TUESDAY 24 AUGUST 2021
6:00 PM

Virtual

LIVE STREAMED ON THE CITY'S WEBSITE:
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COUNCIL:
Cr S Asher (Bellarine Ward) - Mayor
Cr T Sullivan (Bellarine Ward) - Deputy Mayor
Cr J Mason (Bellarine Ward)
Cr E Kontelj (Brownbill Ward)
Cr S Mansfield (Brownbill Ward)
Cr P Murrihy (Brownbill Ward)
Cr B Harwood (Kardinia Ward)
Cr B Moloney (Kardinia Ward)
Cr R Nelson (Kardinia Ward)
Cr A Aitken (Windermere Ward)
Cr K Grzybek (Windermere Ward)

CITY OF GREATER GEELONG

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Present: Cr S Asher (Mayor), Crs A Aitken, K Grzybek, B Harwood, E Kontelj, S Mansfield, J Mason, P Murrihy, B Moloney, R Nelson, T Sullivan.

In Attendance: M Cutter (Chief Executive Officer), G Smith (Director Planning, Design and Development), G Wilson-Browne (Director City Services), S McKew (Manager Governance).

1. PROCEDURAL MATTERS

1.1. Acknowledgement of Country

Council acknowledges Wadawurrung Traditional Owners of this land and pays its respect to all Elders past and present and to all Aboriginal and Torres Strait Islander People who are part of the Greater Geelong community today.

Acknowledgement

Crs Mason and Kontelj acknowledged the situation in Afghanistan and the impact it is having on our multicultural community.

1.2. Apologies

Nil

1.3. Leaves of Absence

Cr Sullivan moved, Cr Mansfield seconded -

That Leave of Absence be granted to Cr Mason for the period 15 October 2021 to 14 November 2021 inclusive.

Carried

1.4. Declarations of Conflicts of Interest

Cr Grzybek declared a conflict of interest in Agenda Item 2.5 GMHBA Stadium Stage 5 Redevelopment, in that her manager is a trustee of the Kardinia Park Stadium Trust.

1.5. Confirmation of Minutes

Cr Sullivan moved, Cr Grzybek seconded -

That the Minutes of the Council Meeting held on 27 July 2021 be confirmed.

Carried

1.6. Public Question and Submission Time

The following questions were submitted prior to the Council Meeting. A written response will be provided via email:

1. *Angela Mangan - Urban Design Framework (UDF) for Pakington Street (Geelong West) and Gordon Avenue.*

2. *Susanne Wong - Urban Design Framework (UDF) for Pakington Street (Geelong West) and Gordon Avenue.*

3. *Louis De Koker - Geelong Planning Schemes – Waste Collection.*

4. *Jeanne Nel - Geelong's Urban Forest Strategy 2015 – 2025 and Geelong's Tree Management Policy for trees on public land.*

5. *John McArthur - Traffic risks in the Highton Primary/Bellaire Primary vicinity on Roslyn and South Valley Roads.*

6. *Vanessa Whittem - Council Planning Decisions.*

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7. *Rhonda Goodman - Closure of Geelong Saleyards.*

8. *Claude Eagles - Flooding risk in the Kardinia Creek Catchment.*

9. *Serafino De Simone (on behalf Sea-Change Village Nominees) - Draft Bellarine Peninsula Statement of Planning Policy.*

10. *Dr. Jane Mooney - Urban Design Framework (UDF) for Pakington Street (Geelong West) and Gordon Avenue.*

Angela Mangan asked the following in relation to the Urban Design Framework (UDF) for Pakington Street (Geelong West) and Gordon Avenue:

I live in the area that will be most seriously affected by the Interim Final Pakington Street North UDF. I would like to make a brief statement followed by two questions.

I live in one of the four heritage overlay streets located immediately to the east of proposed 4-storey building development on Pakington street (Pako). These are Wellington, Maitland, Anglesea and Waterloo Street, which have predominantly Victorian and Edwardian dwellings. The village style amenity of these streets is threatened also by the proposed 6, 8 and 10 storey development of the railyards site to the north, and the 8 storey Strand site to the west. Unbelievably, we are exposed on two sides to largescale development more appropriate to a CBD than a quiet, low-rise residential area with heritage charm! The negative impacts on our streets, among the narrowest in Geelong, are:

- Increased traffic flow as cars seek to avoid a gridlocked Pako;
- Further exacerbation of on street parking scarcity due to the overflow from new developments;

- Increased noise;
- Overshadowing (including that of solar panels);
- Loss of privacy as high-rise windows look over our low-rise backyards;
- Strain on existing ageing infrastructure, for example, narrow streets, sewerage and storm waterpipes, and
- Loss of our village vibe and charm. The very reason that has attracted people to join our community, the village-type lifestyle will be decimated. In its place will be a noisy, congested, stressful environment caused by terrible planning decisions.

I know what the impact of the Pakington Street North UDF will be like, I have first-hand experience of a Melbourne council's terrible urban planning. My partner and I escaped to Geelong West three years ago and have been delighted by our experience, what is now being proposed in Geelong West looks to us like a nightmare. The proposed building heights are even taller, and the predictable impacts will be even greater than we experienced in Melbourne. Unless Council listens and significantly reduces building height allowances, the amenity which residents currently enjoy will be a distant memory. Geelong, don't make even bigger mistakes than what have been made in suburban Melbourne!

My questions are:

Question 1

Taking into account all of the above issues and impacts, will Council further reduce the permitted building heights to 50% of what was included and detailed in the revised August 2021 Interim Final Draft Pakington North UDF? i.e. Will Council minimise the impact on Wellington, Maitland, Anglesea and Waterloo Streets by reducing the maximum Pako building height from four storeys to two storeys in this section?

Question 2

Will Council extend the Pakington Street Heritage Core from Wellington street so as to include Maitland, Anglesea and Waterloo street given the heritage overlay and period houses within these streets?

Response (City Planning & Economy):

Thank you, Angela, for your questions and the important points you have raised. We also note and thank you for the detailed submission made to the Interim Final UDF. Your questions and submission will, together with all submissions made during this round of consultation, be considered in preparing the final UDF to be presented to Council later this year.

Susanne Wong asked the following in relation to the Urban Design Framework (UDF) for Pakington Street (Geelong West) and Gordon Avenue:

Where is the traffic plan for the Pakington St UDF? The City of Greater Geelong is not sincere in asking the community to provide feedback on its Interim Final Pakington St and Gordon Ave Urban Design Framework (UDF). If the city were sincere it would have released the traffic management plan at the same time as the UDF.

The number of extra cars driven and parked that will need to be managed, will depend on the numbers of people moving around the area. The numbers of people, and therefore the number of cars, will be determined by the heights of the new buildings that may be constructed. A 10-storey building can be expected to result in twice the number of cars as a 5-storey building. Unless the community knows what provision will be made for cars, we cannot form sensible opinions about building heights.

The community engagement period should be extended, and definitely no final vote taken by council, until the UDF is complete, i.e. until it includes a traffic management plan. Otherwise the city's request for feedback is mere tokenism.

Question 1

Will Council extend the community engagement period until the traffic management plan is available to the community for scrutiny? And will Council guarantee that there will be no final vote by Council until the community has had a chance to consider the traffic management plan in the context of the proposed new design framework for Pakington Street north and Gordon Avenue?

Response (City Planning & Economy):

Thank you for your question, Susanne.

We are currently preparing a Traffic Network Assessment, which will be made public in advance of the final UDF being considered by Council later in the year. The outcomes of this assessment will inform the final UDF. The City does not currently plan to extend this phase of consultation.

Louis De Koker asked the following in relation to Geelong Planning Schemes – Waste Collection:

Private waste collection: It has come to my attention that it's not uncommon for the Geelong Planning Division to allow residential developments with private roads that are too narrow or not appropriately designed to be serviced by Council waste collection services.

Narrower roads enable developers to increase the number of units on a block and maximise short-term gain. The practice compels the residents/owners of units in such developments to secure and pay for a private waste removal service for the development. The costs of such a service over the lifetime of the development undermine housing affordability. In addition, the duplication of waste collection services increases environmental impact and undermine Geelong's commitment to sustainable development.

The practice contradicts the values and principles reflected in the City of Greater Geelong Sustainability Policy, the Sustainability Action Plan 2020-2022 and the Sustainability Framework and flies in the face of Geelong's One Planet Council - Australian Excellence status.

Question 1

Are there provisions in the Geelong Planning Scheme that can be applied by the City of Greater Geelong Environment and Waste Services to require developments to be designed to facilitate Council waste collection, unless there are compelling reasons to develop non-standard roads?

Question 2

If not, what are the steps you have taken, or will take, to ensure that the Geelong Planning Scheme supports public waste collection?

Response (City Planning & Economy):

Thank you for your questions, Louis.

For the majority of sites Council waste collection is the standard process. However, on occasions it may not be practical for the Waste Services Department to collect waste and a private contractor may be required.

Clause 55 of the Planning Scheme (a statewide policy) requires that waste enclosures should be located for convenient access by residents; it does not specifically require for waste to be collected by public or private means.

As part of a planning application, where medium-large multiple dwelling applications are proposed, officers work with the applicant to determine if waste collection will be undertaken by private or public contractors.

Jeanne Nel asked the following in relation to Geelong's Urban Forest Strategy 2015 – 2025 and Geelong's Tree Management Policy for trees on public land:

We support Geelong's Urban Forest Strategy 2015 – 2025 and Geelong's Tree Management Policy for trees on public land. The CoGG Tree Management Council Policy recognises that trees form an essential part of a healthy urban environment. It also states that "urban ecology applies to the genes, species and communities of all species within the municipality including trees and plants indigenous to the local area, Australian natives and introduced tree species".

The policy however only protects trees on private property to the extent that they are subject to protection under the City of Greater Geelong planning scheme. The Planning Scheme, with the exception of the overlay that applies to Ocean Grove, only requires permit applications for the removal of native Victorian trees.

While the Victorian Planning Provisions allow for the protection of significant and exotic vegetation, non-native trees, regardless of their value to the community, receive next to no protection in Geelong. With this in mind, could you provide the following information:

Question 1

From January 2015 to July 2021, how many trees did the City of Greater Geelong plant each year in RGZ2 and from December 2020, GRZ4 in Highton?

Response (City Services):

Thank you for your questions, Jeanne.

Between 2015 and 2020 a total of 13,824 trees were planted throughout the City. Of these, 120 trees were planted in the Highton area zoned RGZ2 and GRZ4 between 2015 and 2021. An annual breakdown is supplied.

Planting totals for GRZ4 and RGZ2 Highton

Plant Year	*Total*
2015	*11*
2016	*43*
2017	*24*
2018	*5*
2019	*9*
2020	*23*
2021	*5*
Grand Total	*120*

Question 2

From January 2015 to July 2021, how many trees on public and private land were felled each year in RGZ2 and from Dec 2020, GRZ4 in Highton: a. by the Council; and b. as a result of development permits that were granted in terms of the Geelong Planning Scheme?

Response (City Services):

a. *The City does not maintain records of tree removals for specific planning zone areas. In line with the goals of the Urban Forest Strategy we aim to have a net gain of trees planted each year. Between the years of 2015 to 2020 this net gain has increased from two trees planted for every tree removed, to three trees planted for every tree removed.*

b. *No tree removals have been approved in Highton as part of the Geelong Planning Scheme.*

John McArthur asked the following in relation to Traffic risks in the Highton Primary/Bellaire Primary vicinity on Roslyn and South Valley Roads:

We are concerned about increasing traffic risks in the Highton Primary/Bellaire Primary vicinity on Roslyn and South Valley Roads, including the bus stops at Morven Ct/Cobden St.

1. The Geelong Advertiser reported on 21 May 2021 assistant principal Ben Raidme of Belaire Primary School calling on authorities to urgently upgrade a South Valley Road crossing to avoid accidents (Calls made to upgrade South Valley Road school crossing in Highton after many near misses): “There have been a lot of near misses where drivers fail to see the crossing and have driven straight through it, causing crossing supervisors and parents to act quickly. In some recent examples, parents have had to physically pull their child back and jump out of the way.” However, VicRoads was reported as refusing to address concerns because they say most of the pedestrian traffic is “school related”;

2. It is increasingly dangerous to enter South Valley Road from side streets during peak hours (e.g. Shoubra Dr, Morven Ct, Vanessa Ave), especially when legally parked cars block sight lines of motorists; and

3. Children cross South Valley Road after disembarking from school buses. We see an increasing number of children taking risks crossing the road.

Question 1

How can Council and VicRoads collaborate more effectively to urgently ensure a higher level of road safety in Roslyn and South Valley Roads?

Response (City Services):

Thank you for your questions, John.

The City is aware of the matter raised regarding the upgrade of the existing school crossing on South Valley Road. On 17 August, Department of Transport representatives and City staff met with school representatives and the Belaire Primary School principal regarding the issue.

Question 2

What is a reasonable timeframe to address the risks faced to pedestrians, motorists and bus passengers in Roslyn and South Valley Roads?

Response (City Services):

The Department and the City are working with the school to assess improvement options and will be providing an update to the School Council in coming months.

Vanessa Whittem asked the following in relation to Council Planning Decisions:

I am aware of two recent applications for planning permits that Council failed to decide within the prescribed time, requiring the applicants to seek a review of the Council's failure to grant a permit:

1. Arc26 Pty Ltd v Greater Geelong CC [2021] VCAT 201 (10 March 2021) (4 Taylor Court, Highton)
2. Arc Townhomes Pty Ltd v Greater Geelong CC VCAT P408/2021 (2 Morven Court, Highton)
3.

Failure to decide the application within the prescribed time limits the Council's control over primary planning decisions and burdens residents who have to commit time and resources to meaningfully participate in VCAT proceedings.

Question 1

What is the Council doing to ensure that there is sufficient planning capacity and resources to enable it to decide permit applications within the prescribed time?

Response (City Planning & Economy):

Thank you for your question, Vanessa.

Under the Planning and Environment Act 1987, councils (statewide) are required to determine planning applications within sixty (60) statutory days, irrespective of their complexity.

Whilst an applicant can appeal to VCAT to have the decision determined by VCAT where councils do not meet this time frame, a council has the opportunity to advocate to VCAT what its decision would have been. Therefore, this does not limit the council's ability to advise of its position.

In the last financial year (20-21) Council received 2,147 planning applications; only 5 applications or 0.23% of all applications were appealed to VCAT for failure to determine.

Rhonda Goodman asked the following in relation to the Closure of Geelong Saleyards:

In August 2018 the Geelong Saleyards were shut down by the administrators for the COGG leaving hundreds of people without a place to buy and sell their stock, travelling to Ballarat, Colac, Mortlake, etc put an enormous cost to transport for the small farmer and also the Stock carriers. How sad to learn that the truck wash is the next blow for the livestock industry.

Yes, I agree that the position is not ideal but please leave the wash where it is until another can be built. Surely that is not too hard considering the amount of Livestock Carriers and others, including COGG street sweeper using this wash daily. Bio security is a high priority in animal welfare and clean transport vehicles are a must. Please do this industry a favour, leave the Truck Wash where it is until another facility is built.

Response (City Services):

Thank you for your question, Rhonda.

The City has engaged an independent consultant to undertake an options study to inform future decisions regarding the livestock truck wash at the former Geelong sale yard site. Through the study, truck wash users have been engaged including Goodman's. A report on the truck wash will be considered at the 26 October Council meeting.

The City street sweepers no longer use the truck wash facility.

Claude Eagles asked the following in relation to Flooding risk in the Kardinia Creek Catchment:

We are concerned about flooding risk in the Kardinia Creek Catchment area linked to known problems with the main water drainage system, summarised as follows in the 2014 Report on the Highton Drainage/Flood Study commissioned by the CoGG: “The majority of the problems relate to the characteristics of the catchment (topography, development density and age). The removal of the natural waterway and the installation of various main drains (typically built prior to the 1980’s) has resulted in limited capacity in the underground pipes, whilst a lack of clear overland flow paths results in surcharge and excess flows through private property.” Council adopted the report in 2015 but, instead of remedying the problems, it imposed Special Building Overlays on a number of Highton properties. These provide little protection to existing properties and increase insurance premiums.

Development in the area exacerbated flooding risks. In January 2016 waist-deep flooding occurred in the area again. A key property (2 Morven Court) with marshy ground and a dam that retained flood water, is now subject to an application for a development permit for 27 townhouses. The development will impact on the flow and velocity of flood water.

Question 1

What caused the failure of drainage-related infrastructure in Highton leading to the 2016 flooding of Vanessa Avenue and Morven Court?

Responses (City Services):

Thank you for your questions, Claude.

Following a significant rainfall event in 2016, the stormwater overtopped the basin flowing overland east towards the low-lying properties within Vanessa Avenue and Morven Court.

Question 2

How will flood damage to existing properties in that area be prevented in future?

Responses (City Services):

The outlet grill on the retarding basin was replaced with a tubular grill arrangement to enable leaf litter to either pass through or build-up in a location that did not block water flowing from the basin into the drain. Building and planning controls are in place to ensure that flood risk is not increased by new developments and ongoing monitoring of the drainage network ensures its optimal function for flood protection.

Serafino De Simone (on behalf of Sea-Change Village Nominees) asked the following in relation to Draft Bellarine Peninsula Statement of Planning Policy:

Please confirm that Phase-1 consultation in 2019 for the Bellarine DAL process considered "Public Engagement related to understanding the environment, landscape and lifestyle values the community want to protect" and that Phase-2 consultation in 2020 related to "Seeking feedback on a draft 50-year vision statement and draft policy approaches" and that neither of these consultation phases provided an opportunity to comment on specific details such as proposed changes to Settlement Boundaries at a property level as these were only published in reports released on June 29 2021.

Under the DELWP process, affected landholders and other interested parties, are being invited to make Submissions, which can be Private or Public, without any published commitment to how these Submissions will be reviewed. This is an unjust starting point. The Surfcoast DAL used an Independent Review Panel and Greater Geelong constituents are being subjected to an unknown and much lower standard of internal DELWP review.

We wish to address Council to provide context before formally requesting an answer in relation to our two questions that relate to item 2.9 of the Council agenda.

Response (City Planning & Economy):

Question 1

Thank you for your questions, Serafino.

Yes, this was the consultation program delivered by DELWP.

Question 2

Please confirm that Council's normal fair and just approach is to have an Independent Review Panel as part of the process to review and change Settlement Boundaries.

Response (City Planning & Economy):

Yes, when the City undertakes a planning scheme amendment the submissions are generally referred to a planning panel in accordance with the Planning and Environment Act.

In this case, the City is responding to the process put forward by the Minister for Planning and the option remains for the Minister for Planning to refer any or all submissions to the standing advisory committee.

The City's adopted settlement strategy says: 'the Distinctive Areas and Landscapes the most appropriate process to determine long term boundaries for the Bellarine'.

We agree that a robust, transparent and consultative process is an important part of planning processes. The officer's recommendation calls for DELWP to provide a public response to submissions and changes made to the SPP. The Minister referring the matter to an advisory committee does not automatically result in more transparency around the reason for the final decision by the Minister. There is no requirement for the Minister to make the advisory committee reports public.

Dr. Jane Mooney asked the following in relation to Urban Design Framework (UDF) for Pakington Street (Geelong West) and Gordon Avenue:

Letter to Council. Geelong West and Pakington St (Pako) are very special places with a unique Village Vibe surrounded by heritage homes. It is these elements that give the suburb its charm. As such it is a place that residents and visitors highly value. Council have a genuine opportunity to rejuvenate the Northern end of Pako. This should be embraced sincerely and result in development that is thoughtful and sensitive which enhances resident's enjoyment and liveability.

Unfortunately, the current Geelong West and Gordon Ave (Final Interim) urban design framework (UDF) (Aug 2021) (and henceforth, referred to as the proposed UDF) contains proposals for inappropriate building development that are ridiculously high (ranging from 4 – 10 stories) that would be deemed inappropriate in Melbourne suburbs let along Geelong West. The proposed building heights should be decreased by at least 50%. Furthermore, the "Woolies development" has only appeared on the latest plan and was buried on 1 map within the 150-page Plan. This 8-story development covering approximately half of the Pakington Strand site is enormous.

Residents have no knowledge of this proposal and have been denied the opportunity to consider the impact of this on local amenity. Pakington St already carries a lot of traffic. The northern end of Pakington St also has 2 primary schools nearby, which also add to traffic.

There is already development of high-rise apartment buildings on nearby Mercer St. Moreover, the council has identified the area around Geelong Train Station as suitable for the development of multiple high-rise apartment buildings. Both areas - Mercer St and around the train station have much better transport access (road and train).

High rise development is better suited to these areas. This would remove the deleterious impact high rise developments would have on residents and their houses in period suburb of Geelong West. This proposed over development will cause a myriad of problems for local residents, including:

- overshadowing, visual disturbance;
- noise, traffic
- parking
- overshadowing of residential solar panels
- lack of privacy; and
- the creation of wind tunnels etc – the list goes on.

Question 1

Will Council respect Geelong West residents and divert the building development proposed for the Northern end of Pakington St to more appropriate alternatives such as Mercer St and the area surrounding Geelong train station?

Question 2

Will Council decrease the proposed building heights in the Pako UDF by more than 50%?

Question 3

Will Council find a more appropriate location for the proposed Woolworths high rise development and will Council extend the public consultation period for this proposed development given it has only just appeared on the latest version of the UDF (Aug 2021)?

Response (City Planning & Economy):

Thank you for your questions, Jane.

The site you have identified is currently zoned as mixed-use, however, there are no height controls in the planning scheme to guide future development. It was therefore deemed prudent to address this gap in the UDF. Your questions will, together with all submissions made during this round of consultation, be considered in preparing the final UDF to be presented to Council later this year.

1.7. Petitions

Nil

2. REPORTS

2.1. Tivoli Drive, Curlewis - Traffic and Planning

Source: **City Services**
Director: **Guy Wilson-Browne**

Purpose

1. The purpose of this report is to respond to the Notice of Motion raised at the May 2021 Council meeting requesting a report to consider options for Tivoli Drive until the road is duplicated.

Background

2. The Jetty Road Urban Growth Plan (JRUGP) was adopted in 2007 and is included in the Greater Geelong Planning Scheme.

3. Tivoli Drive was delivered as a single carriageway road during Stage 1 of JRUGP and is planned to be duplicated to cater for Stage 2 of JRUGP. See maps at

4. **Attachment 2**.

5. The southern section of Tivoli Drive (from Stanley Avenue to Portarlington Road) and intersection at Portarlington Road was funded by a Development Contributions Plan (DCP) and delivered by the City, with the road opening to traffic in August 2020.

6. Residents have raised concerns regarding traffic volume, speeding drivers, noise, road width and lack of prior knowledge about the overall road network and extent of the JRUGP development.

7. The City has undertaken remedial works in response to community concerns, including installing speed humps, restricting parking and improved signage at an approximate total cost of $98,000.

Key Matters

8. Since the extension opened complaints have reduced but several residents still have concerns with the interim arrangement of Tivoli Drive.

9. At the Council meeting in May 2021, the Council endorsed a Notice of Motion (NOM) requesting the Chief Executive Officer prepare a report which considers alternatives in the operation and modification of Tivoli Drive until the road is duplicated. NOM items and detailed responses are provided in **Attachment 1**.

10. Items 1.1 – 1.7 were considered by the City, with an independent traffic assessment report at Attachment 2, provided by Ratio Consultants.

11. In their independent traffic assessment, Ratio Consultants:

    11.1. noted the current road cross section supports two-way traffic flow, and traffic volume is within the acceptable range of 4,000 – 5,000 vehicles per day; and

11.2. noted that indented parking, sealing Coriyule Road or closing Tivoli Drive (options 2, 3 and 4 respectively) would be costly, temporary and likely to cause further issues on Tivoli Drive and/or surrounding streets.

11.3. recommended installing the following measures:

11.3.1. a fully raised intersection treatment at the Coriyule Road/Tivoli Drive intersection;

11.3.2. fixed radar information signs;

11.3.3. two additional traffic calming devices between existing speed humps e.g. road cushion with splitter island; and

11.3.4. revert speed limit of Tivoli Drive between Portarlington Road and the Bellarine Rail Trail to 60km/hr.

11.4. recommended a continued holistic approach to traffic management through education, enforcement, engagement and infrastructure.

12. Ratio Consultants were engaged based on the items outlined in the NOM which did not include a noise assessment. They did not have the expertise to investigate noise as part of their report.

13. Following requests to expand the investigation to include vehicle noise, the City will engage a contractor to complete an acoustic assessment of Tivoli Drive, Curlewis

14. The projected timeline for Stage 2 JRUGP indicates a duplicated Tivoli Drive and Greenvale Drive would open in 2025-2026.

15. Due to the timing, further consideration will be given to Option 3 of Attachment 2 – partial closure of Tivoli Drive.

16. The City will investigate the feasibility of a partial road closure and following the investigation undertake community engagement.

RESOLUTION - Item 2.1

Cr Mason moved, Cr Sullivan seconded -

That Council:

1. **Note the findings of the independent traffic assessment and Notice of Motion Tivoli Drive, Curlewis report;**

2. **Note that a specialist acoustic assessment will be completed shortly for Tivoli Drive;**

3. **Further explore Option 3 partial closure of Tivoli Drive and Option 5 in Attachment 2 additional traffic calming as an interim solution until Tivoli Drive is duplicated; and**

4. **Endorse the City's approach to community engagement outlined in Attachment 1 including consultation on additional traffic calming and potential partial closure of Tivoli Drive, and ongoing engagement regarding traffic concerns and proactive engagement on Stage 2 of the Jetty Road Urban Growth Plan.**

Carried

Financial Sustainability

17. Ratio Consultants have provided a cost estimate only for the installation of traffic calming devices.

18. Costs range between $20,000 and $50,000 depending on the treatment.

19. Further site investigations and community engagement is required to determine the most appropriate treatment(s).

20. Funding for additional traffic calming of up to $50,000 can be re-allocated from the City Services 2021-22 budget through re-prioritisation of projects.

21. Community engagement will be delivered through existing channels where possible and utilise City owned facilities for drop-in sessions.

22. Funding for community engagement will be sourced from existing budget.

Community Engagement

23. The Notice of Motion was raised in response to continued concerns raised by some community members regarding traffic volume, noise, speeding drivers and road width.

24. The City has engaged with residents regarding their concerns and installation of traffic calming measures via letter drop, phone and email, and via a dedicated Have Your Say (HYS) page.

25. The City sent letters to over 700 property owners in April introducing the HYS page for Tivoli/Greenvale Drive.

26. In the eight weeks following the letter the HYS page received:

    26.1. A total of 720 views from 187 unique visitors;

    26.2. A total of 38 new contributions from 8 community contributors; and

    26.3. A total of 14 followers to receive notifications of web page updates.

27. The City will hold a community meeting to discuss the report following the August Council meeting.

28. The community meeting will be in person at a local venue (to be determined) subject to COVID-19 restrictions. Residents will be sent a letter with information on how to attend.

29. Following further investigation into a partial road closure and additional traffic calming measures the City will consult the community on the proposed options. This consultation will be through direct mail out, survey and HYS page.

30. The City will continue to engage with residents regarding road safety and amenity issues by providing regular updates via the HYS page and addressing individual concerns as they arise.

31. The City will engage with the community regarding Stage 2 of JRUGP as outlined in **Attachment 1**.

32. Landowners and interested parties will be notified by mail when the planning scheme amendment report goes to Council.

33. Landowners and interested parties will also be notified should the planning scheme amendment proceed to public exhibition.

34. Information regarding Stage 2 will also be made available via the City's website and HYS page.

35. Engagement may also include community drop-in sessions during the planning scheme amendment process.

Social Equity and Sustainability

36. In accordance with the intent of *Local Government Act 2020* principles, services are to be provided to the community on an equitable basis. Social equity and resident amenity regarding traffic is consistent with other residential properties on Category 3 – secondary distributor roads. The function of Tivoli Drive is unchanged from the JRUGP Stage 1, when the properties fronting Tivoli Drive were developed and dwellings constructed.

37. The report and independent traffic assessment are based on current research, best practice and analysis of local traffic data to enable transparent and equitable decision making in relation to the provision and investment in infrastructure.

38. The principle of sustainability is embedded in the recommended options through the consideration of short- and longer-term impacts, taking a 'best value' approach.

39. The existing and proposed traffic calming devices to be a temporary nature, so they can be repurposed when Tivoli Drive is duplicated as JRUDP Stage 2.

Relevant Law/Policy/Legal Implications

40. No policy or statutory implications result from the recommendation to undertake further traffic calming measures.

41. A future planning scheme amendment to progress stage 2 of JRUGP will follow statutory processes under the *Planning & Environment Act 1987*.

Alignment to Community Plan and Vision

42. This report aligns with Our Community Plan 2021-2025 strategic priority:
Sustainable growth and environment.

43. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
A fast, reliable and connected transport network.

Conflict of Interest

44. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

45. There is a risk that the community may not support the installation of additional traffic calming measures.

46. There is a risk that Stage 2 of JRUGP may not proceed in a timely manner as the timing is controlled by the landowners and developers. The continued demand for housing in the region minimises this risk.

Environmental Sustainability

47. There are no environmental implications associated with installing additional traffic calming.

Attachments

1. Tivoli Drive - Response to Notice of Motion [**2.1.1** - 17 pages]
2. Ratio Consultants Transport Assessment [**2.1.2** - 38 pages]

THE CITY OF
GREATER GEELONG

NOTICE OF MOTION – TIVOLI DRIVE, CURLEWIS

ATTACHMENT 1

CITY OF GREATER GEELONG

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Executive summary

The Jetty Road Urban Growth Plan (JRUGP) was adopted in 2007 and appears in the Greater Geelong Planning Scheme. The JRUGP will be constructed in two stages. Stage 1 is almost complete, and Stage 2 is expected to commence upon the approval of a planning scheme amendment.

The current cross section of Tivoli/Greenvale Drive[1] was constructed by developers during Stage 1 and will be duplicated to a boulevard style road during Stage 2. The City opened the Tivoli Drive extension (from Stanley Avenue to Portarlington Road) in August 2020 which connected Tivoli Drive to Portarlington Road. Prior to the extension, Tivoli Drive ended at Stanley Avenue.

Since opening the extension, the City has received feedback from some members of the community in relation to traffic volume, speeding drivers, noise, and road width. The City has since implemented several traffic calming measures including speed humps, line marking, parking restrictions, reduced speed limit, speed detection devices and intersection upgrade at Coriyule Road.

While the complaints have reduced, several residents still have concerns with the interim arrangement of Tivoli Drive.

At the Council meeting on 25 May 2021 a Notice of Motion was supported requesting the CEO prepare a report which considers various alternatives, costs and benefits in the operation and modification of Tivoli Drive until it is duplicated including

1.1 an overview of the proposed development, developer responsibilities and contributions, and larger feeder areas such as Jetty Road development, and related timelines;

1.2 potentially the continuation of the status quo;

1.3 opportunity for formalisation of inset parking on nature strips;

1.4 possibility of a partial closure of the road to prevent access to Tivoli Drive from the Portarlington Road C123;

1.5 completion of Hermsley/Geelong Road lights, connection with Coriyule Road, projected sealing options and timeline;

1.6 other traffic calming measures to reduce through traffic; and

1.7 the need for on-going community engagement to consider an overview of future planning and timelines.

The response to NOM items 1.1 and 1.7 has been prepared by the City. Items 1.2 – 1.6 were investigated by an independent consultant specialising in traffic and transport engineering. The full report is included in Attachment 2.

Stage 2 of the JRUGP requires a planning scheme amendment before construction can commence. It is anticipated that an amendment application will be lodged on behalf of landowners for Stage 2 later in 2021.

A Development Contributions Plan (DCP) will be prepared as part of the rezoning amendment for Stage 2. The duplication of Tivoli/Greenvale Drive will not be included as a DCP item and will be the responsibility of the developer to deliver this section of road.

Should the amendment be approved by the Minister for Planning, the approximate timeframes to complete the amendment and certify permits is approximately 24 – 36 months.

Based on this, a duplicated Tivoli Drive and Greenvale Drive could be delivered in 2025-2026, subject to the planning scheme amendment being approved.

Items 1.2 – 1.6 of the NOM, considers a series of options to address community concerns with traffic volume, noise, speeding drivers and road width. Table 1 provides a summary of these options and their potential impact.

[1] The north-south section of road between the Bellarine Rail Trail and the Coriyule Road intersection is named ‘Tivoli Drive’ and the section of road between the Coriyule Road intersection and shopping centre is named ‘Greenvale Drive’.

Table 1: Options assessment

NoM item	Description	reduce volume	reduce noise	reduce speeding drivers	increase road width
1.2 Continuation of the status quo	No further actions from the City. **Risks:** continued poor driver behaviour **Cost estimate**: minimal/as required to maintain current arrangement.	No	No	Over time	No
1.3 Formalisation of inset parking on nature strips	Installation of approximately 40 parking spaces to widen travel lanes. **Risks:** net reduction in on street parking and may increase traffic volumes, noise and drivers speeding **Cost estimate:** $600,000 (excluding reinstatement after road duplicated)	No	No	No	Yes
1.4 Partial closure of the road to prevent access to Tivoli Drive from the Portarlington Road C123	Considers one-way traffic on Tivoli Drive or a complete closure at Stanley Avenue. **Risks:** Traffic is distributed to smaller local roads **Cost estimate:** >$100,000	Yes, on Tivoli Drive, but will result in increase on alternative routes	Possibly, via a reduction in volume on Tivoli Drive, but will result in increase on alternative routes.	No	No
1.5 Completion of Hermsley/Geelong Road lights, connection with Coriyule Road, projected sealing options and timeline	Hermsley Road intersection is a Regional Roads Victoria (RRV) project. Option for the City to seal full length of Coriyule Road prior to Stage 2 JRUGP. **Risks:** City fully funds works without development contribution. Interim solution only as the road alignment changes during Stage 2. **Cost estimate:** $1,000,000	Yes	Possibly, via a reduction in volume.	No	No
1.6 Other traffic calming measures to reduce through traffic	Holistic approach to traffic calming through education, enforcement, infrastructure and engagement. **Risks:** Relies on support from external agencies and accountability of motorists. **Cost estimate:** $20,000 - $50,000.	No	No	Over time	No

Background

The JRUGP was adopted in 2007 and appears in the Greater Geelong Planning Scheme. The JRUGP will be constructed in two stages with Stage 1 almost complete and Stage 2 expected to commence upon the approval of a planning scheme amendment.

The current cross section of Tivoli/Greenvale Drive was constructed by developers during Stage 1 and will be duplicated to a boulevard style road during Stage 2.

The City constructed the Tivoli Drive extension and intersection at Portarlington Road in 2020. The works were fully funded by the City from Development Contribution Plan income. Prior to the extension, ended at Stanley Avenue and access to the area was via Hermsley Road or Jetty Road.

Tivoli Drive when first constructed was categorised as Access Street Level 2. After the extension of Tivoli Drive to Portarlington Road it has been categorised as a Collector Road as per the Municipal Road Management Plan.

Since opening, the City has received feedback from the community in relation to traffic volume, speeding drivers, noise, and road width.

In response to community concerns the City has,

- reduced the speed limit from 60km/hr to 50km/hr from Portarlington Road to Stanley Avenue
- introduced line marking and increased warning signage at the crossroads of Appleby Street with Tivoli and Greenvale Drive
- introduced parking restrictions on the west side of Tivoli Drive and near the intersection of Stanley Avenue to improve sightlines
- introduced speed humps to reduce speed and volume concerns
- upgraded the intersection of Coriyule Road/Appleby Street and Tivoli/Greenvale Drive with splitter islands to slow turning traffic
- requested support from Victoria Police to monitor and manage poor driver behaviour
- requested heavy vehicles accessing the local shopping centre and nearby developments seek an alternate route via Jetty Road to reduce truck movements on Tivoli/Greenvale Drive
- installed speed detection trailers on Tivoli Drive to alert drivers if they are speeding, and

The City also created a Have Your Say page as a source of information and updates on Tivoli/Greenvale Drive. The page has also provided an opportunity for residents to ask questions of the City.

The City sent letters to over 700 property owners in April 2021 announcing the HYS page for Tivoli/Greenvale Drive. In the eight weeks following the letter the HYS page received

- 720 views from 187 unique visitors
- 38 new contributions from 12 contributors (of the 12 contributors 4 were staff populating FAQ's prior to the page going live)
- 14 followers.

At the Council meeting in May 2021 a Notice of Motion was supported requesting the CEO prepare a report which considers various alternatives, costs and benefits in the operation and modification of Tivoli Drive until it is duplicated.

The Notice of Motion requested the following items be addressed:

1.1 an overview of the proposed development, developer responsibilities and contributions, and larger feeder areas such as Jetty Road development, and related timelines;

1.2 potentially the continuation of the status quo;

1.3 opportunity for formalisation of inset parking on nature strips;

1.4 Possibility of a partial closure of the road to prevent access to Tivoli Drive from the Portarlington Road C123;

1.5 Completion of Hermsley/Geelong Road lights, connection with Coriyule Road, projected sealing options and timeline;

1.6 Other traffic calming measures to reduce through traffic; and

1.7 The need for on-going community engagement to consider an overview of future planning and timelines.

This document addresses each of items raised in the Notice of Motion. Items 1.2 – 1.6 were investigated by an independent consultant specialising in town planning, traffic and transport engineering. The full report is included in ***Attachment 2.***

Notice of Motion items

RESPONSE TO ITEMS 1.1 AND 1.7

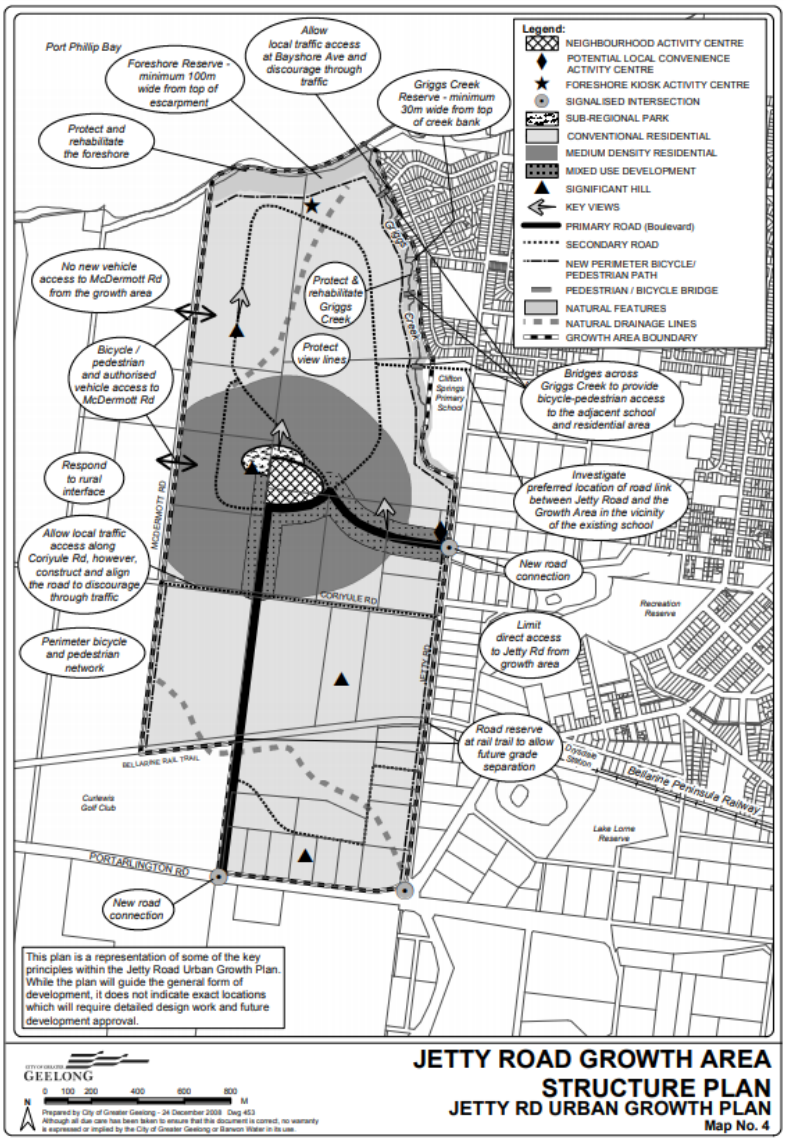
The response to Items 1.1 and 1.7 were provided by the City Planning and Economy Directorate.

Item 1.1: An overview of the proposed development, developer responsibilities and contributions, and larger feeder areas such as Jetty Road development, and related timelines

Proposed development

The Jetty Road Urban Growth Plan (JRUGP) was adopted in 2007 and appears in the Greater Geelong Planning Scheme at Clause 21.14 (Figure 1).

Figure 1: Jetty Road Urban Growth Plan 2007 (amended September 2008)



The JRUGP will be constructed in two stages with Stage 1 almost complete and Stage 2 expected to commence upon the approval of a planning scheme amendment (figure 2).

Figure 2: Jetty Road Urban Growth Plan Stage 1 and Stage 2



Stage 1 of JRUGP consists of 1,470 dwellings and a neighbourhood activity centre (Woolworths supermarket and specialty shops). Construction commenced in 2012 and at the time of this report, the final subdivision stage has been approved and only building permits are required. Once the final stage is complete there will be no further multi-lot subdivisions within Stage 1.

Stage 2 of JRUGP makes up one half of the Jetty Road Urban Growth Area. It includes 96.70 hectares of Farming Zone west of Stage 1, and 52.75 hectares Rural Living Zone south of the Bellarine Rail Trail.

Once developed, Stage 2 will contain the following features:

- Projected 1600 lots consisting of single and attached dwellings.
- Duplication of Tivoli Drive and Greenvale Drive.
- A 2-hectare hilltop park adjacent to the neighbourhood activity centre.
- Foreshore reserve similar to Stage 1.

- A local road network.
- A network of open space consisting of conservation reserves, parks, wetlands and stormwater retarding basins, shared paths and waterway trails.

The Jetty Road Growth Area Structure Plan identifies the main roads as Tivoli Drive/Greenvale Dive (north-south) and Centennial Boulevard (east-west).

Developer responsibilities and contributions

During the development of land, infrastructure is either delivered by the developer during works or constructed by the City via a Development Contribution. A Development Contribution Plan (DCP) formalises funding of shared infrastructure to support the development of an area.

Tivoli Drive (north of the Rail Trail) and Greenvale Drive were delivered by developers. While the construction of Tivoli Drive (south of the Rail Trail) and the Portarlington Road/Tivoli Drive intersection were DCP items completed by the City in August 2020.

A DCP will also be prepared as part of the rezoning amendment for Stage 2. At this time, the duplication of Tivoli/Greenvale Drive would not be included as a DCP item and would be the responsibility of the developer to deliver this section of road.

It is normally the responsibility of developers to deliver local road infrastructure at their cost to the satisfaction of the City. As a result, works are generally scheduled based on forecast lot sales to ensure developer viability.

Duplicating the road and bearing the costs up-front before Stage 2 is rezoned presents financial risk to the City as there would be no guarantee the funds would be recouped when development is complete. The City would also need to acquire land and commence a planning scheme amendment process which can take 2 years.

An alternative approach would be for the duplication to be included in the DCP. This option could provide greater control on timing of construction if the land can be compulsorily acquired. The necessary justification for the inclusion of the duplication and land acquisition as a DCP item has not been prepared.

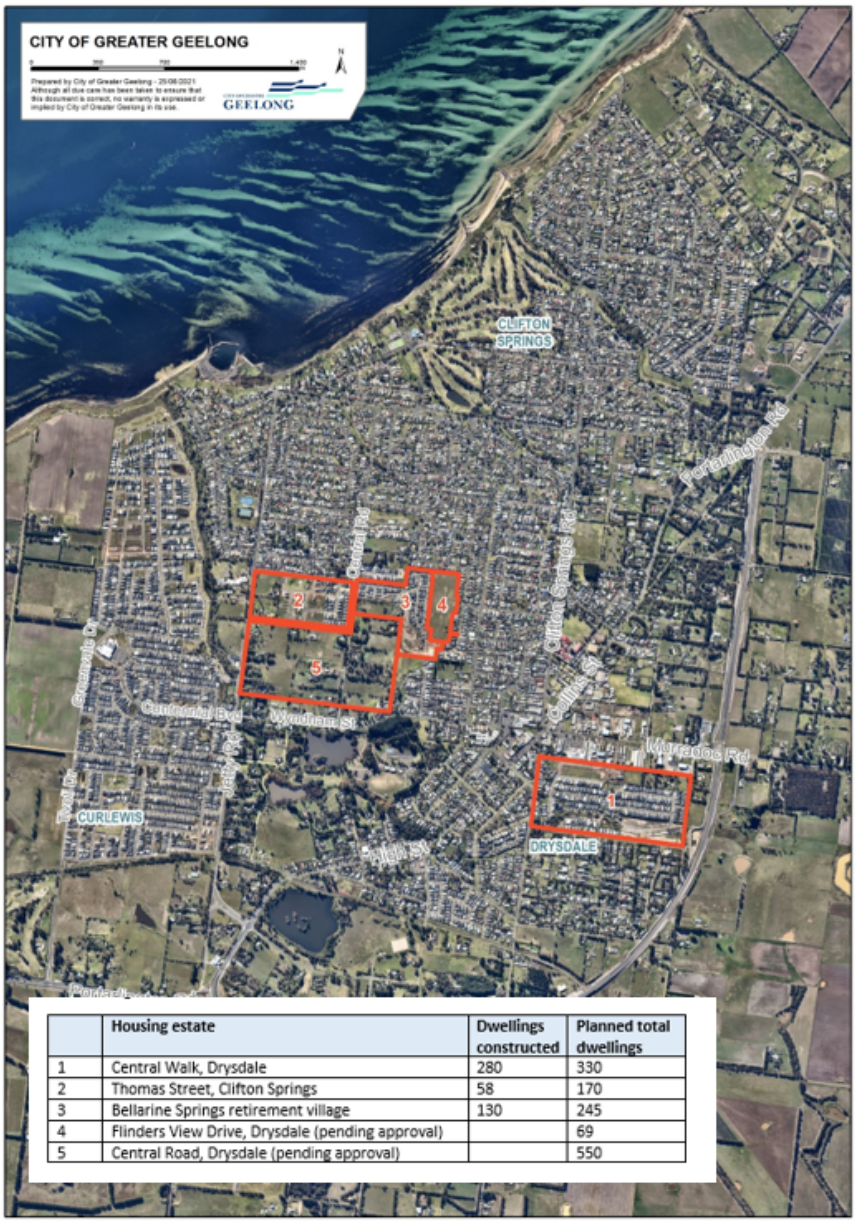
The cost to design and construct Tivoli Drive north of the Bellarine Rail Trail and Greenvale Drive, including a roundabout at the intersection with Coriyule Road, is approximately $6.4 million excluding GST [source: CardnoTGM email 1/7/2021]. This cost estimate has not been independently reviewed and does not include land acquisition.

Council officers are currently in discussion with the lead developer about the timely delivery of the duplication and the preferred option for delivery. Timely delivery of this critical infrastructure is supported by State planning policy and the Jetty Road Urban Growth Plan.

Nearby developments

There are several smaller housing estates currently under construction or planned in Drysdale/Clifton Springs (see figure 3). These developments will have little to no impact on Tivoli/Greenvale Drive due to their proximity and access to other roads.

Figure 3: Nearby housing estates



	Housing estate	Dwellings constructed	Planned total dwellings
1	Central Walk, Drysdale	280	330
2	Thomas Street, Clifton Springs	58	170
3	Bellarine Springs retirement village	130	245
4	Flinders View Drive, Drysdale (pending approval)		69
5	Central Road, Drysdale (pending approval)		550

Timeframes for Stage 2 of JRUGP

Council officers are currently in pre-application discussions with the lead developer and their consultants about the technical reports and planning documents required. This process is on-going, and a developer-initiated application is expected to be submitted in late-2021.

Once a formal planning scheme amendment and planning permit application have been lodged with the City, officers will assess the application and prepare a Development Contributions Plan. This can take 6 months before a report is presented at a Council meeting for approval to proceed to public exhibition.

If the amendment is then authorised by the Minister for Planning, the approximate timeframes would be:

- Complete the amendment and permit - 12-18 months
- Certify secondary consent permit conditions and subdivision plans - 12 months
- Construction commences including the duplication of Tivoli Drive and Greenvale Drive

Based on this, a duplicated Tivoli Drive and Greenvale Drive would open in 2025-2026, subject to the planning scheme amendment being approved.

Should the Council decide in the 2022/23 budget to assume responsibility and construct the road, the project would take approximately 24 months to complete. This would allow time for detailed design, land acquisition, regulatory approvals and construction. If a Public Acquisition Overlay is required, an additional 24 months would be required.

Item 1.7: The need for on-going community engagement to consider an overview of future planning and timelines.

The land identified as Jetty Road Stage 2 is zoned Farming Zone and Rural Living Zone. A planning scheme amendment which includes community engagement will be required to rezone the land to a residential zone prior to development.

As part of the preparation of the amendment, council officers will seek to inform the community about Stage 2. Methods of engagement may include drop-in sessions, information brochures and updates on the City's website.

The first step in the amendment process where the community is engaged is when the Council considers a report to prepare and exhibit the amendment. If an amendment application is lodged by the developer in 2021, this would likely be considered by the Council in 2022.

Prior to the Council meeting letters will be sent to directly affected landowners and other interested landowners and residents informing them of the timing of the meeting and the availability of the agenda to read the council report.

Anyone is able to attend the council meeting in-person or by video (subject to COVID-19 restrictions) and anyone is able to ask questions at the meeting or prior by written form using the City's normal processes.

Should the Council decide to proceed with the amendment and should the Minister for Planning authorise the Council as the planning authority, to prepare the amendment, exhibition and notice will be in accordance with Part 3 of the *Planning and Environment Act*. This means letters will be sent to interested and affected owners/occupiers, notices are published in local newspapers and documentation available on the Geelong Australia website.

The amendment documentation would include traffic and transport assessments, recommended road infrastructure requirements and staging of construction.

Anyone can lodge a submission to the amendment. Lodging a submission allows the submitter to be further engaged in the amendment process as follows:

1. The submission is considered by the planning authority at a Council meeting;
2. The submitter can participate in an independent planning panel hearing if one is required;
3. After receiving the panel's report, the Council at an ordinary meeting is required to decide whether or not to adopt the amendment; and
4. Were the amendment to be adopted, submitters would need to engage with the Minister for Planning in his role under the *Act* in deciding whether or not to approve the amendment.

The decision of the Minister is final and ends the planning scheme amendment process. There is no further community engagement other than notifying submitters of the minister's decision and placing a notice in newspapers and the Victoria Government Gazette.

RESPONSE TO ITEMS 1.2 – 1.6

Items 1.2 and 1.6 were investigated by Ratio Consultants and have been summarised below by council officers. The full report from Ratio Consultants is included in Appendix 3.

Item 1.2: Potentially the continuation of the status quo

Following the opening of the Tivoli Drive extension the City received complaints from residents regarding an increase in traffic, speeding drivers and road width. Following this feedback, the City implemented speed humps, parking bans, splitter islands, speed detection trailers and other intersection improvements. The City also created a webpage to keep local residents informed.

Enquiries via RFS regarding Tivoli Drive have since dropped from 60 requests between August – December 2020 to 14 this calendar year.

Continuation of the status quo would see no further works or actions outside of what has already been committed to.

Item 1.3: Opportunity for formalisation of inset parking on nature strips

Ratio conducted site observations in June 2021. They noted that when northbound vehicles kept to the left there is enough road width for two vehicles to pass each other, even with parked vehicles on the eastern side of Tivoli Drive. Some motorists chose to give way regardless resulting in minimal delay.

Indented car parking along the eastern side of Tivoli/Greenvale Drive would widen the trafficable road to approximately 7 metres compared to the existing 5.2 metres (with a car parked kerbside).

Implementing indented parking would require the removal of kerb and channel and street trees, relocation of underground utilities and the construction of a hardstand area. When the duplication of Tivoli/Greenvale Drive occurs, the indented spaces would be removed as a dedicated parking lane will be provided on-road.

While indented parking addresses the residents' concerns with road width, it may encourage increased use of Tivoli Drive and see volumes and speeding drivers increase. Indented parking would not be linked to individual properties and there would be an overall reduction in on-street parking.

A single indented parking space is estimated at $5,000 - $20,000. Over 40 spaces would be required along Tivoli/Greenvale Drive costing over $20,000 each due to the high number of services within the nature strip. The cost of the project is estimated at over $800,000 (excluding reinstatement) and relies on a suitable alternative location for services.

Item 1.4: Possibility of a partial closure of the road to prevent access to Tivoli Drive from the Portarlington Road C123

A partial closure would see traffic limited to one way only along Tivoli Drive between Portarlington Road and Coriyule Road. A full closure would see Tivoli Drive truncate at Stanley Avenue.

Any closure of Tivoli Drive would be in place until Tivoli/Greenvale Drive is duplicated. The duplication is not expected for 3-4years so temporary signage would not be suitable and a more permanent solution would be required.

A partial or full closure would result in part or all traffic currently using Tivoli Drive to use Jetty Road or Hermsley Road and Coriyule Road to access the Growth Area (figure 5).

Figure 4: Potential Road Closure at Tivoli Drive and Portarlington Road



This would result in increased traffic on Coriyule Road which is unsealed and increased volumes at the Appleby Street/Jetty Road intersection, which is unsignalised.

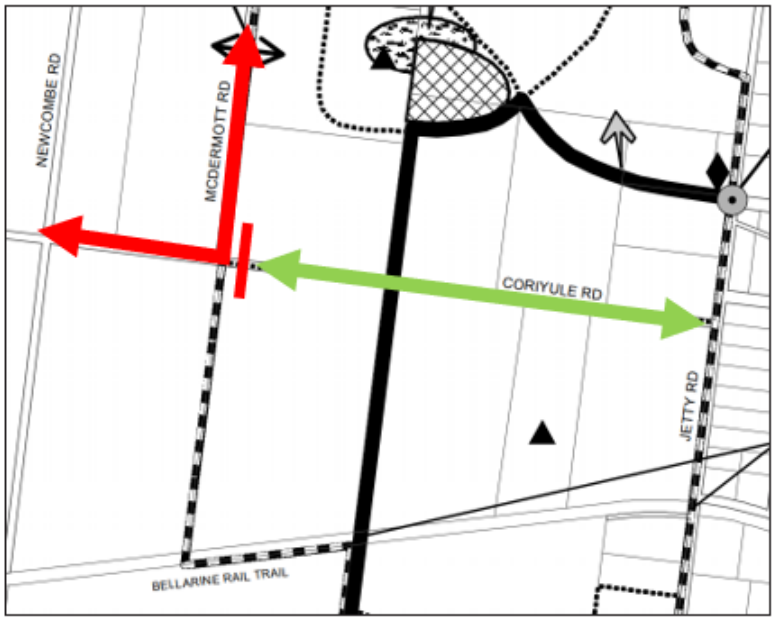
Closure of Tivoli Drive may also disrupt the residents that live east of Tivoli Drive who may have purchased their property due to the proximity and access to Portarlington Road.

Item 1.5: Completion of Hermsley/Geelong Road lights, connection with Coriyule Road, projected sealing options and timeline

The Hermsley/Geelong Road lights are being delivered by Regional Roads Victoria and are scheduled to be active by early 2022.

Coriyule Road is a gravel, rural access road that connects Tivoli Drive to Hermsley Road. As part of Stage 2, the developer will seal Coriyule Road from Tivoli Drive to McDermott Rd where it will be truncated (figure 5). Drivers will not have direct access to Tivoli Drive from Hermsley Road. Coriyule Road west of McDermott Road will remain open to maintain access to local properties.

Figure 5: Stage 2 Road Network – Coriyule Road



Sealing Coriyule Road would result in less traffic on Tivoli Drive south of Coriyule Road. This would also result in Coriyule Road becoming an additional collector road into the Jetty Road Urban Growth Area. This conflicts with the intent of the growth plan and will impact nearby intersections and other local roads.

Sealing the full length of Coriyule Road prior to Stage 2 would also require upgrades to the Coriyule Road/Hermsley Road intersection and Coriyule Road/Tivoli Drive intersection. Design and delivery of a full road reconstruction would take approximately 12-24 months and cost approximately $1.25 million.

Item 1.6: Other traffic calming measures to reduce through traffic

Following the extension of Tivoli Drive, the City implemented several traffic calming measures, including speed humps, parking restrictions, splitter islands and other intersection improvements.

In May 2021, two speed trailers were placed in Tivoli Drive, which have demonstrated to improve compliance with speed limits in the street.

Ratio Consultants have suggested a holistic approach not dissimilar to what has already been undertaken. Noting that the items require different levels of responsibility and accountability, from motorists, the City, RRV, and Victoria Police.

- Education
  - Implement permanent speed radar information displays.
- Enforcement
  - Ongoing advocacy to Victoria Police to enforce speed limits.
  - Enforcement of illegal parking.
- Traffic management infrastructure
  - Implement a raised intersection treatment at the intersection of Coriyule Road and Tivoli Drive to reduce speed on approaches.

- Implement two additional traffic calming devices between the existing speed humps on Tivoli Drive between Stanley Avenue and Coriyule Road (at locations with streetlights at property No. 41 Tivoli Drive and No. 59 Tivoli Drive).
- Undertake traffic counts in Greenvale Drive north of Coriyule Road to assess if further traffic calming devices are required in this section.
- Revert the speed limit of Tivoli Drive between Portarlington Road and the Bellarine Rail Trail to 60km/h such that it reflects the rural and low risk road environment. This would improve compliance with both 60km/h and 50km/h speed limits in different sections.

- Community engagement
  - Undertake periodic reviews and provide updates to local residents on the effectiveness of the above initiatives.

Summary and Recommendations

Stage 2 of JRUGP is zoned Farming Zone and Rural Living Zone. A planning scheme amendment which includes community engagement is required to rezone the land prior to development.

The City will keep the community informed regarding the planning scheme amendment and the progress of Stage 2. Engagement methods will include a range of channels such as drop-in sessions, information brochures and updates on the City's website to cater for the individual needs and interest in Stage 2.

Since the opening of the Tivoli Drive extension the City has heard concerns from the community regarding traffic volume, noise, speeding motorists and road width.

In response to the Notice of Motion, Ratio Consultants were engaged to investigate the following options:

1. Potentially continuing with the status-quo conditions;
2. Indented car parking along Tivoli Drive between the Bellarine Rail Trail and Greenvale Drive;
3. Closure of Tivoli Drive at Portarlington Road;
4. Upgrading and encouraging traffic to use Hermsley Road and Coriyule Road for access; and
5. Implementation of further traffic calming and other measures.

Noting the current cross section of Tivoli Drive can support two-way traffic flow due to the car parking ban on the western side, the road could cater for a daily traffic volume of between 4,000-5,000 vehicles per day.

The duplication of Tivoli/Greenvale Drive will occur during Stage 2 of JRUGP and will assist to reduce impacts of the issues raised by the community. However, traffic volume will increase alongside population growth in the area. Noise may also increase in the short-term as the site is developed.

In addition, Ratio Consultants were asked to investigate the effect of removing any of the speed humps to address the feedback provided by residents regarding noise associated with the speed bumps. Ratio Consultants do not recommend the removal of the remaining speed humps within Tivoli Drive and instead propose implementing further traffic calming measures.

The City supports the recommendation by Ratio Consultants to implement the actions outlined in item 1.6. The City will deliver this holistic approach to traffic management in partnership with motorists, residents, RRV, and Victoria Police.

As the projected timeline for Stage 2 JRUGP indicates a duplicated Tivoli Drive and Greenvale Drive would open in 2025-2026 the City will also give further consideration to item 1.4 – a partial closure of Tivoli Drive. The City will investigate the feasibility of a partial closure and following the investigation undertake community engagement.

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CITY OF GREATER GEELONG

Transport Assessment

Tivoli Drive, Curlewis

July 2021

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Our reference 18121T-REP01-F01.docx

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1 Introduction:

1.1 Introduction

Ratio Consultants has been engaged by City of Greater Geelong (the City) to undertake a technical transport engineering assessment of Tivoli Drive in Curlewis.

1.2 Purpose of this Report

The purpose of this report is to identify existing issues and opportunities as it relates to the performance of and road safety within Tivoli Drive, and to identify and assess potential solutions.

The report is being prepared in response to a recent Notice of Motion (NoM) raised at the Council meeting on 25 May 2021.

The assessment has taken into consideration the on-site observations, high-level constructability considerations, and existing and ultimate road conditions.

1.3 References

In the preparation of this report, we have considered the following documents, as referenced throughout:

- Infrastructure Design Manual;
- City of Greater Geelong Municipal Road Management Plan (May 2021);
- Austroads Guide to Road Design;
- Austroads Guide to Traffic Management;
- On-site observations undertaken during June 2021;
- Traffic and pedestrian survey data provided by the City of Greater Geelong;
- Community engagement results (https://yoursay.geelongaustralia.com.au/tivoli-drive-curlewis);
- Landchecker high-res aerial imagery (accessed 16/6/2021);
- Nearmap high-res aerial imagery (accessed 22/6/2021);
- Other plans, reports and information relevant to Tivoli Drive, provided by City of Greater Geelong; and
- other documents and information as referenced throughout this report.

2 Background and Context

2.1 Notice of Motion – Tivoli Drive (Council meeting - 25 May 2021)

This assessment responds directly to the Notice of Motion raised at the Council meeting on Tuesday 25 May 2021.

The Notice of Motion requests:

> *The Chief Executive Officer prepare a report for the August 2021 Council meeting which considers various alternatives, costs and benefits in the operation and modification of Tivoli Drive to cover the interim period until the next phase of development on the west side of Tivoli Drive commences, and major development of a "boulevard style" access road begins.*
>
> *The report will contain and include consideration of:*
>
> *1.1 an overview of the proposed, development, developer responsibilities and contributions, and larger feeder areas such as Jetty Road development, and related timelines;*
>
> *1.2 potentially the continuation of the status quo;*
>
> *1.3 opportunity for formalisation of inset parking on nature strips;*
>
> *1.4 Possibility of a partial closure of the road to prevent access to Tivoli Drive from the Portarlington Road C123;*
>
> *1.5 Completion of Hermsley/Geelong Road lights, connection with Coriyule Road, projected sealing options and timeline;*
>
> *1.6 Other traffic calming measures to reduce through traffic; and*
>
> *1.7 The need for on-going community engagement to consider an overview of future planning and timelines.*

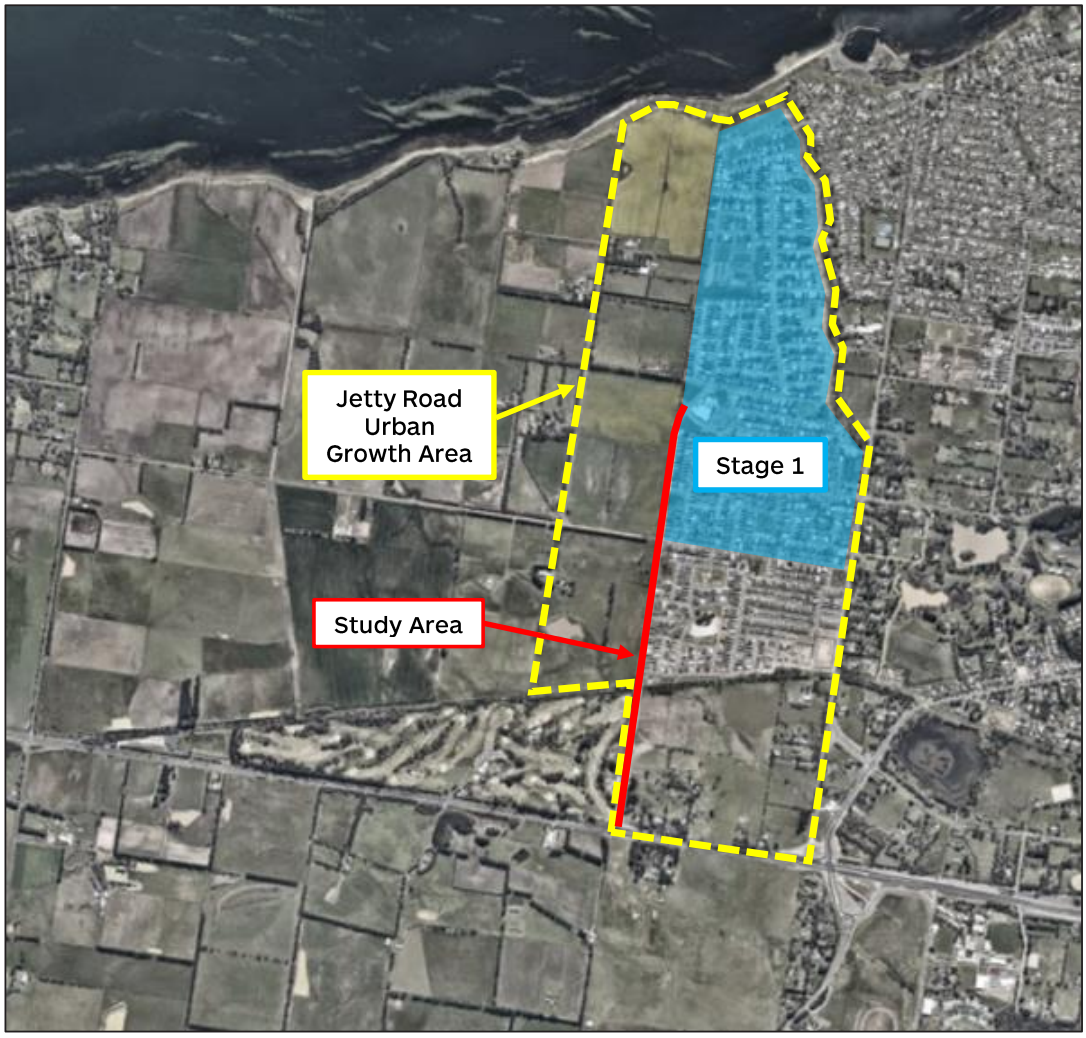
Relevant to this report are items 1.2 – 1.6 of the above list, contained within the Notice of Motion. Items number 1.1 and 1.7 are directly covered by a separate report being completed by council officers, however, are still broadly considered in the preparation of this report.

2.2 Jetty Road Urban Growth Plan

The Jetty Road Urban Growth Plan (UGP) was prepared in September 2008 and provides a framework for the development of land in the Jetty Road Growth Area, Curlewis. 'Stage 1' as identified in the Jetty Road UGP is nearing completion. The balance of land within the UGP area is identified within the UGP as "Stage 2". This land has yet to be rezoned for future development.

Tivoli Drive to Portarlington Road is identified within the UPG as a primary "boulevard" road link to support the UGP area. The UGP Development Contributions Plan (DCP) identifies the sooner of the 2016/17 financial year or the delivery of 900 lots as the trigger for the delivery of Tivoli Drive through to Portarlington Road. The Jetty Road UGP area, including the Stage 1 development area, in context of existing residential development and the study area for this assessment, is shown in Figure 2.1.

Figure 2.1: Jetty Road Urban Growth Area and Study Area



2.3 Tivoli Drive Extension

The Tivoli Drive connection between Portarlington Road and previous extent of Tivoli Drive near the Bellarine Rail Trail occurred during mid-2020.

It is understood that to undertake the works, land was acquired directly to the east of the golf course to provide for the road reserve, including a widened section near Portarlington Road to support the construction of traffic signals in the ultimate format.

Diagrams showing the extent of the Tivoli Drive extension and the intersection of Tivoli Drive and Portarlington Road are shown below in **Error! Reference source not found.** and Figure 2.3 respectively.

Figure 2.2: Extent of Tivoli Drive Extension

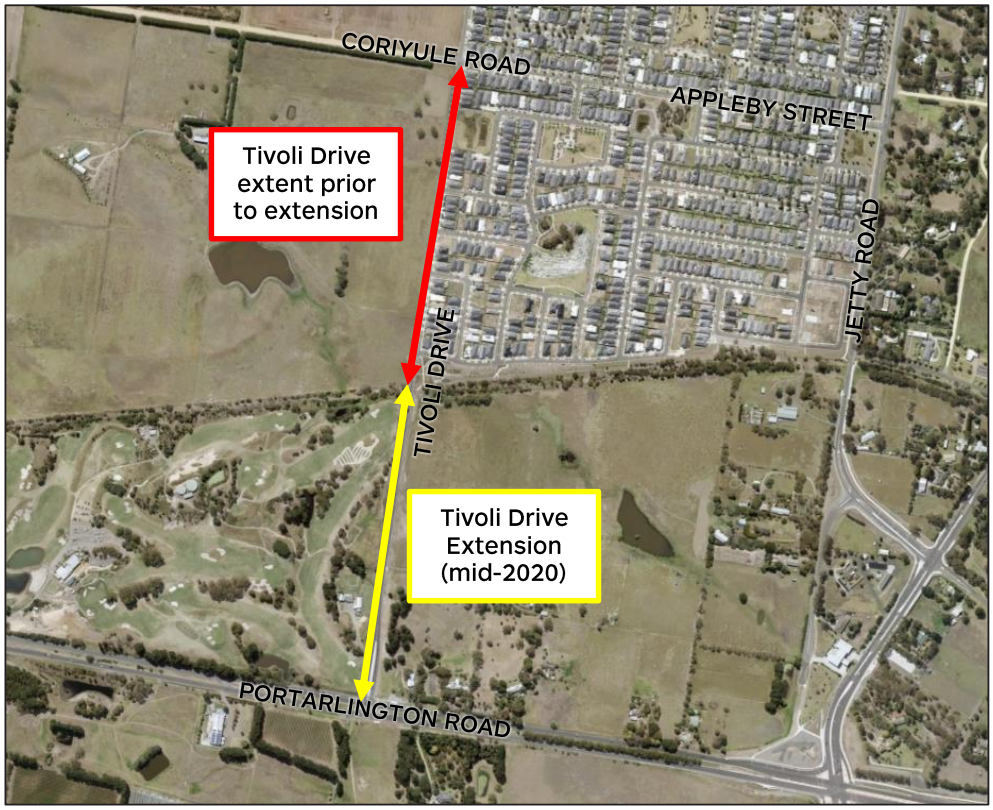


Figure 2.3: Aerial Photograph of Tivoli Drive/Portarlington Road



2.4 Subsequent and Recent Improvement Works

Since the opening of Tivoli Drive's connection to Portarlington Road, the City received feedback from the community regarding concerns about traffic volumes, speeds, noise and the appropriateness of the road width.

To address feedback received, the City implemented a number of traffic calming measures including:

- *reduced the speed limit from 60km/hr to 50km/hr from Portarlington Road to Stanley Avenue;*
- *introduced line marking and increased warning signage at the crossroads of Coriyule Road with Tivoli and Greenvale Drive;*
- *introduced parking restrictions on the west side of Tivoli Drive and on the east side near the intersection of Stanley Avenue to improve sightlines;*
- *introduced speed humps to help manage speed and volume concerns (one speed hump was subsequently removed due to resident noise concerns);*
- *upgraded the intersection of Coriyule Road and Tivoli/Greenvale Drive with splitter islands to slow down turning traffic;*
- *requested support from Victoria Police to monitor and manage poor driver behaviour; and*
- *requested heavy vehicles accessing the local shopping centre and nearby developments seek an alternate route to reduce truck movements on Tivoli/Greenvale Drive.*

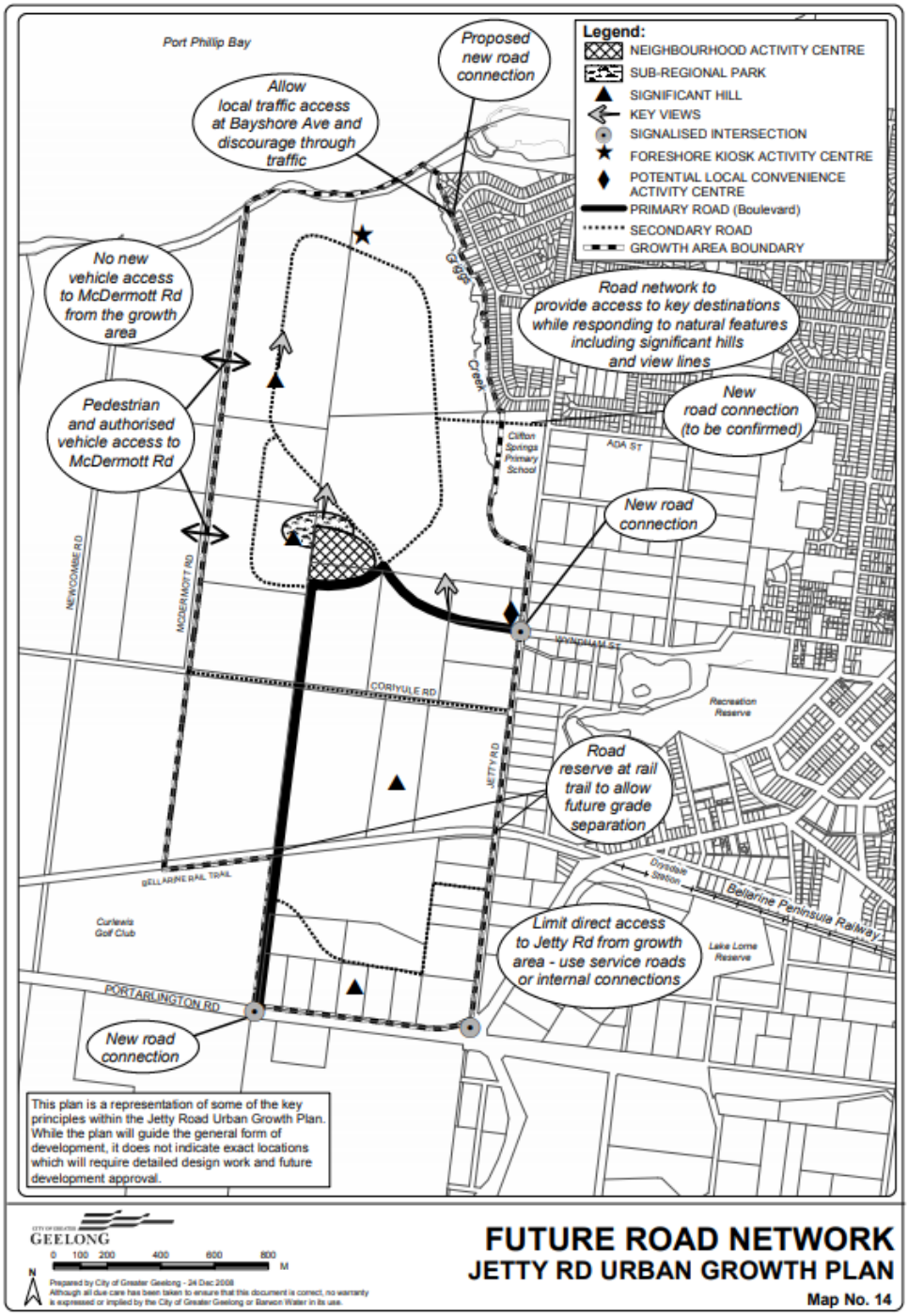
2.5 Tivoli Drive Ultimate Cross Section

Ultimately, it is understood that Tivoli Drive will be duplicated as a Boulevard style road with north and south bound traffic provided in separate carriageways as indicated in the Jetty Road Urban Growth Plan's future road network which is reproduced below in Figure 2.4.

The Jetty Road UGP Development Contributions Plan indicates that Tivoli Drive in its ultimate format will *"be capable of safe and efficient management of full development traffic (15,000 vehicles per day) generated by the growth area".*[1]

[1] C230 Jetty Road Urban Growth Area Development Contributions Plan, September 2011

Figure 2.4: Jetty Road Urban Growth Plan: Future Road Network (Map No. 14)



3 Existing Conditions:

3.1 Location

Tivoli Drive is located in Curlewis, approximately 18 kilometres east of Geelong, and 3 kilometres south-west of Drysdale.

The location of Tivoli Drive, in context of the local road network is shown in Figure 3.1.

Figure 3.1: Study Area



Source: landchecker.com.au

3.2 Road Network

Tivoli Drive and Greenvale Drive

Tivoli Drive is aligned north-south and currently extends from Coriyule Road in the north to Portarlington Road in the south. North of Coriyule Road, Tivoli Drive becomes Greenvale Drive.

Tivoli Drive and Greenvale Drive have a signed speed limit of 50km/h and its current road width comprises an approximately 7.3 metre carriageway with a single lane in each direction, a concrete pedestrian path is provided along the east side of the road.

At the approach to its intersection with Portarlington Road, Tivoli Drive widens and separates opposing lanes of traffic with a central median. The southbound lane also widens to provide two turning lanes. The intersection with Portarlington Road is signalised.

Tivoli Drive, looking north and along the road, near Stanley Avenue are shown in Figure 3.2 and Figure 3.3 respectively.

Figure 3.2: Tivoli Drive looking south near Stanley Avenue



Figure 3.3: Tivoli Drive looking north near Stanley Avenue



Other Roads of Significance

Other roads of significance in the vicinity of the site are detailed in Table 3.1.

Table 3.1: Nearby Significant Road Details

Road	Ownership / Management	No. of Carriageways and Approximate Width	No. of Lanes	Speed Limit
Portarlington Road	Department of Transport	Two @ 11.2m wide per carriageway	Two lanes per carriageway (four in total)	80 km/h
Jetty Road	COGG	Single carriageway, 12m wide	One lane in each direction	60 km/h
Coriyule Road (west of Tivoli Drive)	COGG	Single carriageway, 8m (unsealed)	Accommodates two-way traffic flow	80 km/h
Appleby Street	COGG	Single carriageway, 7m	Accommodates two-way traffic flow, with kerbside parking on both sides	50 km/h
Centennial Boulevard	COGG	Two @ 7.3m wide per carriageway	One lane in each direction and kerbside parking	50 km/h

3.3 Existing Traffic Volumes and Speeds

Traffic classifier surveys were undertaken over a number of dates throughout 2020 and 2021 in Tivoli Drive and other roads described in Table 3.1 above.

Weekday daily average traffic volumes (AADT 5-day) and 85th percentile speeds for these roads are presented in Table 3.2 below, for the following time periods:

— Late August / Early September 2020; and
— Late March / Early April 2021.

The above time periods generally correspond to the traffic conditions post-opening of the Tivoli Drive extension, and then after the implementation of traffic management and other temporary mitigating treatments.

The AADT 5-day traffic volumes and 85th percentile speeds are accepted engineering standard of measuring typical traffic conditions on a particular road section.

Table 3.2: Existing Traffic Volumes

Road Name	Section / Location	Late August / Early September 2020[1]		March / April 2021[1]	
		Volume (AADT 5-day)	Speed (85th Percentile)	Volume (AADT 5-day)	Speed (85th Percentile)
Tivoli Drive	South of Bellarine Rail Trail	3368 vpd	65.1 km/h	4468 vpd	65.6 km/h
	Arenal Street to Komodo Avenue	2958 vpd	57.9 km/h	3286 vpd	54.7 km/h
Greenvale Drive	Seabath Drive to Centennial Boulevard	2078 vpd	58.0 km/h	2126 vpd	57.7 km/h
Stanley Avenue	Tivoli Drive to Kakadu Drive	747 vpd (December 2020)	44.6 km/h (December 2020)	N/A	N/A
Coriyule Road	West of Tivoli Drive	284 vpd	67.1 km/h	262 vpd	61.9 km/h
	Tivoli Drive to Domain Avenue	1157 vpd	51.4 km/h	1100 vpd	45.2 km/h
Appleby Street	Amber Avenue to Pastoral Place	N/A	N/A	849 vpd	50.8 km/h
	Pastoral Place to Jetty Road	1919 vpd	45.2 km/h	2156 vpd	43.9 km/h

[1] Multiple surveys were undertaken for some sections of road within the nominated time period, and the volumes presented are averaged.

3.4 Public Transport

The extent of the study area does not currently form part of a public bus route. Bus routes which pass within close proximity to the study area are detailed in Table 3.3.

Table 3.3: Nearby Public Transport Services

Service	Route No's	Route	Nearest Stop
PTV Bus Route	60	Geelong Station – St Leonards via Drysdale and Portarlington	Tivoli Drive / Portarlington Road Intersection
	61	Geelong Station – St Leonards via Portarlington	Bayview Central Curlewis Shopping Centre

A review of aerial photography indicated that a bus stop has been line marked on Greenvale Road within the study area, approximately 50 metres south of Seabath Drive. The bus stop doesn't have a PTV bus flag and does not appear to be operational as a public transport route.

It is possible that this stop:

— was constructed as part of a future bus route; or
— may be utilised as a changeover location for drivers; or
— provides for school bus pick up / drop offs only.

3.5 Walking and Cycling

A pedestrian footpath is provided on the east side of Greenvale Drive and Tivoli Drive north of the Bellarine Rail Trail, south of the Bellarine Rail Trail the footpath is on the west side of Tivoli Drive.

The short, duplicated section of Tivoli Drive, which approaches the Portarlington Road intersection, has on-road bicycle lanes on both sides of the road. It is understood that the ultimate cross section will have bicycle lanes on both carriageways for the entire length, similar to Centennial Boulevard.

The Bellarine Rail Trail is an off-road shared pedestrian and bicycle route which crosses Tivoli Drive approximately 600 metres north of the Tivoli Drive/Portarlington Road intersection. Bellarine Rail Trail runs between South Geelong to Queenscliff and passes through the town of Leopold, Curlewis and Drysdale.

3.6 Crash Statistics Review (2015-2020)

The most recent 5 years of available crash statistics were reviewed using the publicly accessible Crashstats tool provided by the Department of Transport.

The review found that there have been no recorded injury casualty crashes on Tivoli Drive or Greenvale Drive in the last five years, nor have there been any along Coriyule Road.

It is acknowledged however that other crashes may have occurred within the study area during the most recent period for which crash data is not available, such as crashes where emergency services were not required to attend.

4 Issues, Constraints and Opportunities:

4.1 Overview

The following section outlines the issues, constraints and opportunities, having regard to both on-site observations, previous community feedback, and assessment of existing conditions. The outcome of this section is a summary of transport and safety issues and objectives to guide the assessment of potential options.

4.2 Community Feedback

Earlier in 2021, an online community engagement page was set up on the City's website, whereby members of the community could ask questions or raise concerns regarding Tivoli Drive (https://yoursay.geelongaustralia.com.au/tivoli-drive-curlewis). During the four week engagement period, a total of 24 submissions were made by 8 contributors.

Comments, questions and concerns were raised on a number of issues, which included (but not limited to) the following:

- Volumes of truck traffic;
- Road is too narrow;
- Speeding vehicles;
- Requests for enforcement;
- Interim and ultimate road conditions;
- Road safety concerns;
- Residential amenity.

4.3 On-Site Observations

Detailed on-site observations were undertaken on multiple dates and times during June 2021, including the AM peak period and during the middle of the day. The purpose of the site inspections were to:

- Understand and validate the feedback received from the community, in particular as it related to amenity and safety concerns;
- Observe typical transport conditions and any safety issues not previously identified; and
- Identify existing underground or overhead service utilities which may impact the feasibility of any road network or transport infrastructure changes.

The findings of these on-site observations, against the existing conditions information, and themes raised by the community are contained within the following sections.

4.4 Existing Cross Section

The existing cross section along Tivoli Drive is an interim cross section which provides access to Stage 1 of the Jetty Road UGP area. The existing road reserve including road pavement is effectively half of the ultimate road cross section.

It is understood that the existing cross section will be mirrored in the ultimate road cross section, with the north bound lanes provided to the east of the existing cross section south of the Bellarine Rail Trail, and on the west side towards the north. By way of example, the ultimate cross section will look similar to Centennial Boulevard.

To achieve this, the adjacent land must be developed. As such, duplication of Tivoli Drive is likely to occur at the time of constructing the subdivision and will open prior to construction of new housing.

This arrangement is shown schematically in Figure 4.1 below.

Figure 4.1: Future Arrangement of Tivoli Drive



A comparison of the existing and anticipated ultimate cross sections are presented in Figure 4.2 and Figure 4.3, respectively, to demonstrate how the existing carriageway and road reserve will form part of the overall future cross section.

Figure 4.2: Existing Tivoli Drive Cross Section (Looking north)

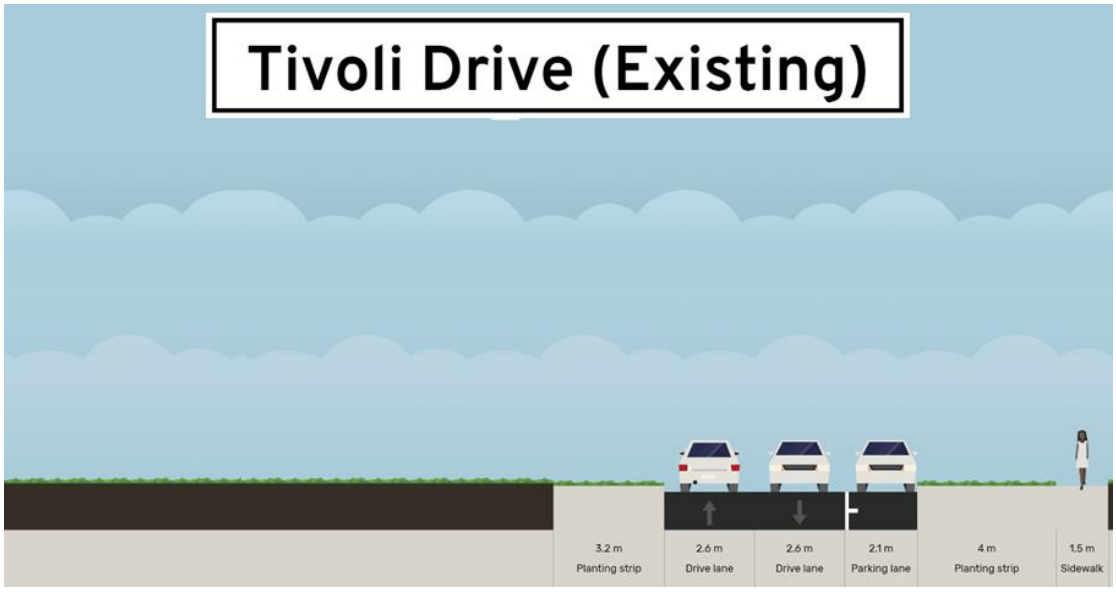
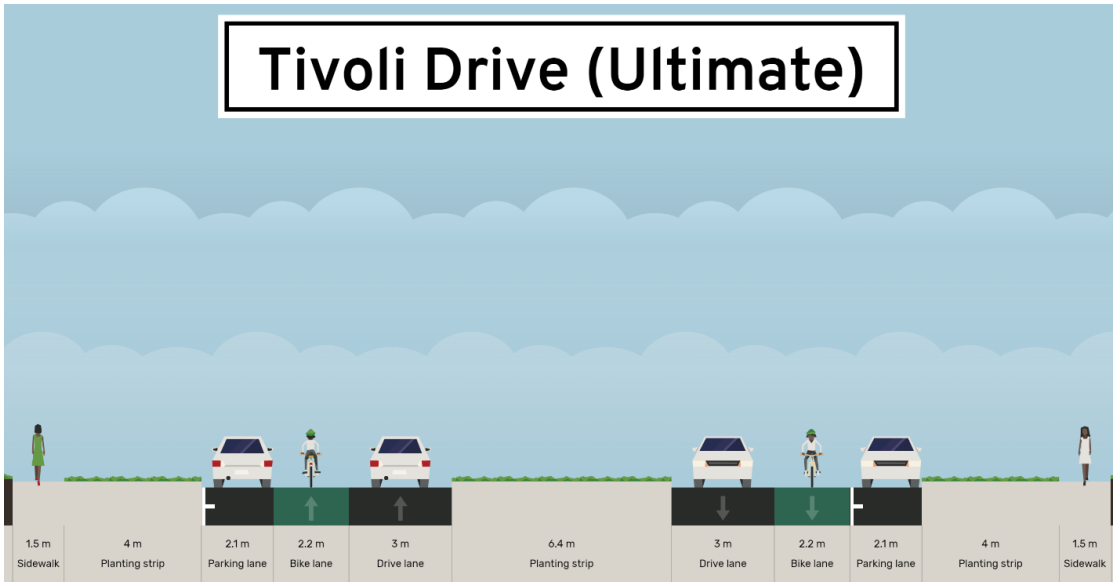


Figure 4.3: Anticipated Future Tivoli Drive Cross Section (looking north)



4.5 Existing Road Width

A number of different guides and objectives relate to the suitable width for a road in a new or proposed subdivision road network. The recently adopted updated Municipal Road Management Plan notes that categories of road follow the Infrastructure Design Manual and Local Planning Scheme classifications for residential streets.

Clause 56.06-8 of the Greater Geelong Planning Scheme, which provides a guide for consistency across the State of Victoria for newly constructed roads, outlines the typical characteristics for different road types.

For an Access Street Level 2 the characteristics include:

- Traffic volume = 2,000 – 3000 vehicle per day
- Target speed = 40km/h
- Carriageway width and parking provision = 7-7.5 metres wide with parking permitted on both sides of the road carriageway.

For a Connector Street the characteristics include:

- Traffic volume = 3,000 – 7000 vehicle per day
- Target speed = 50km/h
- Carriageway width and parking provision = 7.0 metres trafficable excluding on-road car parking and cycle infrastructure.

The current management of on-street parking along the length of Tivoli Drive provides for two way traffic clear of areas of on-street parking, albeit that effective traffic lanes, and does provide dedicated on-road cycle infrastructure.

In our view, the acceptable daily traffic volumes for Tivoli Drive in its current format, are considered to be approximately 4,000-5,000 vehicles per day, which is higher than the definition for an Access Street Level 2, but less than a Connector Street.

Daily traffic volumes in the section between Portarlington Road and Stanley Avenue exceed 4,000 vehicles per day. However it is noted that parking is prohibited on both sides of the road (except some marked spaces near Portarlington Road). Daily traffic volumes also exceed 3,000 vehicles per day between Stanley Road and Coriyule Road, noting parking is prohibited on the western side of the road.

4.6 Traffic Capacity and Congestion

With the presence of parked vehicles on the eastern side of Tivoli Drive, there is sufficient remaining road width for two vehicles to comfortably pass each other, and this was observed on site. However, this requires a level of courtesy from north-bound vehicles to keep as far as possible to the left.

It is acknowledged however that some motorists will choose to give way regardless, subject to the level of driver confidence, including size of vehicle approaching in the opposite direction (e.g. a waste truck). These movements are not considered unreasonable, noting they occur on most local streets within new and existing subdivisions.

The 'indicative maximum daily traffic volumes[2]' set out in various documents such as the Planning Scheme, Infrastructure Design Manual and Municipal Road Management Plan are not a measure of the traffic capacity of the road, but rather a reasonable environmental capacity balancing both residential amenity and traffic volumes. The target traffic volumes for a particular street vary depending on the location and function within the road network. .

As above, the acceptable daily traffic volume for a road such as Tivoli Drive (north of Stanley Avenue) in its current format are considered to be approximately 4,000 - 5,000 vehicles per day noting the car parking ban on the western side of the road and higher order function within the road network.

Notwithstanding the above, based on observations on site, the delays to vehicles are typically only several seconds, and impact only one vehicle at a time, which is not considered unreasonable.

4.7 Road Safety

As it relates to safety, the presence of parked vehicles does not represent a significant road safety risk for vehicles travelling at 50km/h or less. The road is well lit with street lighting on both sides of the road. Opposing traffic movements and the parked vehicles are clearly seen during both the day and evening periods.

[2] From Greater Geelong Planning Scheme Clause 56.06-8 – Key to Table C1

The presence of pedestrians crossing the road or cyclist movements is very low, noting that the western side of Tivoli Drive and Greenvale Drive is undeveloped, and most cyclists can access the Bellarine Rail Trail from within the internal road network.

The vertical geometry along the length of Tivoli Drive includes a series of low crests and shallow depressions between Stanley Avenue and Coriyule Road. This geometry means that the road surface is not fully visible from a particular fixed point (e.g. looking north from Stanley Avenue). However, from our observations, against the posted speed limit there is sufficient forward sight distance such that a driver vehicle travelling along the road has sufficient ability to observe, react and avoid hazards on the road. This is assisted in key locations by solid centerline marking and hazard lane marking (i.e. zig-zags).

From a Safe Systems perspective the risk of crashes is relatively low, as would be expected for a road of its type in a built-up area. The exception is in the section between the Bellarine Rail Trail and Coriyule Road where excessive speeds and poor driver behaviour may result in a minor increase in the likelihood or severity of a crash occurring, when combined with sight distance constraints. As such, the existing safety issues are a driver behaviour issue, as opposed to road design.

4.8 Speeding Vehicles

As outlined in Table 3.2, the recorded 85th percentile speeds on a number of roads exceed the speed limit. While the default speed limit on all road in built up areas within Victoria is 50km/h, Tivoli Drive has a signed 50km/h speed limit.

During the survey periods, the recorded 85th percentile speed on Tivoli Drive, or the speed at which 85% of all motorists travel at or below, ranged from 54.7 km/h north of the Bellarine Rail Trail to 65.6 km/h in the newly extended section of Tivoli Drive. The results of these surveys indicate that both high levels of illegal and unsafe driving are occurring.

In addition to tube counts, vehicle speeds on Tivoli Drive were measured using two speed trailers, one measuring northbound traffic near Portarlington Road, and the other measuring southbound traffic closer to Coriyule Road.

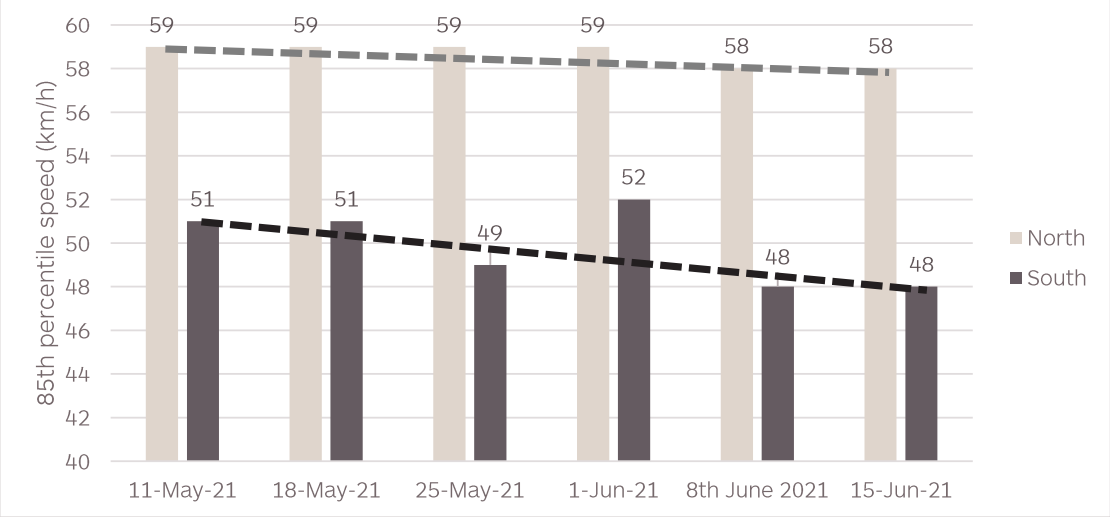
A sample of data was collated for Tuesdays over a period of 6 weeks. The speed trailers observed 85th percentile speeds ranging between 58 km/h and 59 km/h for northbound traffic and 48 km/h to 52 km/h for southbound traffic.

The northbound 85th percentile speeds recorded by the speed trailer generally align with the tube count surveys, although towards the lower estimates.

The highest southbound 85th percentile speed recorded by the speed trailer was less than the lowest recorded 85th percentile speed recorded by the tube counts, suggesting traffic speeds have been decreasing.

The sample data analysis from the speed trailer for six Tuesdays between 11th May 2021 and 15th June 2021 are shown below in Figure 4.4.

Figure 4.4: Speed Radar Trailer 85th Percentile Speeds (May and June 2021)



4.9 Heavy Vehicular Traffic

The traffic classifier tube counts, discussed in Section 0, also recorded the size of vehicle. Along Tivoli Drive, it was found that between 5-10% of vehicles were heavy vehicles (depending on the survey date), or between 171 and 357 heavy vehicles.

While this would be considered a relatively high percentage of heavy vehicles in a residential street, the vast majority were classified as Class 3 (two axle truck or bus) which is the lowest classification of heavy (note: heavy vehicle classifications range from Class 3 to Class 12 depending on the number and spacing of axles). This likely reflects heavy vehicle traffic associated with on-going development and housing construction in the area. As such we would expect heavy vehicle volumes to reduce to typical levels once development of the area complete.

Trucks which have an origin or destination within a particular area are permitted to use roads which provide the most direct route to and from 'truck preferred roads' such as collector or arterial roads.

4.10 Noise

It is understood that one of the key concerns raised by the community in relation to Tivoli Drive is noise associated with traffic movements along the frontages of residential properties, including vehicles traversing speed humps. While noise in this context is related to motor vehicles, it is not an issue which can be assessed or mitigated through the use of traffic engineering principles, knowledge or solutions. Any issues pertaining to the impacts of noise or how they could be mitigated must be assessed by a qualified acoustics engineer.

Notwithstanding, it is acknowledged that all vehicles generate a level of noise, and that this may be heard by adjacent properties.

From a regulatory perspective, there are laws and vehicular registration requirements that guide the acceptable levels of noise emitted from a vehicle, and these are matters for Victoria Police and / or the Department of Transport (VicRoads) to enforce. Further to this, we were advised by Council that there are currently no legislated policies or guidelines in Victoria for the control of assessment of noise from local traffic travelling over speed humps.

While a noise assessment has not been undertaken by a qualified acoustics engineer as part of this assessment, there is a general expectation that residents living adjacent to a trafficable road will experience vehicle related noise and that for Tivoli Drive this would be no different.

4.11 Stage 1 Residential Development

While much of residential lots of Stage 1 (in the Jetty Road UGP) have been constructed, a high-level review of aerial imagery indicates that there are still over 200 lots without a dwelling delivered.

A review of Nearmap aerial imagery from 22 May 2021 revealed the following distribution of empty lots (approximate):

- North of Oceania Drive: 135 empty/incomplete lots.
- Oceania Drive to Coriyule Road: 13 empty/incomplete lots.
- Coriyule Road to Bellarine Rail Trail: 57 empty/incomplete lots.

The above assessment indicated there were approximately 205 empty/incomplete residential lots. By conservatively assuming a traffic generation of 8 vehicle movements per dwelling per day results in 1,640 additional vehicle movements which will be generated once these lots have been delivered.

Based on a review of the location of empty lots and vehicle access points to the surrounding road network, it is estimated that approximately 25% of the additional 1,640 vehicle movements will be distributed via Tivoli Drive, with the balance via Jetty Road and internal trips to the shopping centre.

Therefore, before the ultimate cross sections is delivered, Tivoli Drive may experience up to an additional 400 additional vehicle movements per day. This does not take into account any temporary traffic associated with ongoing residential construction, which would ultimately be subtracted one dwellings are constructed.

4.12 Utility Services

An on-site inspection was undertaken and a Dial Before You Dig enquiry was completed for the study area to understand the presence of underground and above ground utilities within Tivoli Drive and Greenvale Drive.

Given that the road is part of a relatively new subdivision, the majority of service utility infrastructure is provided underground, with the exception of light poles, which are located on both the east and west sides of the road, and above ground NBN / fibre optic infrastructure.

In the verge area alongside residential frontages on Tivoli Drive, the following underground infrastructure exists, with typical size and offsets outlined in Table 4.1 below.

Table 4.1: Underground Service Infrastructure on Tivoli Drive

Service Utility	Asset Owner / Manager	Size[1]	Offset (to property boundary)[1]
Water	Barwon Water	150mm dia (east) 300mm dia (west)	3.8 – 4.1 metres 1.6 – 1.7 metres
Gas	AusNet Gas Services	125mm dia	3.4 metres
Stormwater / Drainage	City of Greater Geelong	Varies between 300 and 1050mm dia	5 metres
Sewer	Barwon Water	150mm dia	0.9 – 1.1 metres
Fibre Optic / Telecoms	Multiple	Various	Approx. 2.0 – 3.0 metres
Electricity (Low Voltage)	Powercor	Various	Typically within footpath or next to lighting posts

[1] Sizes and offsets are typical only, based on DBYD plans, and should not replace a detailed service proving exercise.

4.13 Street Trees

Based on advice from the City's arborist, it is understood that the street trees planted in verges along Tivoli Drive and Greenvale Drive by the developer:

— are Australian native and cannot be relocated because they will not survive; and
— cannot be re-planted within other locations in the verge because of the presence of underground utilities and subsequent protection zone requirements.

As such, in newer subdivisions, any tree removed cannot be relocated, or be guaranteed to be replaced at a later date.

Street trees provide an important biodiversity value and urban heat island mitigating effect, which benefits the whole community. Trees also provide intermittent shading for people walking along the footpath which is valuable during warmer months.

4.14 Parking on Naturestrips

It was noted on site that vehicles were illegally parked on naturestrips along Tivoli Drive and Greenvale Drive. A naturestrip is typically defined to include the area between the road and footpath, and not including vehicle crossovers. Naturestrips can either be grass or some form of approved rock / gravel surface.

The prohibition of parking on naturestrips is a state-wide road rule, contained within the Victorian Road Safety Road Rules.

Some key reasons why parking on naturestrips is prohibited include:

— To protect the integrity of underground assets, such as fibre optic, gas, water etc.
— To protect against damage to drainage pit lids and other utility pit covers;
— To protect against damage to trees, including the root zone which typically aligns with the tree canopy;
— Concrete barrier kerbing is typically not reinforced, and apart from its drainage function, it is designed to stop vehicles driving onto the road side area; and
— Provide separation between vehicle movements and pedestrians walking along the footpath.

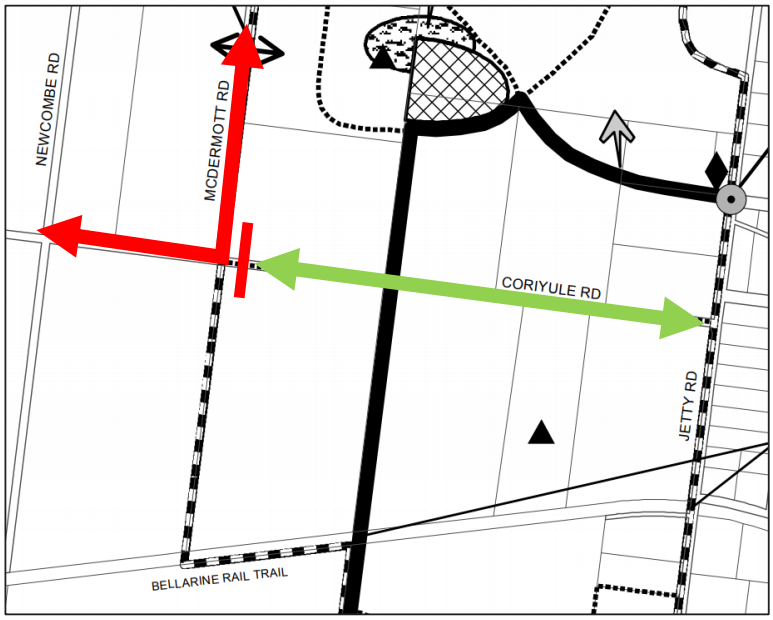
4.15 Stage 2 Road Network

It is understood that as part of the Stage 2 development of the Jetty Road UGP, that Coriyule Road will either:

- be terminated at McDermott Road, such that traffic can only access the Jetty Road UGP area via either Jetty Road or Tivoli Drive; or
- designed in a way as to only encourage use by local residents to the west (in Farming Zoned land).

A representation of how this might look is shown on an excerpt of the Jetty Road UGP Future Road Network plan below in Figure 4.5.

Figure 4.5: Stage 2 Road Network – Coriyule Road



4.16 Summary

In summary, the key issues and opportunities as it relates to Tivoli Drive and Greenvale Drive, in the broader context of the Jetty Road UGP are:

- It is understood that the ultimate cross section can only be constructed when adjacent land is rezoned and will be required to open prior to any dwellings being constructed within the 'Stage 2' land.
- The ultimate cross section will effectively duplicate the existing cross section, and the existing cross section will not be modified, except for changes to traffic flows and the addition of a bicycle lane.
- The existing road width and car parking ban along the west side of Tivoli Drive still allows for 2-way traffic flow, although requires a level of courtesy from northbound drivers to remain as far left of the road as practicable.
- It is observed on site that when vehicles are parked on the east side of Tivoli Drive, that some southbound vehicles will stop and give way to northbound vehicles. The delays are typically a few seconds at most and only impact one vehicle at a time. These types of situations are not unreasonable and could be expected in most residential streets.
- Based on the current width of Tivoli Drive and the car parking ban on the western side of the road, the target daily traffic volume north of Stanley Avenue could be expected to be in the order of 4,000-5,000 vehicles per day.

- From a Safe Systems perspective, the risk of a crash occurring on Tivoli Drive is low for most crash types. An exception is in the section between the Bellarine Rail Trail and Coriyule Road where excessive speeds or poor driver behaviour may result in a minor increase in the likelihood or severity of a crash occurring. Any existing safety issues are therefore contributed to by driver behaviour as opposed to road design factors.
- Traffic classifier surveys indicate that there is a high level of illegal and unsafe speeds in Tivoli Drive. The implementation of speed trailers has been demonstrated to effectively lower speeds albeit not to within acceptable limits.
- There were a high percentage of heavy vehicles recorded during the traffic classifier surveys. The majority of heavy vehicles were in the lowest range (Class 3) and could likely be attributed to building sites which is not unexpected in a development area.
- There are approximately 200 vacant lots in Stage 1 yet to be constructed which could potentially yield up to an additional 1,640 vehicle movements once built. Of these, conservatively up to 25% or 400 additional vehicles could be expected to utilise Tivoli Drive.
- Several underground and above ground utility assets are located within the naturestrips along Tivoli Drive and Greenvale Drive. Street trees are also located within naturestrips on the residential frontages, which cannot be relocated.
- The presence of vehicles parked on naturestrips may be impacting the integrity of underground assets including tree roots and may be causing damage to other above ground infrastructure.
- It is understood that Coriyule Road will be discontinued at McDermott Road as part of the ultimate Stage 2 road network, or at a minimum designed in a way so at only to encourage use by local residents to the west outside of the Jetty Road UGP area in Farming Zoned land.

5 Options Assessment

5.1 Overview

The following section outlines an assessment of the potential options and solutions, having regard to the issues, constraints and opportunities outlined in the previous section.

The options assessed throughout this section, include those identified in the Notice of Motion (NoM).

In this regard, the following options are not necessarily the recommendations, but rather an assessment of potential solutions to mitigate against road safety and amenity issues prior to the ultimate cross section being constructed along Tivoli Drive and Greenvale Drive.

A summary of the options assessed are listed below (including NoM reference where applicable):

1. potentially the continuation of the status quo (NoM item 1.2);
2. opportunity for formalisation of inset parking on nature strips (NoM item 1.3);
3. possibility of a partial closure of the road to prevent access to Tivoli Drive from the Portarlington Road C123 (NoM item 1.4);
4. completion of Hermsley/Geelong Road lights, connection with Coriyule Road, projected sealing options and timeline (NoM item 1.5); and
5. other traffic calming measures to reduce through traffic (NoM item 1.5).

5.2 Option 1: Maintaining the Status Quo

As outlined in the previous section, there is still a number of residential dwellings to be constructed within the existing rezoned land. No further development may occur outside of this area until such time that other rezoning is complete, and Tivoli Drive is duplicated to its ultimate cross section.

The additional growth in traffic volumes could be in the order of 400 vehicle movements per day along the section of Tivoli Drive closest to Portarlington Road and progressively lower further towards the north.

The benefits, impacts and costs of maintaining the status quo (i.e., no further interventions) along Tivoli Drive and Greenvale Drive are outlined in Table 5.1 below.

Table 5.1: Option 1: Maintaining the Status Quo

Benefits	• Avoids upgrades or works associated with implementing other interim mitigations which would be temporary only and may have to be wound-back or removed post the ultimate cross section being implemented.
Impacts	• Without a reduction in vehicular speeds or improvement of driver behaviour, any existing amenity or road safety issues might be exacerbated by the increase in traffic expected with the completion of the remaining dwellings in the existing rezoned and subdivided land.
Costs and Timing	• This option does not involve works and hence no financial costs. • Timeframes will be from the present day until such time as the ultimate cross section is constructed.

5.3 Option 2: Indented Car Parking

The provision of indented car parking along the eastern side of Tivoli Drive would be at the expense of naturestrips (including trees) and would effectively widen the existing trafficable width of road such that there is a clear approx. 3.5 metre wide lane of traffic in each direction compared to the existing approx. 5.2 metres total trafficable width (when a car is parked kerbside).

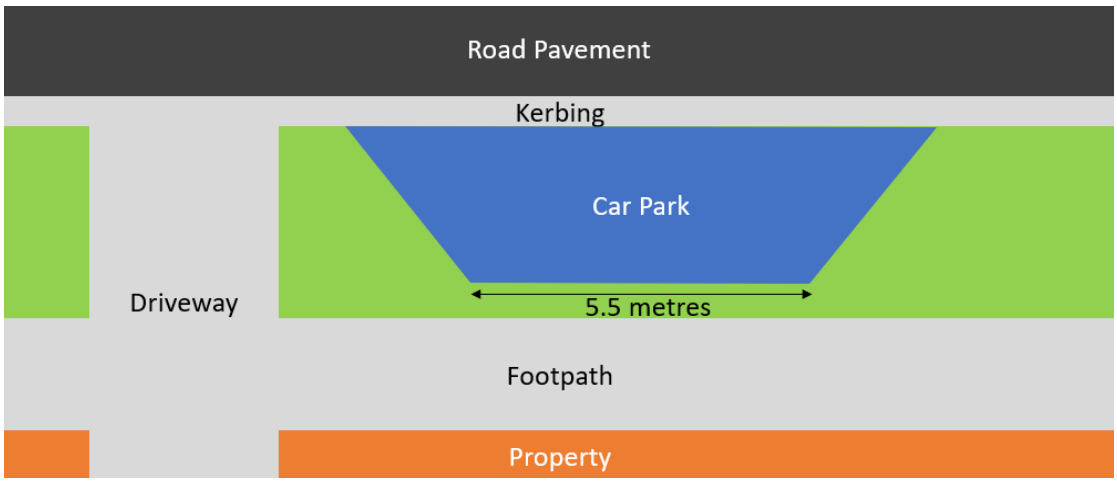
Based on the identified issues, the key area of focus appears to be on Tivoli Drive between Stanley Avenue and Coriyule Road. As such, the following considers the implementation of indented car parking between Stanley Avenue and Coriyule Road only.

Indented car parking in this instance, would require the following works:

— Removal of kerb and channel and replacement with driveable or fully mountable kerbing;
— Tree removal;
— Utility relocations, including vertical or horizontal relocation;
— Hardstand area approximately 2.1 metres wide behind-kerb for parked vehicles.

A diagrammatical representation of our indented car parking could look is shown below in Figure 5.1.

Figure 5.1: Indented Car Parking Diagram



Based on a standard car parking length of approximately 5.5 metres as shown above, the application of the above to Tivoli Drive would allow for one car space in front of each property. Indented car parking would not be located within 10 metres of an intersection. This would result in a total of approximately 21 spaces (or 31 if including in front of the reserve), as shown below in Figure 5.2.

Figure 5.2: Potential extent and number of indented car parking spaces



Indented car parking is provided within the public road reserve, it would not be allocated to a single property, and could be utilised by any resident or visitor to the area.

To support the implementation of indented car parking along Tivoli Drive, any remaining kerbside areas on the road pavement would need to have car parking banned (e.g. near intersections and in front of reserves). The implementation along the full length is required for consistency (across larger segments of road).

The benefits, impacts and costs of implementing indented car parking along Tivoli Drive between Stanley Avenue and Coriyule Road are outlined in Table 5.2 below.

Table 5.2: Option 2: Idented car parking spaces

Benefits	• Additional trafficable width for two-way traffic flow as well as an additional margin of safety for parked vehicles. • Remove amenity/traffic flow impacts created by some motorist decision to pull over to allow vehicles in the opposing direction to pass when cars are parked on carriageway. • Removes legality issues associated with the current observed practice of parking on naturestrips (whether grass or rock)..
Impacts	• A 'street' wide approach to indented parking is required to respond to respond to road safety matters such such as confusion about where cars should be parked and where the trafficable lanes are. As such, the treatment may need to be extended for the entire length of Tivoli Drive and Greenvale Drive (north of Stanley Avenue). • On-road car parking provides some local traffic management benefit. The removal of this parking may result in increased traffic volumes and the attractiveness of Tivoli Drive rather than use other streets. • Similarly, vehicle speeds may increase with the removal of on-street parking as traffic lanes widen, further exacerbating the issue of illegal and poor driver behaviour. • Less parking will available along property frontages than if parking was maintained on the road carriageway. • Indented car parking will be for any resident / visitor and not able to be linked to individual properties, and parking may not be able to be provided in front of every property. • Will require removal of significant numbers of protected trees in naturestrips. • Trees could not be relocated or replanted in the naturestrip due to the presence of underground utility protection zones. • Will likely require the relocation of both above and below ground service utility assets, including light posts, NBN nodes, drainage pits etc. • When the duplication of Tivoli Drive occurs, the indented spaces would need to be removed as a dedicated parking lane will be provided on-road.
Costs and Timing	• Based on historic examples, a single indented car parking space can cost between $5,000 - $20,000 depending on the level of infrastructure change required including underground utilities. Noting the high number of services within the naturestrip, the costs could be expected to be in the higher range. • Due to design requirements and potential service relocations, implementation timeframes would be extended.. • There will also be an additional cost to removing the indented spaces when the ultimate cross section is constructed.

5.4 Option 3: Partial or Full Road Closure (Tivoli Drive)

The Notice of Motion requests that a partial closure of Tivoli Drive be considered, which is interpreted to mean restricting vehicular movements between Portarlington Road and Stanley Avenue in order to reduce traffic volumes in the section of Tivoli Drive north of Stanley Avenue. Ultimately this could be done via a partial or full road closure, somewhere between Portarlington Road and Stanley Avenue.

Any closure of Tivoli Drive whether full or partial would be in place until at least such time as the duplication of Tivoli Drive between Stanley Street and Coriyule Road is completed. The timing of this duplication is unknown but is not expected in the short term. As such, a full or partial close of Tivoli Drive will be a long-term response and not something that could be undertaken under temporary traffic management.

Regardless of the location or type of closure, approval would be required from the Department of Transport and a transport impact assessment prepared which also identifies the mitigating works. This requirement would be in place regardless of a partial or full road closure.

A full closure of Tivoli Drive would require a physical road closure along Tivoli Drive between Stanley Avenue and Portarlington Road, including supporting signage at both Portarlington Road and near Stanley Drive. A partial closure could be considered that limits traffic to one way only between Stanley Avenue and Tivoli Drive. Ultimately, the location of the closure would be dependent on property access requirements in the section of Tivoli Drive between Stanley Avenue and Portarlington Road.

The significant outcome will be that part or all traffic currently using this Tivoli Drive would be required to use either Jetty Road or Hermsley Road and Coriyule Road/Appleby Street to access the Growth Area. This is not consistent with the Growth Area movement and access strategy, and we note that the streets and signalised intersections across the Growth Area network have likely been designed with the extension of Tivoli Drive in mind, and the interim traffic volumes and cross section prior to Stage 2.

Key streets and intersections, that would be impacted are illustrated in Figure 5.3 below.

Figure 5.3: Potential Road Closure at Tivoli Drive and Portarlington Road



The benefits, impacts and costs of implementing a full or partial road closure on Tivoli Drive between Portarlington Road and the Bellarine Rail Trail are outlined in Table 5.3 below.

Table 5.3: Option 3: Partial Road Closure

Benefits	• Traffic levels along Tivoli Drive, and to a lesser extent on Greenvale Drive would return to conditions near pre-extension of Tivoli Drive.
Impacts	• The closure could be in place for an extended period until such time that Tivoli Drive is 'duplicated' into its ultimate cross section. • There are several properties which have legal right of access to the southern section of Tivoli Drive which existed prior to the construction of Tivoli Drive. Consideration would be required to maintain this access through the intersection of Tivoli Drive and Portarlington Road. • Existing traffic would be redistributed throughout the transport network, which will result in issues at other locations. • The most likely impacts in this regard would be: • excessive use of Coriyule Road west of Tivoli Drive, which is currently an unsealed rural access road which carries approx. 300 vehicles per day; • use of Portarlington Road and High Street, and Jetty Road and High Street signalised intersections which have not be designed to accommodate these traffic flows and hence may result in additional delays and queues for motorists; • increased volumes at the intersection of Appleby Street and Jetty Road intersection, which is currently unsignalised; • increased use of Appleby Street which has a similar cross section to Coriyule Road but with vehicles parked on both sides of the road; and • additional kilometres travelled on local roads, resulting pre-Tivoli Drive extension travel times and road wear and tear. • Potential works to mitigate against the closure of the Jetty Road extension may include, but not limited to: • A full remodel of the intersection of Portarlington Road and Tivoli Drive will be required, including potential infrastructure modifications works. • Potential remodel and infrastructure changes to the signalised intersections of Hermsley Road / Portarlington Road, Portarlington Road / High Street, and High Street / Jetty Road. • Potential signalisation of Jetty Road and Appleby Road intersection to accommodate capacity of vehicles expected. • If the above mitigating works were implemented as part of a closure, they would also need to be reversed once Tivoli Drive is duplicated in its ultimate cross section.
Costs and Timing	• If all the above works are required, the cost to implement the partial or full closure could potentially be in the order of $20-30k per intersection. • The total cost of the closure could be expected to exceed $100,000. noting design, approvals and implementation costs for each of the intersections as well as physical works for the closure location and additional transport studies. • Further investigations including modelling and design would be required to inform the level of works required and hence the costs to implementing a full or partial closure. • The closure of Tivoli Drive will require Department of Transport approval including a detailed traffic impact assessment report. Any works identified through this process would need to be completed prior to the closure. • If approvals are granted by the Department of Transport, considerable time will be required for design and implementation of works and this would likely take at least a year to complete.

5.5 Option 4: Access via Hermsley Road and Coriyule Road

Works to signalise the intersection of Hermsley Road and Portarlington Road are currently underway. Coriyule Road provides a connection between Tivoli Drive and Hermsley Road that allows access to these signals from the Growth Area.

Currently, Coriyule Road is a gravel rural access road, which carries low volumes of traffic. In order for this option to be implemented, the following works and upgrades would likely be required:

- Construction and sealing of Coriyule Road to a Low-Density Residential Collector Road, with a 6.2m wide seal and 1.5m wide shoulders;
- Upgrades to the intersection of Coriyule Road and Hermsley Road, including localised widening and addition of turn lanes on Hermsley Road;
- Upgrades to the signalised intersection of Hermsley Road and Portarlington Road which is currently under construction (in June 2021); and
- Upgrades to the intersection of Coriyule Road and Tivoli Drive.

The location of the Coriyule Road upgrade, including other nearby intersections which may require upgrades, is shown below in Figure 5.4.

Figure 5.4: Upgrade and Access via Coriyule Road



The benefits, impacts and costs of upgrading Coriyule Road for improved access as an alternative to Tivoli Drive are outlined in Table 5.4 below.

Table 5.4: Option 4: Upgrade and Access via Coriyule Road

Benefits	• A portion of traffic currently accessing Tivoli Drive would use Hermsley Road and Coriyule Road, resulting in less volumes of traffic on Tivoli Drive south of Coriyule Road. There is unlikely to be an improvement in driver behaviour or average speeds.
Impacts	• The redistribution of traffic would not change the existing speed profile for Tivoli Drive, or fully resolve any safety or amenity concerns. • The widening and upgrade of Coriyule Road may require consideration of environmental impacts to roadside vegetation. • The works would effectively create an additional collector road function access into the Jetty Road UGP area which was not currently identified. • An increase in traffic volumes along Coriyule Road is beyond what was contemplated within the Jetty Road UGP.
Costs and Timing	• Further engineering assessment would be required to understand the geotechnical design requirements and suitability of the existing road pavement to carry additional volumes of traffic. If a full road reconstruction were required, this could comfortably exceed $1.25 million. • To upgrade Coriyule Road to the relevant highest standards, vegetation removal may be required where encroaching into the required cross section. In section, safety guard rail may be required where trees or utility poles are within 'clear zones'. • The intersection of Hermsley Road and Portarlington Road may require further improvement works beyond those already being undertaken. This will result in additional costs, depending on the exact nature of works required. • From a timing perspective, design and construction works could take in the order of one or more years to complete. Approvals works and any changes to utility infrastructure may further extend timeframes for the commencement of construction.

5.6 Option 5: Traffic Calming Measures on Tivoli Drive

Following the initial extension of Tivoli Drive, the City implemented a number of traffic measures, including speed humps, parking bans, splitter islands and other intersection improvements. Following further feedback, we understand a speed hump was removed due to noise.

Furthermore, two speed trailers were placed in Tivoli Drive, which have been demonstrated to improve compliance with speed limits in the street.

A holistic approach to local area traffic management can be broken down into four key areas, including:

- *Education;*
- *Enforcement;*
- *Traffic management infrastructure; and*
- *Engagement with the community.*

The above also requires different levels of responsibility and accountability, including from motorists, road authorities such as the City, and Victoria Police.

The installation of traffic management infrastructure should be undertaken in accordance with best practice design standards, acknowledging that the effective of treatments is reduced where this is not achieved. Enforcement and education strategies are key tools relevant to issues of driver behaviour.

It is highlighted that this Option is not significantly different to that currently being done, and the following relates to additional suggestions, and what might further benefit from these initiatives.

Based on a review of the existing conditions and issues within Tivoli Drive, the following traffic management strategy has been identified:

<u>Education</u>

- Implementation of permanent speed radar information displays in Tivoli Drive (i.e. permanent versions of the speed trailers currently located within Tivoli Drive).

<u>Enforcement</u>

- Ongoing advocacy to Victoria Police to enforce speed limits within Tivoli Drive including sharing of speed data and analysis.
- Enforcement of illegal parking, including parking on naturestrips and within 10 metres of intersections.

<u>Traffic management infrastructure</u>

- Implementation of a fully raised intersection treatment at the intersection of Coriyule Road and Tivoli Drive, which would reduce speeds on approaches.
- Implementation of fixed speed radar information signs.
- Implement an additional two traffic calming devices between existing speed humps on Tivoli Drive between Stanley Avenue and Coriyule Road (at locations with street lights at property No. 41 Tivoli Drive and No. 59 Tivoli Drive). A suggested treatment may include road cushions with splitter island, which can be done as a temporary measure similar to existing speed humps.
- Undertake traffic classifier surveys in Greenvale Drive north of Coriyule Road to confirm existing speeds and whether or not further traffic calming devices are required.
- Revert the speed limit of Tivoli Drive between Portarlington Road and the Bellarine Rail Trail to 60km/h such that it reflects the rural and low risk road environment, and improves compliance with both 60km/h and 50km/h speed limits in different sections.

The potential treatments are shown below in Figure 5.5.

Figure 5.5: Potential additional local area traffic management treatments



Road Cushion (Rubber) with Splitter Island



Raised intersection treatment



Speed radar sign

Engagement with the community

- Formalise a local area traffic management strategy for Tivoli Drive, including treatment types and seek community input and feedback on the locations and designs.
- Undertake periodic reviews and provide updates to local residents on the effectiveness of the above initiatives.
- This may include periodic traffic surveys to record traffic volumes and speeds.

The benefits, impacts and costs of upgrading Coriyule Road for improved access as an alternative to Tivoli Drive are outlined in Table 5.4 below.

Table 5.5: Option 5: Traffic Management Strategy

Benefits	• Reduced speeds and better compliance with existing speed limits, including improved amenity for local residents. • Minimal potential flow-on impacts to other areas of Curlewis or Drysdale (as seen under Options 2, 3 and 4).
Impacts	• Where no suitable alternative routes are provided (as is the case for Tivoli Drive), the implementation of traffic calming is unlikely to reduce traffic volumes. • May result in localised parking bans at locations of traffic calming devices. • Potential that additional traffic calming devices may result in increased number of complaints received regarding impacts associated with accelerating, braking, and travelling over speed humps.
Costs and Timing	• The costs of potential infrastructure treatments outlined above would range from $5,000 - $10,000 per road cushion treatment, and between $20,000 - $50,000 for a raised intersection treatment. • Fixed speed radar signs range in cost depending on supplier, but could be expected to be in the order of approximately $20,000 per sign including supply and installation. • The treatments would not require detailed design, and could be implemented relatively quickly, noting there would be no impact to underground utilities or trees. • Other items such as advocacy, education or enforcement would be undertaken by council officers in day-to-day roles.

5.7 Removal of existing traffic calming prior to Tivoli Drive duplication

In addition to the NOM items which include Option 1-5, the City has also requested a review of the impact of removing any remaining speed humps along Tivoli Drive. The following is provided separately to the above options assessment, primarily as a sensitivity assessment.

Speed humps were placed within Tivoli Drive following traffic surveys which demonstrated high volumes of speeding traffic. Speed humps, when implemented at the correct and regular intervals, are an effective traffic management tool in reducing instances of speeding vehicles, overall speeds, and non-local through traffic.

Following further community feedback relating to noise, one speed hump was removed from Tivoli Drive and this may have reduced the effectiveness of the traffic calming devices.

Table 3.2 outlined in Section 3.3 of this report shows the 85th percentile traffic speeds (i.e. the speed at which 85% of motorists travel at or below) in August / September 2020, and March / April 2021. These dates roughly align with the post-opening of the Tivoli Drive extension, and post-implementation of further traffic management measures.

The 85th percentile traffic speeds for the two time periods were 57.9 km/h and 54.7 km/h respectively, demonstrating an approximate 5-6% reduction in traffic speeds after the speed humps were installed.

On the basis of the above, the removal of the existing temporary speed humps would likely have the following effects on Tivoli Drive:

— An increase in the 85th percentile speeds of approximately 5-6% and hence an increase also in the number of speeds exceeding the 50km/h speed limit;
— Increased volumes of vehicles which may have changed their direction of traffic to avoid the inconvenience of travelling over speed humps whether by preference or choice;
— Reduction in number of complaints received regarding impacts associated with accelerating, braking, and travelling over speed humps.

The removal of speed humps along Tivoli Drive prior to the duplication of the road would ultimately return the road to a condition close to when it was opened to traffic from Portarlington Road.

Based on the issues, constraints and options assessed throughout this report, we would not recommend the removal of speed humps within Tivoli Drive and instead consider the implementation of further traffic management (e.g. as outlined in Option 5 / Section 5.6 above).

6 Summary and Recommendations

It is highlighted that many of the current issues within Tivoli Drive could be considered to be temporary in nature and may be resolved with the duplication of the existing road cross section to create a boulevard style road, similar to Centennial Drive.

A number of key issues, opportunities and constraints were identified through this assessment, including (but not limited to):

— Poor driver behaviour;
— Excessive and illegal speeds; and
— Presence of significant vegetation, underground and above ground utilities.

Noting the current cross section of Tivoli Drive, and the ability to support two-way traffic flow due to the car parking ban on the western side, an acceptable volume of traffic is approximately 4,000 – 5,000 vehicles per day.

Furthermore, any issues and respective options should be viewed in context of the Jetty Road Urban Growth Plan, which sets out the future road network and its function. In this regard there is the potential that options would be implemented on a temporary basis only and will need to be rolled back once Tivoli Drive is duplicated into its ultimate form.

The options assessed responded directly to those listed in the Notice of Motion, including:

1. *Potentially continuing with the status-quo conditions;*
2. *Indented car parking along Tivoli Drive between the Bellarine Rail Trail and Greenvale Drive;*
3. *Closure of Tivoli Drive at Portarlington Road;*
4. *Upgrading and encouraging traffic to use Hermsley Road and Coriyule Road for access; and*
5. *Implementation of further traffic calming and other measures.*

Option 1 which maintains the status quo would potentially see an increase in traffic volumes due to undeveloped lots in the Jetty Road UGP Stage 1 area and may further exacerbate existing issues created by driver behaviour.

Options 3, 4 would have varying traffic calming or reduction outcomes, and they would result in significant impacts and costs and potentially create issues at other locations, which could negatively impact other residents.

It is noted that under Option 2 (indented car parking) that traffic speeds and volumes may increase as the route becomes more attractive for through traffic due to widened trafficable lanes. Option 2 would also come at a significant cost, both financially and environmentally.

Option 5 considers continuing the current strategy of addressing local area traffic management issues through education, enforcement, engagement and infrastructure. This option results in benefits for local residents while minimising the impacts identified in other options. It is duly noted that this is the current process being undertaken by the City in Tivoli Drive, and represents best practice in resolving local area traffic management issues.

On the basis that the issues are considered temporary, short term and restricted to a single section of Tivoli Drive, from a benefits, impacts, and cost perspective, it is suggested to implement some or all of the recommendations outlined in Option 5 which include:

— Education – installing fixed speed radar displays for passing motorists;
— Enforcement – continuing to advocate to Victoria Police for increased enforcement;
— Traffic management infrastructure – such as raised intersection treatments or further speed humps; and
— Engagement with the community – continuing to seek input from the community for both the current issues and any proposed changes.

Undertaking further detailed modelling, design, costings and community engagement works will be required to confirm the benefits, costs and impacts of the preferred, or multiple preferred options.

2.2. Draft Drysdale Landfill Post Closure Landscape Plan

Source: **City Services**
Director: **Guy Wilson-Browne**

Purpose

1. To approve the Draft Drysdale Landfill Post Closure Landscape Plan for public exhibition and community engagement.

Background

2. The Drysdale Landfill, located at 502-510 Founds Road Drysdale, commenced operation in 1983. The landfill is the primary waste disposal facility in the municipality supporting the City's operations as well as residential and commercial customers. The landfill receives an average of 55,000 visits per annum. There are a range of current and former land uses on the site including active landfill cells, a resource recovery centre, stormwater and leachate dams, previously rehabilitated landfill cells (Stage 1) and a disused quarry which is shared with a neighbouring landowner.

3. At current filling rates the Drysdale Landfill is scheduled to close in approximately eight years as the remaining active cells (4a, 5 and 6) at the landfill are filled. The closure date may be extended by diverting the City's kerbside waste to other landfills e.g. Wyndham Landfill, as well as diverting other waste sources e.g. food organics from landfill.

Key Matters

4. The City formed a community reference group which included members of the Geelong Field Naturalists Club, Drysdale Landfill Community Consultation Group and Barwon South West Waste and Resource Recovery Group as well as neighbouring property owners. Three landscape plan options were developed, each having a different overarching theme including community access and use, environmental restoration and simplistic cost-effective rehabilitation.

5. The Draft Drysdale Landfill Post Closure Landscape Plan was developed with the assistance of Thompson Berrill Landscape Design (TBLD) and aims to address the aspirations of the community while meeting Environmental Protection Authority (EPA) guidelines.

6. The next step is to engage with the broader community and stakeholders on the preferred theme for the draft Plan.

RESOLUTION - Item 2.2

Cr Sullivan moved, Cr Mason seconded -

That Council:

1. **Endorse the release of the Draft Drysdale Landfill Post Closure Landscape Plan for stakeholder and community engagement for a period of six weeks; and**

2. **Consider any revisions to the Draft Drysdale Landfill Post Closure Landscape Plan for adoption following the conclusion of the engagement process.**

Carried

Financial Sustainability

7. The implementation of the draft Plan will be funded from the City's annual budget cycle. It is anticipated the implementation will occur over several financial years with the first stage of works commencing in the 2022-23 financial year.

8. TBLD prepared costing estimates for each landscape plan option;

    8.1. Option 1 - $10-12M;

    8.2. Option 2 - $10-12M; and

    8.3. Option 3 - $1M.

9. Please note option 3 includes an estimated $8.5M of revenue generated from the filling of the disused quarry with clean fill. Filling the disused quarry could be considered for option 1 and 2 to offset capital costs.

Community Engagement

10. The draft Plan options were developed collaboratively with community groups. Following Council endorsement further consultation will be undertaken to seek feedback via range of engagement methods including;

    10.1. Information leaflets that will be provided to customers upon entry to the resource recovery centre at the Drysdale Landfill site;

    10.2. Drop-in information sessions at the Springdale Community Centre where community members can speak directly with City officers; and

    10.3. Have Your Say section of the City's website.

Social Equity and Sustainability

11. The draft Plan will incorporate social equity considerations such as public access.

Relevant Law/Policy/Legal Implications

12. The Drysdale Landfill Post Closure Landscape Plan will be designed to ensure compliance with EPA publication 788.3 Sitting, design, operation and rehabilitation of landfills (BPEM)

Alignment to Community Plan and Vision

13. This report aligns with Our Community Plan 2021-2025 strategic priority:
    Sustainable growth and environment.

14. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
    A destination that attracts local and international visitors.
    Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

15. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

16. There are no high or extreme risks associated with releasing the draft Plan for stakeholder and community engagement.

Environmental Sustainability

17. The implementation of the draft Landscape Plan will improve stormwater quality across the site and create natural habitats.

Attachments

1. Drysdale Landfill LA Plan 30.07.21 [**2.2.1** - 4 pages]

Introduction

The Drysdale Landfill and Resource Recovery Centre (DLRRC) is managed by the City of Greater Geelong. The site was opened in 1982 and currently receives 100,000 tonnes of waste per year.

The Drysdale Landfill and Resource Recovery Centre is a critical piece of infrastructure for the safe disposal of waste in the Geelong region. The landfill is a Type 2 landfill accepting solid inert waste, putrescible waste and other waste types. It receives waste from residential, commercial and industrial users. The Centre also accepts a wide variety of items for recycling including TV's, e-waste, mattresses, hard plastics, scrap metal, gas cylinders, batteries and waste oil.

Current projections indicate that the Drysdale Landfill will reach capacity within the next seven to eight years and the site will then be rehabilitated in accordance with EPA requirements.

FOUNDS ROAD

MOUNTAIN VIEW

FORMER QUARRY SITE

FORMER LANDFILL SITE

Mason Creek

NORTHERN EMBANKMENT

GREEN WASTE RECOVERY AREA

WATERWAY

EAST STORMWATER POND

WEST STORMWATER POND

GAS ELECTRICITY GENERATOR

PHYTOCAP TRIAL SITE

CURRENT LANDFILL SITE

CELL 1

CELL 2

CELL 3

CELL 4

CELL 4A

CELL 5

CELL 6A

CELL 6B

RESOURCE RECOVERY CENTRE

TYRE AND OIL RECYCLING AREA
PLANT SHED
CONTAINER TOILET
CHANGING ROOM
WEIGHBRIDGE OFFICE
OFFICE
MACHINERY SHED
MATTRESS AND RECYCLING SHED

LEACHATE POND

BECKS ROAD

THOMPSON BERRILL LANDSCAPE DESIGN P/L

SWAN BAY APPROX 4.5KM

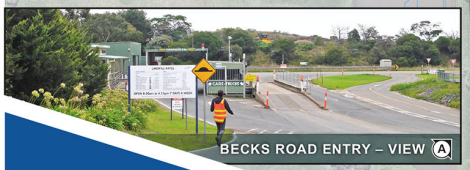
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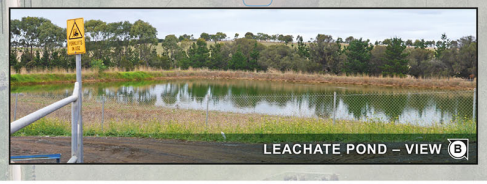
DRAWING KEY

- CoGG OWNED LAND
- EXISTING STORMWATER PIPE
- LEACHATE TO SEWER PIPELINE
- MW14 GROUNDWATER MONITORING WELL
- GB21 / MB5A LANDFILL GAS/ WATER BORE

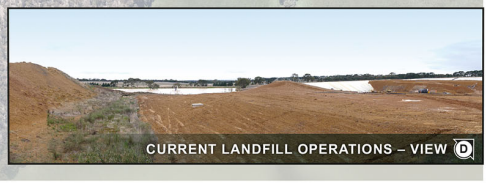
LOCATION PLAN




BECKS ROAD ENTRY – VIEW A


LEACHATE POND – VIEW B


TRANSFER STATION – VIEW C


CURRENT LANDFILL OPERATIONS – VIEW D

HAVE YOUR SAY

City of Greater Geelong is seeking community feedback on the future rehabilitation and use of the site after the end of the landfill operations to identify what are the highest priority actions for the new Drysdale rehabilitation Master Plan and to identify if there are any other issues and opportunities that need to be considered in the development of the plan.

Residents are invited to provide feedback on the draft landfill rehabilitation options via the Council webpage **yoursay.geelongaustralia.com.au/DLPCLP** or by contacting Council by phone 5272 4961 or via email to Jack Taylor, Project Engineer JTaylor2@geelongcity.vic.gov.au

All feedback must be submitted by close of consultation at 5pm on **Wednesday 13 October 2021.**

If you would like to be kept informed about the project, please fill out your name and address at the website link and you will be emailed a copy of the Draft Rehabilitation Master Plan when ready for comment and updated on progress of the works at the Drysdale Landfill Resource and Recovery Centre.

CITY OF GREATER GEELONG

EXISTING CONDITIONS

DRYSDALE LANDFILL LANDSCAPE PLAN

DRAFT

JULY 2021
DRAWING 1 OF 4
SCALE 1:2000 @ A1

0 20 40 60 100m

OPTION 1

Option 1 is to complete rehabilitation of the former landfill site as a new community parkland. This option would include retention of a mix of open grass areas and indigenous revegetation while maximising community access and staged development of open space facilities such as paths, seats, picnic areas and potentially longer term public toilet facilities as needed to support activities including walking, dog exercising, mountain biking, social gatherings/picnic and community based events.

Proposed works for this option may include:

1. Rehabilitate the western stormwater pond as a naturalised wetland to provide for treatment of stormwater runoff from the Resource Recovery Centre car park and road areas.
2. Continue Creekline Grassy Woodland revegetation and weed control along the central waterway section.
3. Rehabilitate the eastern stormwater pond establishing new safety benches and revegetating with indigenous deep, shallow and ephemeral marsh species around the perimeter while retaining an area of open water lake.
4. Strengthen and expand indigenous Creekline Grassy Woodland revegetation along Frederick Mason Creek.
5. Undertaken indigenous Grassy Woodland revegetation along the Founds Road.
6. Undertake indigenous Grassy Woodland revegetation to the current landfill site (subject to success of the phytocap trial). Secure and maintain access and clearance to required gas extraction points.
7. Undertake indigenous Grassy Woodland revegetation to the northern embankment.
8. Establishment of a public access gate and small unsealed car park (5-10 spaces) off Founds Road.
9. Grass dog off lead area on the former landfill site.
10. Establish over 2km of secondary walking access tracks through new bushland revegetation areas.
11. Establish a small seating area overlooking the rehabilitated eastern pond/lake.



HAVE YOUR SAY

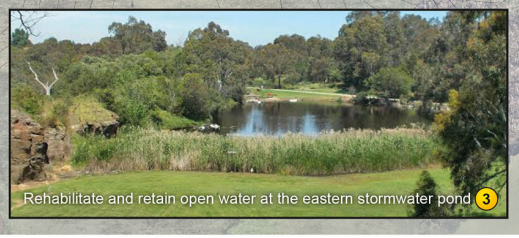
This is only one of three rehabilitation options currently being considered and your comment and feedback is welcome and can be provided via the City of Greater Geelong's website **yoursay.geelongaustralia.com.au/DLPCLP** or via e-mail to Jack Taylor, Project Engineer, JTaylor2@geelongcity.vic.gov.au by **Wednesday 13 October 2021.**

12. Establish seats on top of the former and current landfill sites with elevated views down over Swan Bay.
13. Establish elevated viewing point down over the quarry lake and extend circuit walking track.
14. Longer term, subject to evaluation of public use at the site provision of additional picnic and toilet facilities may be considered.
15. Leachate and gas management systems will continue to require security fencing and ongoing maintenance access.
16. The existing Resource Recovery Centre will continue operations.
17. Existing unsealed roads will be retained for maintenance and fire break access.
18. Existing chainmesh perimeter fencing will be replaced with standard post and wire farm fencing.
19. Existing quarry cliffs will be fenced and potentially netted to restrict public access.
20. Liaise with adjoining landholders to investigate opportunities to expand indigenous waterway revegetation along Frederick Mason Creek.
21. Longer term as revegetation becomes established consider use of feral animal fencing to protect the site.
22. Provide walking/cycling access into quarry and landfill from Becks Road.
23. Maintain security fencing and expand indigenous screen planting to the Resource Recovery Centre boundary.


Potential mountain bike track 13


Picnic facilities 14


Bushland walking tracks 10


Rehabilitate and retain open water at the eastern stormwater pond 3

DRAWING KEY

- EXISTING VEGETATION
- CREEKLINE GRASSY WOODLAND REVEGETATION
- GRASSY WOODLAND REVEGETATION
- WATERWAY REVEGETATION
- SLASHED GRASSED AREA
- INDIGENOUS GRASSLAND GROUNDCOVER REVEGETATION AREA
- RESOURCE RECOVERY CENTRE
- QUARRY CLIFF FENCED RESTRICTED ACCESS AREA
- EXISTING UNSEALED ACCESS ROAD
- PROPOSED SECONDARY WALKING PATHS
- PROPOSED PEDESTRIAN PATH
- GAS EXTRACTION POINTS (INDICATIVE ONLY)
- ACCESS GATE
- KEY VIEWS

CITY OF GREATER GEELONG

OPTION 1 - COMMUNITY ACCESS LANDFILL SITE
DRYSDALE LANDFILL LANDSCAPE PLAN

DRAFT

JULY 2021
DRAWING 2 OF 4
SCALE 1:2000 @ A1
0 20 40 60 100m

THOMPSON BERRILL LANDSCAPE DESIGN P/L

OPTION (2)

Option 2 is to complete rehabilitation of the former landfill site with a focus on restoration of habitat and biodiversity values across the site. This option would seek to maximise the extent of indigenous revegetation and biodiversity values and may include restricting public access to some areas as needed to maximise bird habitat values. The existing unsealed road network will provide for walking access to key viewing/seating points.

Proposed works for this option may include:

1. Rehabilitate the western stormwater pond as a naturalised wetland to provide for treatment of stormwater runoff from the Resource Recovery Centre car park and road areas.
2. Continue Creekline Grassy Woodland revegetation and weed control along the central waterway section.
3. Remove the eastern stormwater pond establishing a natural meandering waterway and revegetate with indigenous Creekline Grassy Woodland species.
4. Strengthen and expand indigenous Creekline Grassy Woodland revegetation along Frederick Mason Creek.
5. Undertaken indigenous Grassy Woodland revegetation along Founds Road.
6. Undertake indigenous Grassy Woodland revegetation to the current landfill site (subject to success of the phytocap trial). Secure and maintain access and clearance to required gas extraction points.
7. Undertake indigenous Grassy Woodland revegetation to the northern embankment.
8. Liaise with adjoining landholders to investigate opportunities to expand indigenous waterway revegetation along Frederick Mason Creek.
9. Establishment a public access gate and small unsealed car park (2-3 spaces) off Founds Road.
10. Investigate establishment of scattered Grassy Woodland revegetation plots to the former landfill site using localised species (subject to success of the phytocap trial).



HAVE YOUR SAY

This is only one of three rehabilitation options currently being considered and your comment and feedback is welcome and can be provided via the City of Greater Geelong's website **yoursay.geelongaustralia.com.au/DLPCLP** or via e-mail to Jack Taylor, Project Engineer, JTaylor2@geelongcity.vic.gov.au by **Wednesday 13 October 2021.**

11. Establish fencing to the perimeter of the mown grass former landfill site if dog off lead is considered. All other revegetation areas are to be signed as 'no dogs' to maximise habitat values.
12. Establish fencing to restrict public access to the former quarry site and undertake revegetation to enhance bird habitat values associated with the lake and cliff face.
13. Establish elevated viewing point down over the quarry lake.
14. Leachate and gas management systems will continue to require security fencing and ongoing maintenance access.
15. The existing Resource Recovery Centre will continue operations.
16. Existing unsealed roads will be retained for maintenance and fire break access.
17. Existing chainmesh perimeter fencing will be replaced with standard post and wire farm fencing.
18. Maintain security fencing and expand indigenous screen planting to the Resource Recovery Centre boundary.
19. Longer term as revegetation becomes established consider use of feral animal fencing to protect the site.
20. Provide walking/cycling access into quarry and landfill from Becks Road.
21. Undertake modified grassy woodland revegetation in the areas suitable for planting within the remaining quarry area.

DRAWING KEY

- EXISTING VEGETATION
- CREEKLINE GRASSY WOODLAND REVEGETATION
- QUARRY REVEGETATION AREA (MODIFIED)
- GRASSY WOODLAND REVEGETATION
- WATERWAY REVEGETATION
- SLASHED GRASSED AREA
- INDIGENOUS GRASSLAND GROUNDCOVER REVEGETATION AREA
- RESOURCE RECOVERY CENTRE
- QUARRY CLIFF FENCED RESTRICTED ACCESS AREA
- EXISTING UNSEALED ACCESS ROAD
- PROPOSED SECONDARY WALKING PATHS
- PROPOSED PEDESTRIAN PATH
- POTENTIAL MOUNTAIN BIKE TRACK
- GAS EXTRACTION POINTS (INDICATIVE ONLY)
- ACCESS GATE
- KEY VIEWS


Retain and rehabilitate the former quarry site as bird habitat (12)


Extend grassy woodland revegetation using a phytocap (6)


Rehabilitate eastern stormwater pond (3)

CITY OF GREATER GEELONG

OPTION (2) - ENVIRONMENTAL LANDFILL SITE
DRYSDALE LANDFILL LANDSCAPE PLAN

DRAFT

JULY 2021
DRAWING 3 OF 4
SCALE 1:2000 @ A1
0 20 40 60 100m

THOMPSON BERRILL LANDSCAPE DESIGN P/L

OPTION 3

Option 3 is to complete a traditional landfill site rehabilitation. This option will also be needed if the phytocap trial is unsuccessful and will mean that the existing landfill site will be finished in a similar arrangement to the former landfill site with a geosynthetic cap and slashed grass finish without any planting. The environmental focus of this option will then only focus on the naturalisation and indigenous revegetation of the waterway. To offset the higher costs and expand opportunities for further Grassy Woodland revegetation the existing quarry site could however be fully restored to its former natural surface using clean fill before undertaking full revegetation.

Proposed works for this option include:

1. Rehabilitate the western stormwater pond as a naturalised wetland to provide for treatment of stormwater runoff from the Resource Recovery Centre car park and road areas.
2. Continue Creekline Grassy Woodland revegetation and weed control along the central waterway section.
3. Remove the eastern stormwater pond establishing a natural meandering waterway and revegetate with indigenous Creekline Grassy Woodland species.
4. Strengthen and expand indigenous Creekline Grassy Woodland revegetation along Frederick Mason Creek.
5. Undertaken indigenous Grassy Woodland revegetation along Founds Road.
6. Maintain the former landfill site as mown grass.
7. Undertake indigenous Grassy Woodland revegetation to the northern embankment.
8. Undertake indigenous Grassy Woodland revegetation to the current landfill site (subject to success of the phytocap trial). Secure and maintain access and clearance to required gas extraction points.
9. Maintain security fencing and expand indigenous screen planting to the Resource Recovery Centre boundary.
10. Leachate and gas management systems will continue to require security fencing and ongoing maintenance access.
11. The existing Resource Recovery Centre will continue operations.
12. Existing unsealed roads will be retained for maintenance and fire break access.



HAVE YOUR SAY

This is only one of three rehabilitation options currently being considered and your comment and feedback is welcome and can be provided via the City of Greater Geelong's website **yoursay.geelongaustralia.com.au/DLPCLP** or via e-mail to Jack Taylor, Project Engineer, JTaylor2@geelongcity.vic.gov.au by **Wednesday 13 October 2021.**

13. Existing chainmesh perimeter fencing will be replaced with standard post and wire farm fencing
14. Liaise with adjoining landholders to investigate opportunities to expand indigenous waterway revegetation along Frederick Mason Creek.
15. Investigate filling the former quarry site using clean fill to enable complete rehabilitation of the site and minimise public risk and ongoing site management costs associated with the steep cliffs and embankments.
16. Longer term as revegetation becomes established consider use of feral animal fencing to protect the site.
17. Provide walking/cycling access into landfill from Becks Road.

Traditional landfill capping

Traditional landfill rehabilitation involves a grass covered mound under which an engineered geosynthetic membrane are installed to form a cap preventing rainfall from penetrating into the waste cell and generating excess leachate and potential groundwater contamination. No planting is allowed on a traditional landfill site to ensure that the cap remains intact and is not punctured by tree roots or soil shrinkage.

What is a phytocap?

A phytocap is constructed with a thick soil sponge layer which intercepts and stores rainfall before it enters the waste cell allowing it to be released naturally by evaporation and transpiration through planted trees and shrubs. Phytocaps are less expensive to construct than engineering caps and will allow planting of indigenous trees and shrubs rather than just grass. A phytocap trial is being conducted at Drysdale Landfill and if successful will be used as the basis for site rehabilitation.


Traditional landfill rehabilitation 6


Fill the quarry and rehabilitate as grassy woodland 14

DRAWING KEY

- EXISTING VEGETATION
- CREEKLINE GRASSY WOODLAND REVEGETATION
- GRASSY WOODLAND REVEGETATION
- WATERWAY REVEGETATION
- SLASHED GRASSED AREA
- INDIGENOUS GRASSLAND GROUNDCOVER REVEGETATION AREA
- RESOURCE RECOVERY CENTRE
- EXISTING UNSEALED ACCESS ROAD
- ACCESS GATE
- GAS EXTRACTION POINTS (INDICATIVE ONLY)

CITY OF GREATER GEELONG

OPTION 3 - TRADITIONAL LANDFILL SITE
DRYSDALE LANDFILL LANDSCAPE PLAN

DRAFT

JULY 2021
DRAWING 4 OF 4
SCALE 1:2000 @ A1
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THOMPSON BERRILL LANDSCAPE DESIGN P/L

2.3. Geelong Major Events Delegated Committee Annual Report 2020-2021

Source: **City Planning & Economy**
Director: **Gareth Smith**

Purpose

1. To provide an overview of the Geelong Major Events Committee activity for the period 1 July 2020 to 30 June 2021.

Background

2. Geelong Major Events (GME) was established as a Council Advisory Committee in 1998 and formalised under Section 86 of the *Local Government Act 1989 (Act)* in October 1999. That 1989 Act is now replaced by the *Local Government Act 2020*, Section 63 Delegated Committees.

3. GME's focus is on attracting and sponsoring major events for the region, based on the economic and reputational outcomes they provide. The continued success of GME to attract and support major events requires an ongoing funding commitment from Council.

Key Matters

4. GME sponsored seven major events that were delivered between 1 July 2020 and 30 June 2021. Another 13 events were cancelled or postponed because of the impacts of Covid-19.

5. The seven major events staged stimulated economic activity estimated at $9.2million which supports the equivalent of an estimated 74 full time jobs in the Greater Geelong region and represents a return on investment of 28:1.

6. The 2020-2021 GME sponsored events also provided social benefits for the local community through participation and spectating, with over 60 percent offering some free public access. An estimated 70,000 participants and spectators attended the seven major events, with an estimated 54% of those being non-locals.

7. The major events portfolio in Geelong regularly drives over $50 million of economic spending in our region annually. As a direct result of the Covid-19 pandemic, an estimated $40 million of economic benefit has been lost from the region, due to the cancellation of nine major events during the period. That spending would normally support some 300 jobs in our region.

8. A further $35 million of expected economic benefit from four more major events has been postponed from 2020/2021 to 2021/2022.

RESOLUTION - Item 2.3

Cr Nelson moved, Cr Sullivan seconded -

That Council note the summary of the Geelong Major Events Committee sponsorship outcomes for the 2020/2021 financial year.

Carried

Financial Sustainability

9. The total Council allocation of sponsorship funding of $322,100 paid during the period was within budget. The event expenditure generated by the seven events supported during the period 1 July 2020 to 30 June 2021 is estimated to be $9.2 million. This event expenditure is estimated to support the equivalent of 74 full-time jobs in Greater Geelong and represents a return on investment for our community of 28:1.

Community Engagement

10. GME meetings are currently held on the third Monday of the month. Up to twelve GME meetings are held annually and are open to the public. The meeting details are advertised in the City News two weeks prior to the meeting date.

11. Each alternate month, the meetings are strategic sessions which allow for informal and strategic discussions with existing and potential event organisers, and event briefings on confidential and commercially sensitive matters.

12. Pursuant to the *Local Government Act 2020* and the Victorian Government's *COVID-19 Omnibus (Emergency Measures) Act 2020*, GME meetings from 1 July 2020 were held virtually. For the safety of the community, committee members and staff, there was no public attendance at meetings. The public were invited to submit any questions to the Committee via email. Meetings held virtually are recorded and subsequently available on the web.

13. GME consists of:

    13.1. Up to four members of Council;

    13.2. Up to six external representatives of the business/media/arts or events community;

    13.3. The Chief Executive Officer (or his proxy); and

    13.4. The Executive Director of Tourism Greater Geelong & The Bellarine Inc.

14. All members have full and equal voting rights.

15. Following the public advertising of one vacancy in 2020, Council appointed Mathew Hood as an external representative to GME for a one-year term commencing April 2021.

Social Equity and Sustainability

16. GME funding decisions are guided by a Matrix of Events, a GME Funding Criteria and a Geelong Major Events Strategy which ensures a transparent governance process for the allocations and access to funding by the community at large.

17. Major events in Geelong make a significant contribution to the social, environmental and economic well-being of the community. These events can also provide a legacy for the community through redeveloped or newly constructed infrastructure.

18. The events staged within this reporting period provided social benefits for the local community through participation and spectator opportunities, with 60% of these major events offering some level of free public access to the events.

19. It is estimated that approximately 70,000 participants and spectators attended the events supported during the period ending 30 June 2021, and that 54% of those attendees were non-local.

20. The GME Committee has a gender balance.

Relevant Law/Policy/Legal Implications

21. In August 1998 Council established GME as a Section 86 Committee under the provisions of the *Local Government Act 1989*, to stimulate and encourage major events within the municipality. That 1989 Act is now replaced by the *Local Government Act 2020*, Section 63 Delegated Committees.

22. The objectives of GME are to:

    22.1. Strive to stimulate and encourage events that offer the best opportunity to provide measurable economic benefits, potential to market Geelong outside the municipality and enhance local community through participation of residents;

    22.2. Support the development and improvement of hallmark, major and developing events while focusing its activities on a clearly defined strategic program; and

    22.3. Establish and maintain strong links with the private sector, government and our communities to achieve high levels of stakeholder investment and activity required to realise the events potential of Geelong.

23. GME undertake a range of overarching actions to achieve their objectives including:

    23.1. A Geelong Major Events Strategy and Business Plan in accordance with terms of reference;

    23.2. Maintenance of a funding submissions and evaluation process;

    23.3. The development and attraction of new events;

    23.4. The continuous improvement of current events;

    23.5. Facilitation of State, Federal Government and private sector funding whatever possible; and

    23.6. Recommendations to Council regarding event infrastructure needs.

Alignment to Community Plan and Vision

24. This report aligns with Our Community Plan 2021-2025 strategic priority:
    Strong local economy.

25. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration:
    A destination that attracts local and international visitors.

Conflict of Interest

26. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

27. The management of risks associated with events is an important aspect to protect the community, Council's assets and reputation. Significant processes are in place to ensure all events staged in the region have adequate risk and emergency management procedures in place, particularly focussed on the contemporary security threats now facing mass crowd events and as we move forward, the considerations necessary to ensure COVID Safer events.

28. All high-risk major events are required to present event plans to Geelong's Events Multi Agency Working Group, which is coordinated by Council's Event Services Unit and chaired by Victoria Police. During this process, feedback and advice is given to event organisers from the represented agencies and stakeholders on the working group, such as Victoria Police, WorkSafe, Country Fire Authority and the Municipal Building Surveyor.

Environmental Sustainability

29. Each application for funding to GME is assessed against a range of criteria including environmental impact.

30. Environmental considerations include energy usage, use of renewable sources, water usage, waste and or recycling generated, traffic congestion, use of non-powered transport options, pollution, destruction or damage to natural environments, event legacies of new or reinvigorated nature and resources. The environmental impact for each event is assessed and where appropriate actions are identified to protect the environment.

31. Council plays a leading role in working with external agencies and event organisers to ensure that environmental implications are appropriately managed.

32. The events staged during this period implemented a range of programs to minimise their environmental impacts, carbon footprint and to proactively provide positive legacies from their events.

Attachments

1. Summary of Events Sponsored by GME 2020-2021 [**2.3.1** - 1 page]

SUMMARY OF EVENTS SPONSORED BY GME 2020-2021

Event Name	Sponsorship Amount	Estimated Economic Benefit
2020/2021 WUFC Summer of Football	$16,000	$816,575
2021 'Rone In Geelong' Exhibition @ Geelong Gallery	$50,000	$4,626,214
2021 Ironman 70.3 Geelong	$150,000	$1,178,598
2021 Oceania Regional Tennis Championships @ GLTC	$25,000	$207,040
2021 Head of the Schoolgirls' Regatta	$41,100	$1,448,198
2021 Police & Emergency Services Games	$20,000	$631,191
2021 Wildfire Boxing Series (Round 5)	$20,000	$347,053

SUMMARY OF SPONSORED EVENTS CANCELLED IN 2020-2021

Event Name
2020 Australian Open Table Tennis
2020 Geelong Revival Festival
2020 Blackball World Championships
2021 Bay Cycling Classic
2021 Festival of Sails
2021 Victorian Open Golf Tournament
2021 NBL 3x3 Hustle
2021 "Godspell" @The Palais
2021 Cadel Evans Great Ocean Road Race

SUMMARY OF SPONSORED EVENTS POSTPONED FROM 2020-2021 TO 2021-2022

Event Name
2020 Victorian Gymnastics Championship Series
2020 Victorian Teacher's Games
2021 National Celtic Festival
2021 Australian International Airshow

2.4. Barwon South West Climate Alliance

Source: **City Services**
Director: **Guy Wilson-Browne**

Purpose

1. To seek Council endorsement for the City to become a founding member of the newly established Barwon South West Climate Alliance.

Background

2. Across Victoria, regional climate alliances work on behalf of their member councils and government agencies to deliver climate change initiatives that provide shared benefits.

3. There are currently eight climate alliances in Victoria. The Barwon South West is the only region in Victoria that currently does not benefit from an established climate alliance.

4. Alliance projects benefit from joint effort, expertise and shared knowledge. A recent success was the Victorian Energy Collaboration (VECO) which resulted in 46 councils purchasing electricity from renewable sources.

5. The City is a non-fee paying member of the Western Greenhouse Alliance, a largely metropolitan group of eight councils west of the Melbourne central business district. The City has the opportunity to be a conduit between the Western Alliance and the new Barwon South West Climate Alliance as well as taking advantage of opportunities by being a member of both alliances.

6. The Victorian Government recognises the important work of greenhouse alliances to support local and regional climate action. In 2020, the Department of Environment Land Water and Planning provided funding to support the establishment of a Barwon South West Climate Alliance between the ten councils, water authorities, catchment management authorities and other relevant organisations of the Barwon South West region including:

    6.1. City of Greater Geelong, Golden Plains Shire, Surf Coast Shire, Borough of Queenscliffe, Corangamite Shire, Colac Otway Shire, Warrnambool City Council, Moyne Shire, Glenelg Shire, Southern Grampians Shire, Barwon Water, Wannon Water, Corangamite Catchment Management Authority and Glenelg Hopkins Catchment Management Authority.

7. Warrnambool City Council is leading the project on behalf of the regional partners.

8. The proposed Barwon South West Climate Alliance will be a formal partnership between councils and other agencies to work together on joint projects, share knowledge and gain benefits from becoming a part of the larger cohort of regional climate alliances in Victoria.

Key Matters

9. At least five organisations are required to become founding members of the Barwon South West Climate Alliance to enable its establishment.

10. Founding members will have the opportunity to shape the rules of the Alliance, refine its governance and membership structure, and form its legal purpose.

RESOLUTION - Item 2.4

Cr Moloney moved, Cr Mansfield seconded -

That Council:

1. Nominate to become a Foundation Member of the Barwon South West Climate Alliance;

2. Support becoming a formal paid member of the Barwon South West Climate Alliance and note that $15,000 has been allocated within the 21/22 budget for the annual Alliance membership fee; and

3. Delegate the authority to the Chief Executive Officer to sign documentation associated with becoming a member of the Barwon South West Climate Alliance.

Carried

Financial Sustainability

11. Each council will be required to pay an annual membership fee of $15,000 to be a member of the Barwon South West Climate Alliance.

12. The City's membership will be paid for from the existing budget.

Community Engagement

13. The development of the recent Draft Climate Change Response Plan was informed by extensive community engagement that revealed strong interest in regional climate change issues and solutions. A key theme of the feedback received included the community's desire to see the City demonstrating leadership and working across the broader region to reduce the impacts of climate change.

Social Equity and Sustainability

14. A regional approach to tackling climate change will address and improve aspects of social equity including increasing access to affordable clean energy whilst reducing climate change impacts.

Relevant Law/Policy/Legal Implications

15. The *Local Government Act 2020* has strengthened the mandate for consideration of climate change risk in council decision-making processes. Several of the overarching governance principles create obligations for councils in the context of climate change, including:

    15.1. Under section 9(2)(b) Councils are required to give priority to achieving the best outcomes for the municipal community, including future generations;

    15.2. Under section 9(2)(c) Councils are required to promote the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks; and

    15.3. Under section 9(2)(h) regional, state, and national plans and policies are to be taken into account during Council's strategic planning.

Alignment to Community Plan and Vision

16. This report aligns with Our Community Plan 2021-2025 strategic priority:
    Sustainable growth and environment.

17. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
    Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

18. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

19. Membership of the Barwon South West Climate Alliance will assist the City in minimising risks to the environment, at the same time improving its reputation as a regional leader.

20. Risks will be minimised by putting in place a governance structure (**Attachment 1**).

Environmental Sustainability

21. The Sustainability Framework, Environment Strategy 2020-2030 and Draft Climate Change Response Plan provide strategic justification for the City to become an active member of the Barwon South West Climate Alliance. The alliance will support the region to minimise impacts and realise new opportunities in relation to the climate change

Attachments

1. Barwon South West Climate Alliance Governance Structure [YOB6] [**2.4.1** - 3 pages]

Barwon South West Climate Alliance

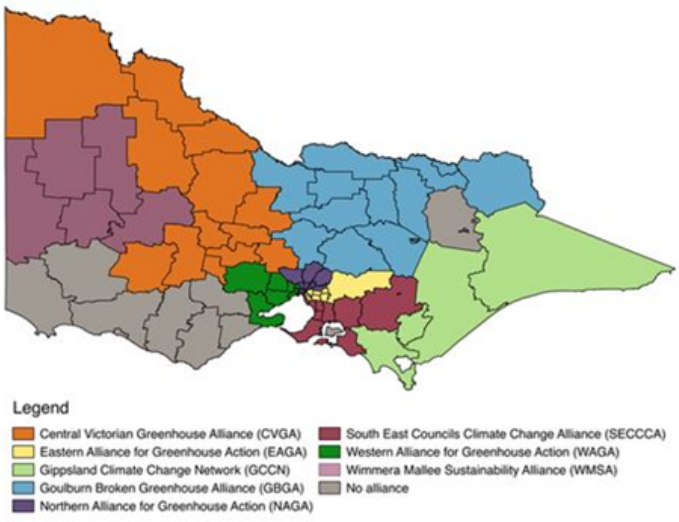
Discussion

At the completion of the Climate Resilient Communities Project in 2017, the ten Barwon South West (BSW) local government and agency partners expressed interest in continuing to work together under the banner of the Victorian Greenhouse Alliances. With no climate alliance or its equivalent in the region, the proposed BSW Climate Alliance will be a formal partnership between councils and other agencies to work together on joint projects, share knowledge and gain benefits from becoming a part of the larger cohort of regional climate alliances in Victoria.

The Department of Environment, Land, Water & Planning (DELWP) provided funding to support the establishment of an alliance in the region. One hundred and twenty thousand dollars ($120,000) has been provided for the establishment of a formal climate alliance between the 10 councils of the BSW region, water authorities, catchment management authorities (CMAs) and other relevant organisations. This also includes the delivery of the first project being a community and health services forum.

The alliances have access to larger pools of funding and focus on reducing emissions, increasing efficiency, and delivering savings to members and their communities. There are eight other climate alliances in Victoria, collectively called the Victorian Greenhouse Alliances.

The map of Victoria below shows the regions of the eight other greenhouse alliances in colour. The Barwon South West region, pictured in grey, is the only region that does not have a climate alliance.



The Barwon South West Climate Alliance will provide collaborative opportunities for councils and partner agencies to move towards best practice, reduce emissions, share knowledge and scale up the delivery of beneficial climate change and mitigation projects across the region.

The process of establishing a Barwon South West Climate Alliance is underway. Gaining the partnership of all councils in the Barwon South West region as well as other agencies and authorities, is the main objective of this establishment project. The formation of the BSW Climate Alliance will contribute to regional adaptation, equitable transition, emissions reduction and actively support local governments becoming more effective in meeting their obligations and commitments. The design of governance structure, membership types and

funding models will ensure long term viability of the alliance and will be communicated in the coming months.

Benefits of Barwon South West Alliance Climate membership

The Alliance will be a formalised partnership and its formation is considered crucial to driving and coordinating existing and future investments (big or small) on climate change initiatives across the BSW. Some benefits of a formalised Alliance include:

- coordinated projects that promise return on investment in terms of cost savings and emissions reduction;
- greater access to large pools of funding through mutually beneficial, joint projects;
- elevate the public profile of Council and agencies as proactive, and greater capacity to adhere to legislative responsibilities for action climate change; and
- enhanced opportunity to share resources and skill sets across organisations and advocate behalf of our region and community for action on climate change.

Examples of projects generated by existing alliances that have provided benefits for members include;

- How well are we adapting - a program and tool led by the Western Greenhouse Alliance with RMIT University to embed climate change adaptation and measure responses to climate change impacts and risks across all council services, assets and operations.
- The South East Councils Climate Change Alliance has secured close to $10 million of investment to deliver 20 innovative climate change related projects over the last decade.
- Over the past seven years the Central Victorian Greenhouse Alliance (CVGA) has delivered over $60 million worth of projects and delivered significant greenhouse gas emission reductions in the region.
- Solar savers; a $4 million program to provide rooftop solar systems to low income pensioner households across 25 councils and 4 greenhouse alliances, led by the Eastern Alliance.
- Streetlight operation, maintenance and repair (OMR) savings; a joint advocacy submission to the Australian Energy Regulator led to direct savings of $22 million for councils between 2016-2020 for costs of operation, maintenance and repair of streetlights.

Becoming a Founding member

At this stage in the project at least five organisations are needed to come forward to become founding members of the Barwon South West Climate Alliance to enable its establishment. Being a founding member is not a requirement for membership and does not require any fees. Annual fees will be payable after the alliance is formally established. Founding members will play a significant role in shaping the Alliance and its rules and constitution.

The Value and Benefit of being a Founding Member

Founding members will have the opportunity to shape the rules of the Alliance, refine its governance and membership structure, and form its legal purpose. They will review the recommendations the establishment group has refined over the past eight months.

Founding members will have the power to make important decisions about the organisation, including setting strategic directions, membership rights and obligations. While it is possible to amend the rules at a later stage, it is difficult for a member who subsequently joins to have the same level of input into the overall rules and governance documents.

Founding members will form the Management Committee, which is the governing body of the Alliance. Founding member organisations will elect one representative to enact its tasks. Any person who is in involved will influence key decisions that affect the operations and future direction of the Alliance.

Governance

The Barwon South West Climate Alliance is proposed to be an Incorporated Association that is Not for Profit. The governance structures and positions are proposed to include:

- Chair
- Executive Management Committee
- Alliance Members Forum
- Project Working Groups
- Member Elect Advisory Board
- Executive Officer
- Host Council

At this stage in the project, in order to register for incorporation there will need to be at least five founding members to form a first Management Committee and review and endorse the Alliance rules. After the founding members are all in agreement, they will meet and formally endorse the rules and register for incorporation.

Cr Gryzbek declared a conflict of interest in relation to item 2.5 GMHBA Stadium Stage 5 Redevelopment in that, Cr Gryzbek's manager is a trustee of the Kardinia Park Stadium Trust and left the meeting at 7:25 pm prior to discussion of the item.

2.5. GMHBA Stadium Stage 5 Redevelopment

Source: **City Planning & Economy**
Director: **Gareth Smith**

Purpose

1. To report to Council on the recommendations from the Council resolution from

2. 23 March 2021 regarding the GMHBA Stadium Stage 5 Redevelopment.

Background

3. A report was tabled at the 23 March Council meeting which sought support for the redevelopment of the GMHBA Stadium, public plaza and cricket hub.

4. At this meeting Council resolved to support the Minister for Planning as the Planning Authority and Responsible Authority for a planning scheme amendment that would allow the final stage of the stadium to be developed. The resolution also noted that the Kardinia Park Stadium Trust (KPST) had been nominated Committee of Management for the land associated with the development.

5. The report highlighted concerns raised by City officers in relation to the plaza area and cricket hub including tree removal, loss of open space for car parking, vehicle access, loading dock and ongoing involvement with the City as the amendment progressed.

6. Council resolved to support some aspects of the Council report, including the stadium development, the Minister for Planning's role and the loading dock. A letter to this effect was sent to the KPST and the Minister for Planning.

7. Councillors sought further investigations on the issues relating to car parking, vehicle access and tree removal. An alternative recommendation endorsed by Council, requested officers to continue to work with the KPST, to review the business case for the cricket hub to ensure that the Geelong Cricket Club "is no worse off," and to further investigate carparking, vehicle access and tree removal options.

Key Matters

8. The business case prepared by Callab Projects on behalf of Cricket Australia and Cricket Victoria was provided to Council officers on 3 May 2021. A copy of the business case has previously been provided to Councillors.

9. The Minister for Planning has approved amendment C423 for the Stage 5 redevelopment of the Stadium, plaza and cricket hub. A further decision is required on car parking and access for the cricket hub post approval of the amendment.

10. Four options have been considered to provide additional car parking in proximity to the cricket hub that are discussed in **Attachment 1.**

11. Following further discussions with KPST, officers recommend supporting the removal of 11 trees, an additional 2 trees have been reassessed. The River Red Gum will be retained.

12. The carpark near the Cricket Hub and associated access road is not consistent with the Council's Clever and Creative Vision of no net loss of open space by suburb and the consolidation of carparking in Kardinia Park is not supported. Officers recommend the additional car parking on Carr Street (Option 3 outlined in **Attachment 1**). With design modifications, the Moorabool Street accessway is acceptable but not preferred.

RECOMMENDATION - Item 2.5

Cr Harwood moved, Cr Murrihy seconded -

That Council as part of its consideration of the GMHBA Stadium Stage 5 redevelopment:

1. **Support the removal of the trees as identified in the Proposed Tree Strategy prepared by Ubris, Job No. P0019075, Dwg No, L-DD-PL03 Rev A, dated 8 February 2021, noting that the River Red Gum Tree #19 is to be retained;**

2. **Support the provision of additional car parking on Carr Street; and**

3. **Endorse the letter to the Minister for Planning (Attachment 3) and provide a copy to the Kardinia Park Stadium Trust.**

AMENDED RESOLUTION - Item 2.5

Cr Nelson moved, Cr Kontelj seconded -

That Council as part of its consideration of the GMHBA Stadium Stage 5 redevelopment:

1. **Support the proposed cricket carpark in the Stage 5 redevelopment to compensate the loss of existing car parking by the Geelong Cricket Club, adjacent to the cricket hub, as recommended by the Kardinia Par Stadium Trust (KPST);**

2. **Support the proposed access road from Moorabool Street to the cricket hub carpark as assessed in the independent Road Safety Audit (RSA) to assess the access way, noting the design options presented by KPST can achieve an acceptable safety outcome through detailed design;**

3. **Requests that the current review by the City of Greater Geelong of the Kardinia Park Master Plan seeks to identify opportunities to offset the reduction in open space of request or greater area than the resulting decrease of open space from the access road, cricket car park and cricket hub;**

4. **Support the removal of the trees as identified in the Proposed Tree Strategy prepared by Ubris, Job No. P0019075, Dwg No. L-DD-PL03 Rev A, dated 8 February 2021, noting that the River Red Gum Tree #19 is to be retained and replacement trees to be planted within the Kardinia Park area; and**

5. **Request the Chief Executive Officer write to the Minister for Planning in support of the Kardinia Park Stadium Trust proposal as outlined above.**

Carried

Financial Sustainability

13. The construction of the final stage of the GMHBA stadium and associated cricket hub, additional car parking and plaza area will be funded by the State Government. The project is estimated to cost $142 million.

Community Engagement

14. The KPST undertook community engagement for a six-week period from 9 December 2020 – mid January 2021. Engagement involved a mail out of 500 letters to adjacent landowners and notices in the local paper. Information about the project was available on the KPST web site. A report on the findings from the consultation was prepared in February 2021 and presented to the Minister for Planning for consideration as part of the amendment process.

Social Equity and Sustainability

15. The Stage 5 redevelopment will provide all abilities access to the stadium and the surrounding plaza area. The existing cricket club will also benefit from the development with the provision of new change and club rooms within the stadium. The cricket hub and indoor nets will also be a significant asset for the local and regional cricket community. The new plaza area has been designed to include a half basketball court and grass area enabling the space to function as a local park on non-event days.

16. The Clever and Creative Vision calls for no net loss of open space in each suburb. The introduction of additional car parking and access road into Kardinia Park will result in a loss of open space in Geelong.

17. The development of the Kardinia Park Master Plan has recently commenced which may present opportunities to offset this loss, however it is not possible to determine this at this point.

Relevant Law/Policy/Legal Implications

18. The completion of the stadium is consistent with promoting and enhancing the capacity of the precinct for sporting and cultural events. A new cricket hub is proposed as part of the stadium redevelopment, which is generally consistent with the G21 Cricket Strategy adopted by Council in 2019 that identifies Kardinia Park as a location for the cricket hub.

19. The Governor in Council in February 2021 extended the committee of management responsibilities for KPST to include the plaza and cricket hub area.

20. In September 2020 Council adopted the Tree Management Council Policy. This policy provides direction on the protection, retention and removal of trees on City managed land and where protection exists under the Greater Geelong Planning Scheme. A maximum of 11 trees including two street trees would be removed from the site.

21. On 15 June 2021, the Minister for Planning wrote to the Mayor informing the City that he had approved Amendment C423 to the Greater Geelong Planning Scheme, to facilitate the redevelopment and upgrades to the GMHBA stadium, forecourt plaza and cricket hub.

Alignment to Community Plan and Vision

22. This report aligns with *Our Community Plan 2021-2025* strategic priority:

Healthy, caring and inclusive community.

23. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration:
A destination that attracts local and international visitors.
An inclusive, diverse, healthy and socially connected community.
It also aligns with there is to be no net loss of open space in each suburb.

Conflict of Interest

24. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

25. The final stage of development of the GMHBA stadium, plaza and cricket hub will be fully funded by the State Government. Project construction will be managed by the State Government and KPST through various contractors. The State and the KPST will need to continue liaising with City officers during construction to ensure safe and equitable traffic management, and access to the balance of Kardinia Park by sporting clubs and the general public can be maintained.

Environmental Sustainability

26. Initial investigations during the design phase of the project has estimated approximately 5,000-10,000 cubic metres of contaminated fill is under the current northern stand. It is proposed that this contaminated fill will be managed by placing it under the plaza area.

27. The City is aware that the EPA on 4 March 2021 has exempted the need for a works approval to place contaminated fill under the plaza, subject to conditions which include the submission of an Environmental Management Plan (EMP) by KPST. The City will request a copy of the EMP and any other supporting documentation be provided to the City to support overall park management in partnership with the KPST.

28. A Stormwater Servicing Strategy has been developed for the site. The strategy will deal with stormwater runoff generated from the development including its capture and reuse to water ovals and grassed areas.

29. An Environmentally Sustainable Design Statement has been prepared for the development. The development will implement best practice environmentally sustainable design principles and operating practices, use sustainable building materials, reuse and recycle waste building materials, meet Green Star requirements and implement drought proof landscaping.

30. A maximum of 11 trees including 2 street trees, will be removed from the site and 52 replacement trees are proposed by KPST. An existing River Red Gum will be retained on the site.

Attachments

1. Attachment 1 Planning process GMHBA stadium redevelopment cricket hub [**2.5.1** - 9 pages]
2. Attachment 2 - Tree Impacts and Conflicts Report [**2.5.2** - 10 pages]
3. Letter to Minister for Planning Council meeting July 2021 [**2.5.3** - 3 pages]

Attachment 1

Discussion

A report was presented to Council on 23 March 2021 on the planning process being used to consider the amendment for the GMHBA stadium redevelopment, cricket hub and plaza.

At the 23 March Council meeting Council resolved to:

9.1 Await the Cricket Australia business case which is due in a few weeks to assess same before endorsing the Council's Chief Executive Officer's current draft letter to the Planning Minister clearly outlining the Council's position;

9.2 Support the Minister for Planning being both the Planning Authority and Responsible Authority for the Planning Scheme Amendment and request that consultation with the City occurs prior to approval of any plans or documents associated with the Amendment;

9.3 Note the change in area to be managed by the Kardinia Park Stadium Trust that will include the public plaza and cricket hub, but excluding the David Kelly cricket nets, as shown in Attachment 3;

9.4 Support officers to continue working with KPST on the detailed design of the Stage 5 development to resolve matters outlined within this report including relating to tree retention, car parking and traffic access to the Cricket Hub to ensure the Geelong Cricket Club "is not worse off" in relation to carparking access; and

9.5 Support further investigation of carparking options on the existing site, on carparking sites to the west of the current facility and also the proposed underground carparks of the new GMHBA Stadium.

The KPST and City officers have been working together to resolve the matters identified in the Council resolution relating to the Cricket Australia Business Case (9.1), tree removal, car parking and access (9.4) and car parking options (9.5).

The Minister for Planning, via DELWP officers are aware of the work being undertaken by the KPST and City officers to resolve the above matters and are awaiting further correspondence from Council.

Business Case

Cricket Australia and Cricket Victoria have appointed Collab Projects to develop a business plan for the viable operation, governance and management and long-term financial sustainability of the Barwon Regional Cricket and Community Centre (BRCCC).

In partnership with the Victorian Government, Cricket Australia and Victoria is developing Cricket and Community Centres (CCC's) throughout Victoria. The plan is to deliver 13 separate facilities in metro and regional Victoria. 10 of the 13 CCCs will be located on Council land, with a further two CCCs located on school land.

It is typical in most instances that Councils take on management responsibilities and risk, including subsidising the operational costs of these facilities due to the wider community benefits that they provide. However, in this instance BRCCC will be located on State Government land managed by KPST. KPST do not intend to operate the facility and wishes to lease the BRCCC to a 3rd party. As such, the governance and management model for the BRCCC needs to be considered.

The business case looks at several different factors that influence the management responsibilities and financial viability of the club, these include:

- Number of lanes available for lease (5 is considered the minimum needed);

- Impacts from a limited operating period (peak June-September - 17 weeks, + 2 x school holidays) and difficulty with attracting people to pay to use the facility at other times when outside facilities can be utilised; and
- Dedicated car parking for the hub due to the private vehicle being the primary transport mode for users of the facility. The report recommends a dedicated car park be provided for the hub for the following reasons;
    - A lack of a dedicated car park is considered to impact on the customer experience for users of the hub; and
    - It will make it difficult for the hub to compete with other facilities that have dedicated car parking.

    It is noted that the business case could not estimate with any certainty that there would be an impact on the BRCCC revenue and profitability if it did not feature a dedicated car park.
    - Impact from incremental hot and wet weather increasing the appeal for the use of the facility;
    - Lack of interest from key stakeholders to use the facility for non-cricket related activities;
    - Competition with other cricket facilities in the region which can offer similar services and facilities;
    - Use of commercial naming rights;
    - Merchandise sales;
    - Coaching and training services;
    - Lane rental; and
    - Customer experience.

Overall, the business case suggests that there would be some challenges to the financial viability of the cricket facility if operated by 3rd party.

Whilst the business case provides information about the on-going operational opportunities for the facility, most of these matters are not directly related to Council's decision making on the issues contained in this Council report. The commentary regarding the dedicated car park is helpful to better understand why Cricket Australia has included car parking within the design of the hub.

Car Parking

The 23 March Council report highlighted officer concerns about the provision of a dedicated car park for the cricket hub, including;

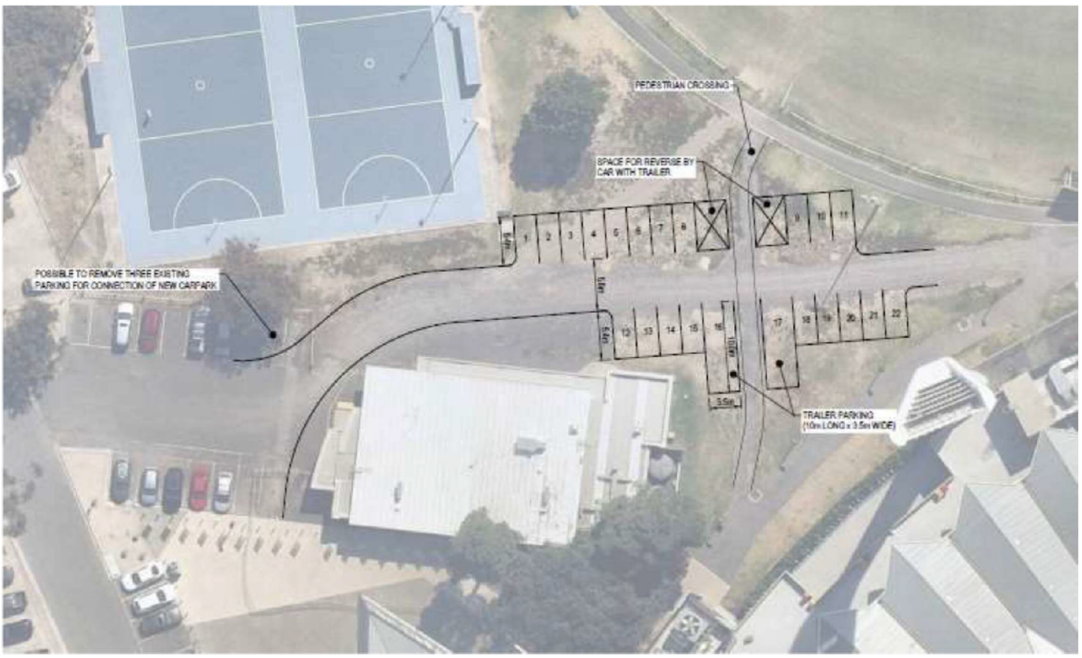
- A preference for a shared parking arrangement for all clubs utilising Kardinia Park;
- The 21 car parking spaces would be insufficient to cater for the majority of users of the facility and most users would be required to utilise car parking elsewhere;
- A further loss of open space to car parking;
- There is a sufficient number of existing car parking spaces within Kardinia Park to cater for the park users; and
- The proposed accessway servicing the car park is considered unsafe in its current design form (refer to discussion on the accessway below).

At the request of Council officers, KPST investigated 3 other opportunities to provide car parking for the cricket club. These options involved 21 car parking spaces being provided in other locations within and outside Kardinia Park

1. Modifications/extension of the existing carpark to the north west of the cricket oval.



2. In front of the Geelong Football Umpires League rooms to the south west of the cricket oval.



3. Along the Carr St road reserve between Kilgour St and Moorabool St.



Below is a summary table of the pros and cons of each option provided to Council by KPST, an additional row has been attached to the table which details Council officer's additional analysis of the proposed car parking options.

	CURRENT OPTION	OPTON 1	OPTION 2	OPTION 3
Location	Current design north of hub	NW of Cricket oval	South West of oval – near umpire rooms	On Carr Street north of the hub
Current Use	Open space	Open space informal road access to oval	Open space	Informal parking on verge
Walking time to hub	20 sec	2 min 20 sec	2 mins	1 min
Estimated cost	$120,000	$250,000	$250,000	Nil – CoGG are already formalising these spaces
Responsible for delivery	KPST	CoGG	CoGG	CoGG
Pro and Cons presented by KPST	Immediately adjacent to the cricket hub Minimal loss of public open space on KPST managed land Vehicle safe access to be resolved from Moorabool St Includes GCC trailer parking adjacent store The current design contains the max no. of	Furthest from the hub Loss of public open space on Council managed land Limited vehicle safe access risk Includes trailer parking	Closest of options within the park Loss of public open space (noting area is used as informal parking by GCC) on Council managed land Limited vehicle safe access risk Includes trailer parking	Closest of the parking options proposed No loss of public open space NIL vehicle safe access risk Alternate trailer parking location to be found No space for further expansion if required

	CURRENT OPTION	OPTON 1	OPTION 2	OPTION 3
	spaces available in the location Safe pedestrian access from parking considered in design KPST planning to undertake works NIL additional impact during construction (over and above Stage 5 works) May be seen as exclusive parking to the hub (although not the case as it won't be restricted)	Some space for further expansion if required Additional lighting and path upgrades may be required for safe pedestrian access from parking Works not designed or documented Potential impact on park users during construction Clearly public parking	Limited space for further expansion if additional parking required Additional lighting and path upgrades may be required for safe pedestrian access from parking Works not designed or documented Potential impact on park users and GFUL during construction Clearly public parking	Pedestrian access from street parking via bridge underpass. May require lighting upgrade for night use. Need to ensure no shortcuts taken across rail corridor. COGG already planning to undertake works NIL impact on park users during construction Clearly public parking
Additional council officer comments	*Access to open space should be considered on a whole of park basis not based on land management responsibilities.* *Unlikely to be used by other clubs due to proximity to cricket hub and separated entry point.* *Would require management plan to limit use of car parking on games days, given closure of Moorabool Street.*	*Would result in a loss of 1-2 trees* *May encourage increased use by commuters. Commuter car parking is an issue at Kardinia Park.*	*Area is a key pedestrian link between the future stadium entry on Moorabool Street and existing stadium entry points and balance of Kardinia Park.* *Whilst area is used as overflow parking, it is still considered to serve as open space and a pedestrian walkway.*	*Would require changes to signage to create 3-4 hour parking zone rather than proposed all day parking.*

Note: *Options 1, 2 and 3 will be delivered by Council, as the KPST cannot carry out work on land they do not manage. Costs associated with construction of options 2 and 3 would need funded by KPST through further discussions between Council, KPST and project governance groups.*

KPST have advised that the current option is their preferred as it directly services the hub, creates a safe drop off location for users, is supported by the business case and the open space loss can be offset by the new and upgraded plaza area.

If this option cannot be supported by Council, KPST have advised their preference would be for option 1 as it would provide trailer parking and opportunities for further expansion.

Officer Recommendation

Having considered the above option analysis, it is considered option 3 would provide the best alternative outcome for providing parking for the hub for the following reasons:

- *It is the closest location to the hub. Whilst not visible from the hub it's only 100m (or 1 min) walk to the hub entry;*
- *Works to formalise this car parking location are already planned for. A change from an 'all day' car parking location to timed 3-4 hour car parking would need to occur to ensure parking spaces are not used by train commuters;*

- *Does not result in a loss of open space and therefore consistent with the Clever and Creative Vision of no net loss in each suburb;*
- *Encourages a more equitable sharing of car parking across Kardinia Park by discouraging individual clubs from having dedicated car parking spaces; and*
- *Removes risks generated by vehicle accessway (refer to accessway discussion below).*

Tree Removal

At the 23 March Council meeting, officers supported the removal of 9 trees from the plaza and cricket hub area. Council officers did not support the removal of 3 trees, these included:

- Tree #3 Cupressus torulosa - Bhutan Cypress - Golden Form;
- Tree #16 Cupressus sempervirens – Italian Cypress; and
- Tree #19 Eucalyptus camaldulensis – River Red Gum.

As per Council resolution 9.4, Council officers have worked with the KPST to investigate the retention of these trees. A report prepared by Urbis dated March 2021 which investigated whether the above trees could be retained was provided to Council. A copy of the report is provided at **Attachment 3**.

A summary of the finding for each tree follows:

Tree #3 - Cupressus Torulosa - Bhutan Cypress - Golden Form

Tree 3 is located in the plaza area within of the central walkway leading to the new entry point of the stadium. This area is a key component in the design of the stadium, it provides direct sight lines to the new entry way and creates an event space. The landscaping design in this location includes a ramped-up turf amphitheatre with a finished level approximately 1.4m above the current ground level. Due to tree 3 being located in the centre/right side of this area, the impact on the tree is significant.

Options investigated to keep the tree included:

- Transplantation to another location – the tree would be unlikely to survive;
- Measures to minimise impact on the tree protection zone; and
- Construction of a retaining wall/mini amphitheatre around the tree to create a tree protection zone. This would have a significant visual impact on the entry way to the stadium and reduce the amount of space available for events.

Officer Recommendation

After consideration of the above options, the removal of the tree is supported. The location of this tree compromises the plaza and new entry to the stadium and would impact on the functionality of the space.

Tree #16 Cupressus sempervirens – Italian Cypress

Tree 16 is located at the north east corner of the proposed cricket hub. The tree protection zone is significantly compromised by the cricket hub building. The cricket hub building would require a reduction in the size of the hub footprint by 30 sqm to protect the tree. KPST have advised that it would be challenging to further reduce the size of the cricket hub and meet the required brief for the hub. It is not possible due to the site constraints to move the location of the hub to accommodate the tree.

Officer Recommendation

Given the footprint of the building cannot be reduced any further and that the positioning of the building cannot alter, the removal of the tree is supported.

Tree #19 Eucalyptus camaldulensis – River Red Gum

After extensive review and revised design of the cricket hub, the encroachment of the building has been altered to facilitate retention. This includes permeable surfaces to the north, a cantilevered slab to the building and ensuring the finished floor level is maintained above the existing tree level.

Officer Recommendation

This tree was considered the most significant tree for retention by Council's Tree Management Unit. The measures that will be put in place to protect the tree are supported.

A recommendation of the previous Council report included an offset payment requirement for the removal of the trees from Council land in accordance with Council's Tree Management Policy. This policy is unlikely to be considered relevant to this amendment anymore given land management responsibilities for the area transferred to KPST in February 2021.

Vehicle Access

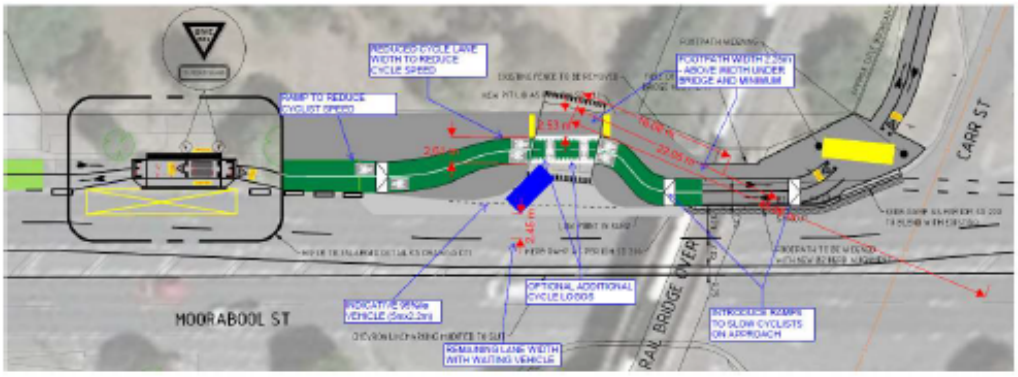
Council officers have been working with the KPST to resolve safety concerns associated with the vehicle accessway which would service the car parking adjacent to the hub.

The key issues regarding the accessway are:

- Distance to the rail bridge;
- Sight lines from edge of the access way to view south bound traffic on Moorabool Street because of the rail bridge and 60km speed limit on Moorabool Street;
- The difficultly in moving the accessway further south to improve sight lines due to the presence of a significant tree but more importantly because of its impact on the design of the new public plaza;
- Concern regarding pedestrian and bicycle safety to proposed bicycle path on Moorabool Street;
- Concern regarding the potential for rear end collisions to cars waiting to enter the accessway because of pedestrian and bicycles;
- Concern cars would 'sit' on pedestrian footpath and bicycle path waiting for a gap in traffic to leave the site; and
- The car park associated with the hub cannot be provided without this vehicle access being constructed.

The below image shows an option to resolve the above issues by KPST.

Figure 2: Sketch cycleway proposal (full view)



In this option a deviated bicycle/pedestrian path is provided with a waiting bay for vehicles exiting and entering the accessway, to prevent overhang of both the bicycle lane and Moorabool Street. This option sought to resolve the issues around sight lines, bicycle/pedestrian safety and rear end collisions.

The following issues were raised by Council officers in response to this option:

- Increased risk of rear end collision on Moorabool St caused by overhang of vehicles into carriageway (the proposed arranged leaves vehicles 'hanging' in the carriageway without adequate space to pass. Sufficient space should be provided for a turning vehicle, otherwise consider a turning vehicle to prop within the traffic lane);
- Potential for exiting vehicles to block the footpath and cycle path while exiting and waiting for a sufficient gap in traffic;
- Undesirable sharp diversion in the footpath and cycle paths;
- 'Ramp to slow cyclists on approach' suggest that this entire section of the cycle path is raised. Unsure how the edge of the path is to be treated to ensure this doesn't add an additional hazard for cyclists; and
- Driver sight lines to pedestrians and cyclists remain an issue because of the location of the bridge.

KPST response to these additional issues were:

- KPST has done more work on options for this location, demonstrating how the bicycle lanes interact with the accessway from Moorabool Street. Two options were presented;
- Accompanying the two options presented was a Road Safety Audit (RSA) to assess the access way. The RSA did not provide a recommendation on which option is better; and
- The design options presented by KPST achieve an acceptable safety outcome but is not preferred comparatively to other car park location access arrangements.

Officer Recommendation

- It is noted that to totally mitigate risk, the access way should not be pursued. The options submitted are acceptable but not preferred.
- Submission of the movement and access plan for the stage 2 development, which includes the proposed carparking and accessway for Moorabool Street should be submitted to the City for approval prior to submitting the document to the Minister of Planning.

- Should the Moorabool Street access progress, detailed design should be submitted to the City's Transport Engineering team with the following:
    - Left-in left-out intersection design (including confirmation of Moorabool median separator and other appropriate restrictions);
    - Minimum 5m offset from rail abutment to access road;
    - Separated pedestrian (minimum 1.5m) and bicycle paths (minimum 2.5m along underpass, 3.0m elsewhere);
    - Appropriate sight line for exiting and entering vehicles;
    - Confirmation from Road Safety Audit on preferred footpath and bicycle path configuration (staggered or straight arrangement);
    - Revised design including recommendations from Road Safety Audit;
    - Signage, line marking and green pavement treatment scheme; and
    - Confirmation of elevation, levels and drainage.
- The detailed design will require the approval and satisfaction of the City's Transport Engineering team.

Clarification of Matters Raised at Previous Council Meeting

At the March Council meeting, there was an assumption made that there would be underground car parking provided within the GMHBA Stadium that could be used by the Cricket Club. KPST have clarified that there is no underground car parking provided within the new stadium. The loading dock area will not be used for general car parking and will only be used by buses associated with teams on game days.

The 23 March resolution 9.4 sought to ensure that the cricket club was "no worse off" in relation to car parking. Council officers sought clarification from the Geelong Cricket Club, via KPST to determine what "no worse off" would mean to them. A letter from the Geelong Cricket Club was provided to officers, confirming that their preference is to have the 21 car parking spaces included within the hub development. No additional car parking numbers have been requested by the club. On this basis, Council officers have taken the term "no worse off" to mean that the cricket club supports a minimum of 21 car parking space being provided for use by the club.

Attachment 3 is a letter addressed to the Minister for Planning that details Council final position on this amendment. A copy will also be provided to KPST. In summary the letter details:

- Council's support for the removal of trees, except for the River Red Gum which KPST have committed to retaining; and
- The preferred location for car parking associated with the cricket hub to be on Carr Street in its current location.

URBIS

GMHBA - STAGE 5
TREE IMPACTS AND CONFLICTS

PREPARED FOR
COORDINATION
31/03/2021

EXISTING & PROPOSED TREE STRATEGY



CURRENT PLANTING PLAN

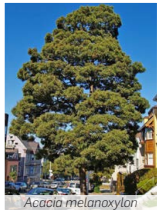
TREE PLANTING SCHEDULE

Key	Common Name	Botanic Name	Spacing	Pot	Size	Qty.
ACA aci	Gold Dust Wattle	Acacia acinacea	1.0 m	13 Litre	1-3m x 1-2m	12
ACA imp	Lightwood	Acacia implexa	AS SHOWN	45L	8m x 7m	3
ACA mel	Blackwood	Acacia melanoxylon	AS SHOWN	100 Litre	12-15m x 5m	10
ARA het	Norfolk Island Pine	Araucaria heterophylla	AS SHOWN	45L	25-30m x 4-10m	14
COR fic	Red flowering Gum	Corymbia ficifolia	AS SHOWN	45L	15m x 10m	2
EUC cam	River Red Gum	Eucalyptus camaldulensis	AS SHOWN	100 Litre	30m x 15m	2
EUC leu	Red flowering Gum	Eucalyptus leucoxylon 'Rosea'	AS SHOWN	45L	12-15m x 7m	16
MEL eri	Swamp Paperbark	Melaleuca ericifolia	AS SHOWN	45L	4-9m x 2-6m	6
PLA ace	London Plane	Platanus acerifolia	AS SHOWN	45L	14m x 10m	5

TREE PLANTING PALETTE


Acacia acinacea


Acacia implexa


Acacia melanoxylon


Araucaria heterophylla


Corymbia ficifolia


Eucalyptus camaldulensis


Eucalyptus leucoxylon 'Rosea'


Melaleuca ericifolia


Platanus acerifolia

TREE IMPACT & CONFLICT ASSESSMENTS

TREE # 3

BACKGROUND AND DESIGN INTERVENTION:

Tree 3 is a Hesperocyparis macrocarpa 'Saligna Aurea' (Golden weeping Montery Cypress - Image 1) tree, approximately 13 x 10m in size proposed for removal due to conflict with the proposed levels of the landscape. The approx level difference between proposed and existing finished surface level is 1.4m and due to the trees location there is impact on the stadiums entry/way-finding approach.

The landscape design includes a ramped turf amphitheatre that slopes up to meet the stadium concourse. This amphitheatre provides a large flexible open space that interfaces with the cricket hub and concourse offering uninterrupted opportunities for community and KPST run activations.

Coordination and review with the government architect on the overall design vision noted that the success of the entry sequence to the stadium relied upon an unobstructed view and approach to the stadium entry Portal. Tree 3 is located in the centre/right side of this approach.

MINIMUM REQUIREMENTS FOR RETENTION OF TREE

Tree 3 is currently located approx. 1.4m below the proposed finished surface level and the design intervention encroaches the SRZ (structural root zone) and is within 10% of the TPZ (tree protection zone). In correlation with the prepared arborist response to the tree's possible retention (refer to Treelogic report, March 2021) the minimum requirements for tree retention are listed below:

- Transplant of tree not recommended to ensure survival.

- Significant re-design is required for retention of tree including no solid footings/trenching permitted in the structural root zone and minimum of 10% encroachment of TPZ (7.6m radius from tree centre - refer to page 5 for further information).

- Uplift and deadwood of pendulous limbs is required for tree retention to approx. 2-3m from proposed pavement level to ensure it meets safety requirements for pedestrians which will drastically change the form of the current tree and reduce shade (refer to page 5 for further information and image 2). This pruning will be required to be maintained as tree will continue to have a dropping form.



Image 1: Tree #3 - red area notes approx. Extent of uplift/deadwooding



Image 2: Tree #3 red area notes approx. extent of uplift/deadwooding

TREE # 16

BACKGROUND AND DESIGN INTERVENTION:

Tree 16 is a Cupressus sempervirens (Italian Cypress) at 15 x 6mm in size and is a good specimen of fair health and a tight upright form.

Tree 16 currently sits at the corner of the proposed Cricket Hub building as is within the SRZ and TPZ of the tree and cannot be retained.

Removal tree 16 could be offset by re-use of the timber for the nature play elements throughout the area including timber log walks.

MINIMUM REQUIREMENTS FOR RETENTION OF TREE

Tree 6 is currently located approx. 100mm from the proposed Cricket Hub wall and encroaches the SRZ (structural root zone) and is within 10% of the TPZ (tree protection zone). In correlation with the prepared arborist response to the tree's possible retention (refer to Treelogic report, March 2021) the minimum requirements for tree retention are listed below:

- Transplant of tree not recommended to ensure survival.

- Significant re-design is required for retention of tree including no solid footings/trenching permitted in the structural root zone and minimum of 10% encroachment of TPZ (6.6m radius from tree centre).

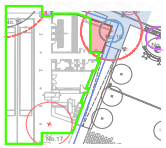
- Cantilever footings could be used to ensure minimum impact to the structural root system of the tree

- The existing tree level sits at 18.67 which is a 580mm difference from the current internal finished floor level of the Cricket Hub. To ensure minimum 50mm cover to any footings from tree level to FSL the building will be required to be raised 580mm and encroach maximum of 10% into the TPZ, largely altering the form of the building. See below example of possible re-design required to accommodate the tree which involves loss of approx. 30m2 of floor surface area.

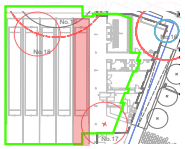
- Cricket hub shifts outside the TPZ of tree #16 which results in the loss of one cricket net (4 lanes instead of 5).

LEGEND:

- LINE OF POTENTIAL REDESIGN - BUILDING ADJUSTED TO ACCOMMODATE TREE
- PERMEABLE PAVING REQUIRED TO TPZ
- DESIGN AREA RESULTING IN LOSS OF APPROX. 30M2 OF FLOOR SURFACE AREA
- REMOVING A CRICKET NET LANE TO ACCOMMODATE CRICKET HUB SHIFTING TO AVOID TPZ



OPTION 1



OPTION 2

ARCHITECTURAL IMPACTS SUMMARISED BY POPULOUS

- Building footprint is currently working hard to achieve briefed areas. Altering the building footprint to accommodate the tree limits the ability to achieve storage requirements of a facility this size. While further planning arrangements are possible this would only further transfer the short fall to another zone (change rooms, amenities etc.)

- Expansion/moving of the building elsewhere to allow for the tree is not feasible due to restrictions to the north (retained remnant River Red Gum), west (David Kelly Training Centre) and south (due to maximising the distance from the stadium both from a crowd management point of view and as identified by the OGVA panel).

- Structurally, having to cantilever the slab over the existing tree's TPZ also has a significant cost impact (of which has already been implemented to retain the River Red Gum to the west).

TREE # 19

BACKGROUND AND DESIGN INTERVENTION:

Tree 19 is a Eucalyptus camaldulensis (River Red Gum) at 25 x 20m in size and is the only native endemic species located on site and a significant tree for retention to maintain the ongoing native character of site.

After extensive review and revised design of the Cricket hub the encroachment of the building has been altered to facilitate retention. This includes permeable surfaces to the north, a cantilevered slab to the building and ensuring the finished floor level is maintained above the existing tree level.

MINIMUM REQUIREMENTS FOR RETENTION OF TREE

Tree 19. is currently located approx. 4.3m from the Cricket Hub building wall and is outside of the structural root zone. The minimum requirements to retain this tree are listed below:

- TPZ and SRZ fences to be erected and Council arborist to be on site for all excavation works near the tree



Image 4: Tree #16



Image 5: Tree #16 view up - wood to be re-used on site

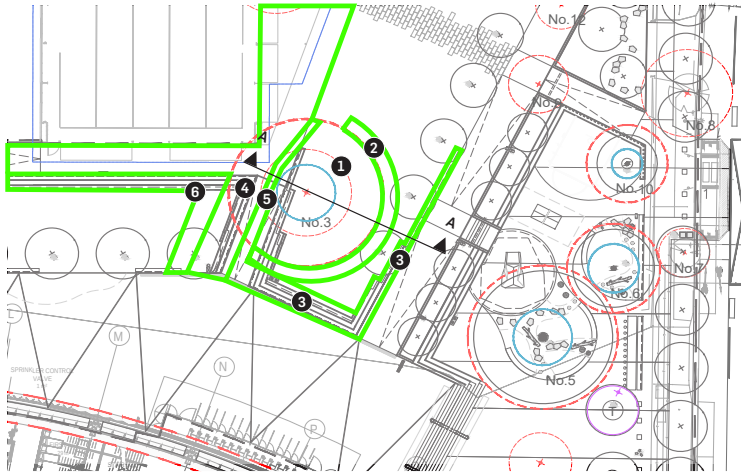


Image 6: Tree #19

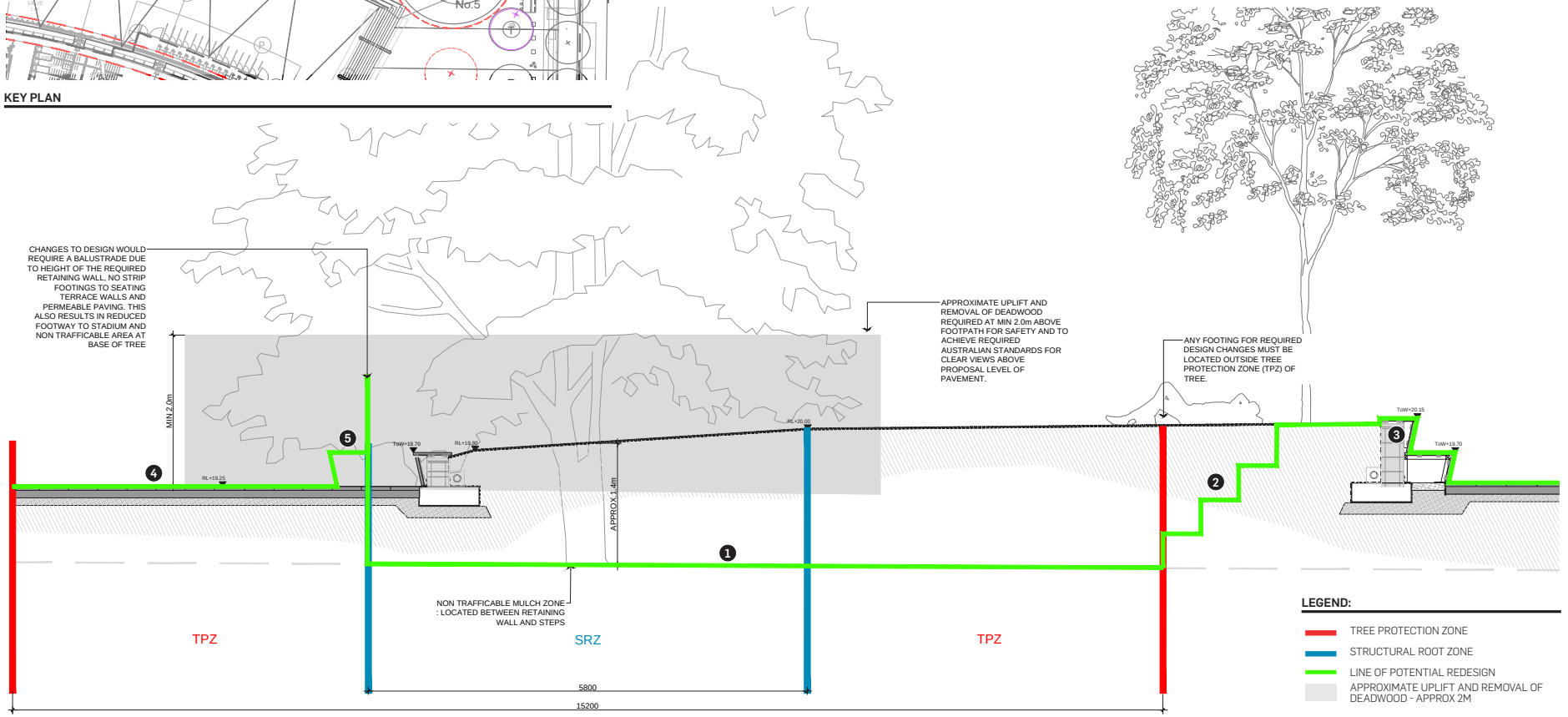
TREE #3 DESIGN INTERVENTION REVIEW

DESIGN INTERVENTION: ITEMS ARE APPROXIMATE AND WILL REQUIRE FURTHER CONSIDERATION

1. TREE PROTECTION ZONE - NON TRAFFICABLE ZONE, MULCH ONLY ZONE TO ENSURE SRZ IS NOT DISTURBED
2. POTENTIAL RETAINING WALL STRUCTURE OUTSIDE OF TREE PROTECTION ZONE TO RETAIN GRASS AMPHITHEATRE/EVENT SPACE
3. EXISTING TERRACE WALL STRUCTURE TO RETAIN TURF AMPHITHEATRE/EVENT SPACE
4. POTENTIAL REALIGNMENT OF PATH THAT WILL BE REQUIRED TO BE A PERMEABLE SURFACE IN THE TREE PROTECTION ZONE
5. WALL REQUIRED TO RETAIN PATHWAY - PIERS WILL BE REQUIRED AS THIS SPACE ENCROACHES IN THE TREE PROTECTION ZONE (NO STRIP FOOTINGS)
6. EXISTING DESIGN OF TERRACE WALLS TO BE RELOCATED WEST TO ACCOMMODATE PATH REALIGNMENT

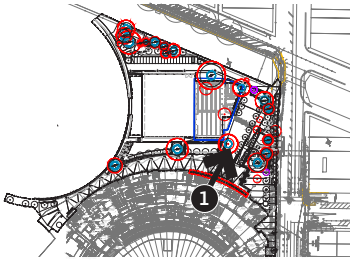


KEY PLAN



SECTION A - A

SCALE 1:50 @ A3



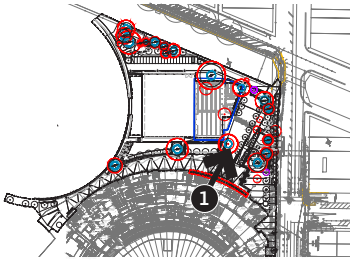
KEY PLAN

LEGEND:

- LINE OF POTENTIAL REDESIGN - TERRACED WALL OUTSIDE TPZ
- LINE OF POTENTIAL BALUSTRADE
- DESIGN AREA RESULTING IN LOSS OF APPROX. 50M2 OF OPEN LAWN SPACE - REPLACED WITH MULCH/PERMEABLE SURFACE

TREE #3 RENDER - VIEW 1 OPTION 1



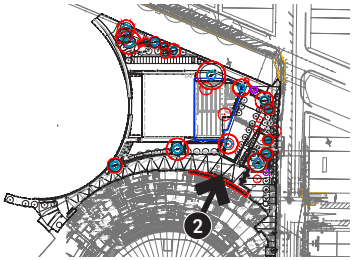


KEY PLAN

LEGEND:

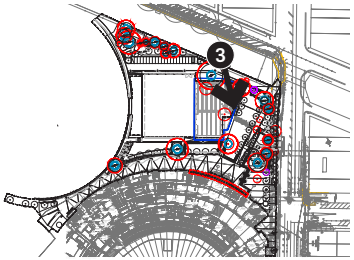
- LINE OF POTENTIAL REDESIGN - LARGE RETAINING WALL OUTSIDE TPZ
- LINE OF POTENTIAL BALUSTRADE
- DESIGN AREA RESULTING IN LOSS OF APPROX. 45M2 OF OPEN LAWN SPACE - REPLACED WITH MULCH/PERMEABLE SURFACE

TREE #3 RENDER - VIEW 1 OPTION 2



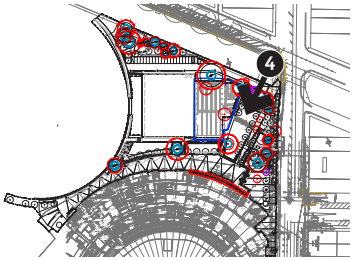
KEY PLAN

TREE #3 RENDER - VIEW 2



KEY PLAN

TREE #3 RENDER - VIEW 3



KEY PLAN

TREE #3 RENDER - VIEW 4

CITY OF GREATER GEELONG
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E: contactus@geelongcity.vic.gov.au
www.geelongaustralia.com.au

The Hon. Richard Wynne MP
Minister for Planning
State Government of Victoria
Level 16, 8 Nicholson Street
East Melbourne VIC 3002

Email: richard.wynne@parliment.vic.gov.au

24 August 2021

Doc No: D21-324449

Dear Hon. Richard Wynne

Re: GMHBA Stadium Stage 5 – Kardinia Park

I refer to the City of Greater Geelong's previous correspondence dated 30 March 2021, regarding the planning scheme amendment C423 relating to the final stage of development for the GMHBA stadium, cricket hub and public plaza.

Council has continued to work with the Kardinia Park Stadium Trust (KPST) to resolve the outstanding issues detailed in Council's previous correspondence with you, a copy has been attached. Council considered these issues at its July Council meeting and a copy of the meeting minutes are attached. We wish to advise you of Council's final position on the outstanding issues and draw your attention to the following for consideration;

Tree Removal

Council supports the removal of the trees as identified in the 'Proposed Tree Strategy' prepare by Urbis, Job No. P0019075, Dwg No. L-DD-PL03 Rev A, Dated 8 February 2021. Noting that the River Red Gum Tree #19 is to be retained and that modifications will be made to the design of the cricket hub to protect the tree.

Car Parking

Kardinia Park is home to a number of sporting clubs, but also functions as passive and active open space for the nearby South Geelong and Newtown residents. Car parking is an issue that impacts on the space available to service both the sporting clubs and the needs of residents. The Cricket hub has proposed a new 21 space car park to service the facility. The provision of this car park is not consistent with the City's policy on retention of open space and the consolidation of car parking in Kardinia Park.

- There is a preference for a shared parking arrangement for all clubs utilising Kardinia Park.
- The 21 car parking spaces would be insufficient to cater for the majority of users of the facility and most users would be required to utilise car parking elsewhere.
- A further loss of open space to car parking.

- There is a sufficient number of existing car parking spaces within Kardinia Park to cater for the park users.
- The accessway servicing the car park is not preferred.

Council wishes to propose an alternative car parking arrangement to service the cricket hub. It is Council's preference that additional car parking be provided for the hub on Carr Street, north of the hub (refer to attachment 3). Council is in the process of formalising this car parking area and would seek to provided timed parking in this location to ensure there is a turn over of car parking spaces to service the users of the cricket hub and to discourage all day car parking by commuters using the nearby South Geelong train station.

Vehicle Access

Vehicle access to service the proposed cricket hub car park is compromised by the location of the rail bridge. It is understood that the vehicle crossing is unable to be moved further south away from the bridge, to resolve this issue due to the impact it would have on the design of the public plaza. The City notes that to totally mitigate risk, the access way should not be pursued. KPST has done more work and presented two options for this location, demonstrating how bicycle lanes interact with the access way from Moorabool Street. The design options presented achieves an acceptable safety outcome but is not preferred comparatively to other car park location access arrangements.

Should the Moorabool Street access progress, detailed design should be submitted to the City's Transport Engineering team, as detailed in the attached Council Report. The movement and access plan for the Stage 2 development should also be submitted to the City for approval prior to Ministerial approval.

Council officers are also in discussions with DELWP officers in relation to other technical reports being prepared for this project. Council wishes to thank the department for their commitment to keeping officers informed and providing an opportunity for Council's technical staff to provide input into the finalisation of these reports.

The Council and the City is committed and looking forward to continuing to work with the Victorian Government and the KPST to deliver this important regional facility.

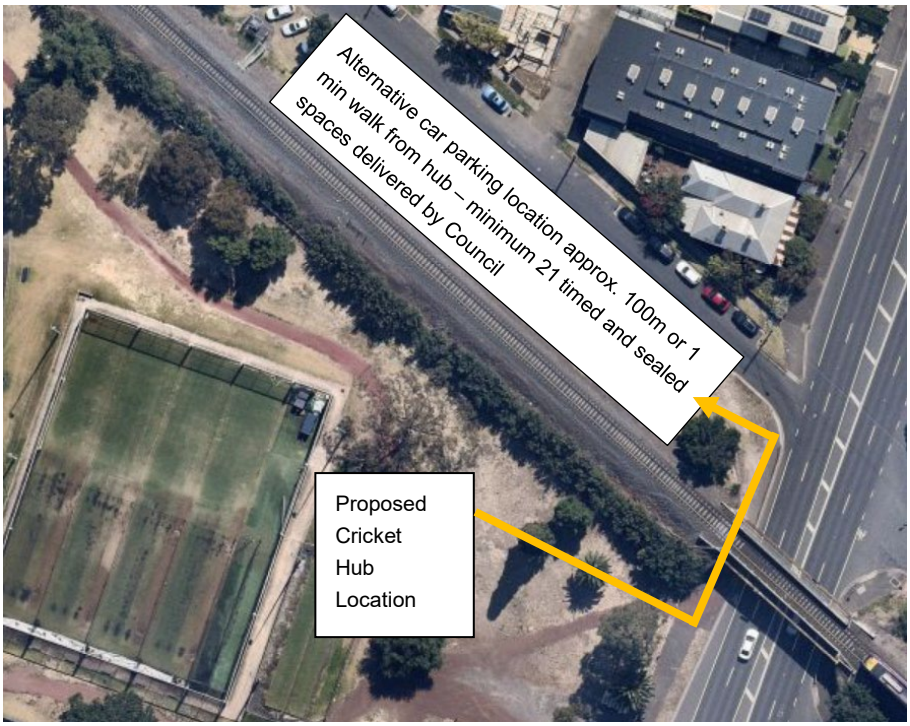
If you have any questions regarding the above matters, please contact Gareth Smith, Director City Planning and Economy on [redacted] or [redacted]@geelongcity.vic.gov.au.

Yours sincerely

MARTIN CUTTER
CHIEF EXECUTIVE OFFICER

Attach: Council letter dated 30 March 2021, Council Minutes 27 July 2021, Alternative car parking location plan
Copy To: DELWP and KPST

ATTACHMENT 3



Cr Grzybek re-entered the meeting room at 7.41pm

2.6. Domestic Animal Management Plan 2022-2025

Source: **City Planning & Economy**
Director: **Gareth Smith**

Purpose

1. To seek Council authorisation to release the attached draft Domestic Animal Management Plan 2022-25 for public consultation.

Background

2. The *Domestic Animals Act 1994 (the Act)* requires all Victorian municipalities to develop a Domestic Animal Management Plan (DAMP) every four years. The DAMP is required to be submitted to the Department of Jobs, Precincts and Regions (DJPR) by 3 December 2021. The scope of the plan is limited to domestic dogs and cats, as defined by the Act.

3. The DAMP is expected to outline how the City intends to promote the following standards of animal management:

    3.1. To promote and encourage the responsible ownership of dogs and cats;

    3.2. To ensure that people comply with *the Ac*t, its regulations and any related legislation;

    3.3. To minimise the risk of attacks by dogs on people and animals;

    3.4. To address any over-population and high euthanasia rates for dogs and cats;

    3.5. To encourage the registration and identification of dogs and cats;

    3.6. To minimise the potential for dogs and cats to create a nuisance; and

    3.7. To effectively identify all dangerous dogs, menacing dogs and restricted breed dogs in the municipal district and ensure that those dogs are kept in compliance with the Act and regulations.

Key Matters

4. To inform the development of the draft DAMP, initial community consultation was undertaken over 6 weeks during March/April to receive feedback on key aspects of animal management to inform the objectives of the DAMP. The consultation was promoted with extensive advertising encouraging community member participation.

5. The consultation webpage received 2117 views; 717 online surveys and 2 hard copy submissions were received. An overview of the community engagement was created **(Attachment 1)** as well as an extended engagement report which has been published on the City's website.

6. The draft DAMP **(Attachment 2)** has been informed by the initial consultation and is now proposed to be released for consultation with the community.

RESOLUTION - Item 2.6

Cr Grzybek moved, Cr Harwood seconded -

That Council:

1. **Note the findings of the community consultation (Attachment 1) process that informed the development of the draft Domestic Animal Management Plan; and**

2. **Authorise the release of the draft Domestic Animal Management Plan 2022-25 (Attachment 2) for community consultation for 28 days.**

Carried

Financial Sustainability

7. There are no financial implications for approving the draft DAMP for consultation. Implementation of projects and activities identified in the DAMP will be considered annually as part of the Council's budget process.

Community Engagement

8. Extensive community engagement was undertaken during the consultation period to inform the development of the draft DAMP. An overview of the responses received during the initial community engagement process is included in **Attachment 1**. A more comprehensive community engagement report has also been developed and made available to the community. The results from the community engagement were used to inform the draft DAMP 2022-25.

9. The draft DAMP is proposed to be released for public comment from 30 August -

10. 26 September 2021 via the Geelong Australia, "Have your say" page. The release will be publicised via radio and social media advertising. The followers of the "Have your say" page will also receive an email notification of the release of the draft report.

Social Equity and Sustainability

11. A central aim of the DAMP is to promote the benefits of pet ownership and celebrate the positive aspects of owning a pet. This is something that should be accessible for all community members regardless of their demographic. For this reason, the DAMP includes reduced cost cat desexing, access to off-leash areas for dog walking across the municipality, free mediation in animal nuisance disputes, and provision of information and resources at key community events.

12. We will partner with relevant community groups and agencies to deliver outcomes for the community and their pets.

13. Programs and services will be guided by statistics gathered on key areas such as dog attacks, low compliance with registration, and nuisance reports and will target these appropriately.

Relevant Law/Policy/Legal Implications

14. The DAMP is a legislative requirement pursuant to the *Domestic Animals Act 1994*. An updated plan for 2022-25 is to be provided to the DJPR by 3 December 2021.

15. A draft Plan will be released for community consultation between 30 August – 26 September 2021, and the final plan submitted to Council at the November Council meeting.

Alignment to Community Plan and Vision

16. This report aligns with *Our Community Plan 2021-202*5 strategic priority:
Healthy, caring and inclusive community.

17. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
An inclusive, diverse, healthy and socially connected community.
People feel safe wherever they are.

Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

18. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

19. If the draft DAMP 2022-25 is not approved to be released for community consultation during September, the plan will not be able to be finalised before the 3 December 2021 deadline.

20. The aims of the DAMP are to reduce risk of negative animal related incidents and improve community safety.

Environmental Sustainability

21. Irresponsible pet ownership can have negative implications on native habitats, water ways and open spaces. Actions to minimise these implications are included in the DAMP 2022-25.

Attachments

1. DAMP 2022 25 Community Engagement Results Snapshot [**2.6.1** - 3 pages]
2. 2022 2025 DAMP DRAFT [R884] [**2.6.2** - 17 pages]

THE CITY OF GREATER GEELONG

DRAFT DOMESTIC ANIMAL MANAGEMENT PLAN 2022-25

CITY OF GREATER GEELONG

CONSULTATION SNAPSHOT

43 DAYS of engagement (Stage 1)

2117 Views of the Have Your Say page, from 1640 different visitors

717 Number of people to leave feedback via online survey

4 print adverts in local newspapers

2 Hard copies of surveys received

SOCIAL MEDIA

24,098 Reach

940 Clicks

24 People following the project

7 Days of radio announcement on Bay FM

ENGAGEMENT/CONTRIBUTION THEMES – WHAT THE COMMUNITY SAID

DOGS IN PUBLIC PLACES

- Some people believe we need more dog off-leash areas.
- Some people would like more dog-free areas.
- Dog owners are only following on-leash orders 50 per cent of the time.
- Dog signage is adequate in many areas.
- Dog signage could be improved in key open space areas, such as beaches, the Barwon River, the Waterfront and in new estates

OPEN SPACE NEEDS

- Most people are happy with the on-leash open spaces available to them.
- Many would like additional off-leash areas for their dogs.
- Some people would like more open spaces where dogs are banned.
- When considering a new pet, people are likely to choose a pet suitable for the size of their yard.
- If people already have a pet, they will consider their needs when choosing a new place to live.

DOG PARKS

- The community would embrace more dog parks.
- We should consider a separate park for timid and small dogs.
- We need to encourage responsible pet ownership in these parks.

DOGS IN COASTAL AREAS

- Some community members are unaware that we work collaboratively with coastal management committees as the responsible land manager.
- There are many different views on how dogs should be managed on our beaches.
- Some community members are concerned about the impact dogs on beaches have on local birdlife.
- We need more signage on beaches.

NUISANCE CATS AND DOGS

- Trespassing cats and barking dogs are the most frequent cause of nuisance.
- Many people believe the cat curfew should be policed.
- The process for investigating nuisance barking complaints should be improved.
- The community is concerned about the impact cats are having on native birds and animals.

DOG POO

- Most people believe that dog poo is an issue.
- Residents believe dog poo is unsightly, annoying and not their responsibility to pick up.
- Many people are concerned about environmental contamination from dog poo.
- Shared spaces such as beaches and parks are felt to have the worst dog poo issues.
- More bins are needed in public areas.

CAT DESEXING

- The majority of survey respondents reported their cat was desexed.
- It was generally felt that there's not enough promotion of the discounted cat desexing initiative.
- Cost was identified as a concern for owners when considering whether to desex their cat.

DOG ATTACKS

- Some community members do not know that they should be reporting dog-related incidents to the City.
- We need to better educate the community on how to report dog related incidents.
- It's felt we should improve how we communicate with people who report dog incidents.
- Some people are unaware of the information required by the City to undertake an incident investigation.

RESPONSIBLE PET OWNERSHIP

- Most people understand the need to vaccinate their pets.
- Our community could improve compliance with dog control orders, such as keeping dogs on-leash.
- There is confusion about the meaning of 'effective control'.
- Some people do not pick up after their pet.
- More people should comply with the cat curfew.

ANIMAL IDENTIFIATION AND LOST ANIMALS

- Most of our community is aware of the requirement to have dogs and cats microchipped and registered with the City.
- Free registrations for the first year would be embraced by the community.
- We need to educate the community to ensure all pet owners are aware they need to keep their details up to date with the City and Central Animal Records.

OUR ANIMAL MANAGEMENT TEAM

- More animal management officers are required.
- Animal management officers and their vehicles should be more visible in the community.
- Some areas of our service need to improve.

CHANGES TO THE DRAFT DOMESTIC ANIMAL MANAGEMENT PLAN 2022-25

- Improved actions based on the feedback received during the Domestic Animal Management Plan community consultation
- Improved services with proactive patrols focussed on monitoring locations and issues that cause the greatest concern for the community
- Promotion of the Park Your Pet mobile app
- Investigate sustainable alternatives to plastic poo bags
- Complete a one-year trial of the dog control orders (Option 2) for the Ocean Grove Main Beach by November 2022 and evaluate the effectiveness of the orders through community engagement
- Improve the customer experience for residents involved in dog attacks and other public safety concerns
- Development of community education campaigns based on feedback received during the consultation period
- Updated data and key facts gathered during the Domestic Animal Management Plan 2018-2021
- Improved signage in key open space areas across Greater Geelong
- Continue to advocate for the consideration of dogs in our open spaces
- Commitment to review and update key procedures
- Cultivate stronger relationships with key stakeholders such as the RSPCA and other relevant state government bodies
- Attend open days and key events to foster strong relationships with the community
- Explore new technology to support our barking dog investigations
- Invest in specialist animal management training for our staff

THE CITY OF
GREATER GEELONG

DOMESTIC ANIMAL MANAGEMENT PLAN

2022–25 – DRAFT

CITY OF GREATER GEELONG

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Acknowledgement of Country

We acknowledge the Wadawurrung People as the Traditional Owners of this land. We also acknowledge all other Aboriginal and Torres Strait Islander People who are part of the Greater Geelong community today.

Mayor's message

Mayor's message will be provided in the final 2022-2025 DAMP report

What is a domestic animal management plan?

Every Victorian local government must, under the *Domestic Animals Act 1994*, prepare a plan outlining how it will manage dogs and cats within its municipal boundaries. Other domestic animals are exempt from the plan.

The plan identifies how we will:

- help pets, pet owners and the general community to live together
- protect the environment and local wildlife from the negative impacts of dogs and cats
- balance the needs of those who own pets with those who do not
- address animal management welfare and legal issues
- promote responsible pet ownership
- improve the experience of animal ownership.

Guiding principles

The following principles underpin this plan:

- Pets contribute to our quality of life.
- The needs of pet owners must be balanced with the needs of others.
- Responsible pet ownership is highly valued.
- Animal management and education should be proactive.
- The environment and local wildlife must be protected from the negative impacts of dogs and cats.
- The best outcomes result from working in partnership.
- We have a leadership role in animal management.

HOW DO WE CURRENTLY MANAGE ANIMALS?

As well as registration and identification of dogs and cats, our central functions are to:

- promote and encourage the responsible ownership of dogs and cats
- make sure people manage their animals in accordance with the law
- minimise the risk of attacks by dogs on people and animals
- address overpopulation and high euthanasia rates for dogs and cats, where they exist
- encourage registration and identification of dogs and cats
- minimise the potential for dogs and cats to create a nuisance
- effectively identify all dangerous, menacing and restricted breed dogs, and make sure they are kept appropriately
- contract the Geelong Animal Welfare Society (GAWS) to deliver our pound service.

THE BROADER CONTEXT

Animal management is guided by a combination of legislation, local orders, policies and local laws.

Victorian legislation

- *Domestic Animals Act 1994* and associated Codes of Practice
- *Domestic Animals Amendment (Restricted Breeds) Act 2017*
- *Domestic Animals Amendment (Puppy Farms and Pet Shops) Act 2017*

City of Greater Geelong policies and local laws

- Dog Controls in Public Places Policy 2018
- Cat curfew and desexing order 2015
- Neighbourhood Amenity Local Law 2014

Local dog control orders

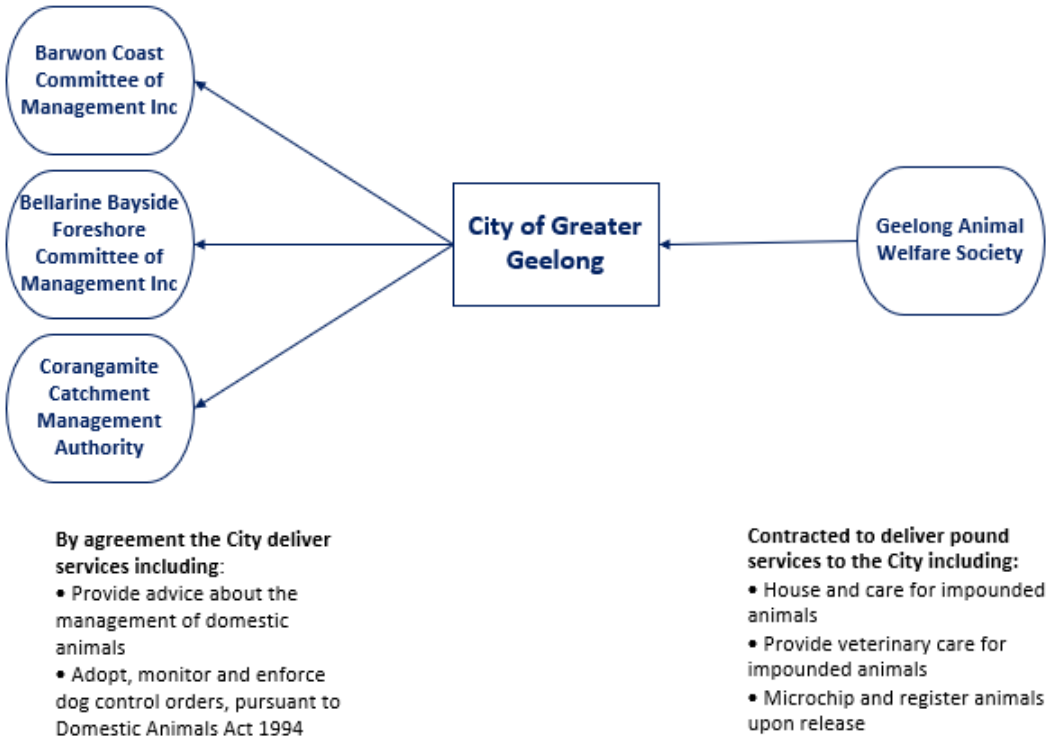
While the Dog Controls in Public Places Policy 2018 determines how dogs must be managed in most places in the City of Greater Geelong, including many coastal areas, there are some areas within the municipality where it does not apply.

In these areas, dog control orders are determined by a joint approach with the relevant authority and council. We have the power through legislation to adopt these orders (see Table 1, page 5).

Table 1 Other local authorities that set dog control orders

Authority	Area
Barwon Coast Committee of Management Inc	Coastal areas between 13th Beach near Barwon Heads, Ocean Grove and Collendina
Bellarine Bayside Foreshore Committee of Management Inc	Coastal areas along the northern Bellarine, between Portarlington and St Leonards
Corangamite Catchment Management Authority	The Barwon River and adjacent parkland, between Queens Park Bridge and Breakwater

Diagram 1 Relationship between City of Greater Geelong, other local authorities and service providers



About this plan

We will seek to address the following issues over the next four years of our plan:

Issue 1: Dogs in public places

Issue 2: Open space needs

Issue 3: Dog parks

Issue 4: Dogs in coastal areas

Issue 5: Nuisance cats and dogs

Issue 6: Dog poo

Issue 7: Cat desexing

Issue 8: Dog attacks

Issue 9: Responsible pet ownership

Issue 10: Animal identification and lost animals

Issue 11: Our animal management team

For each issue, we have provided a summary of:

What we currently do to address the issue.

These actions will be ongoing throughout the 2022–25 period.

A summary of community views about the issue.

We believe it is important to reflect the views of those who took the time to contribute to our consultation.

We are limited by legislation and resources, so we cannot address every issue raised.

New actions planned for 2022–2025.

These new actions will be carried out in addition to those we are currently undertaking.

PROGRESS AND REPORTING

We review our plan annually, presenting it to Council and the Department of Economic Development, Jobs, Transport and Resources. A summary of progress is also included in our annual report.

We aim to achieve the following outcomes by implementing the plan:

- The community regards us a responsive, trusted, knowledgeable resource for pet owners, providing relevant advice to residents.
- Geelong is regarded as a safe and harmonious place to live where quality of life is not negatively impacted by irresponsible pet owners.
- There is a simple and clear process to register your pet through multiple channels.
- Responsible pet owners can own a pet without undue restrictions.
- Residents select the most suitable pet and breed for their circumstances.
- The negative impacts on environment and wildlife by domestic animals are minimised.
- There is fair and equitable access to public open spaces.

We'll measure performance through:

- the number of dogs and cats that are registered
- annual community pulse surveys
- the percentage of animals that are impounded*
- the percentage of irresponsible animal management complaints*

* Calculated by dividing the number of complaints or impounded animals by the total number of registered animals.

KEY FACTS

- The City of Greater Geelong has one of the largest animal populations of any Victorian municipality and currently has over 37,852 registered dogs and cats (2021). Covid-19 impacts saw the number of unpaid animal registrations double from 3,465 in 2019 to 6,866 in 2020.
- We manage a total land area of 1,250 square kilometres, including a mix of urban, rural and coastal areas.
- Currently the municipality has an estimated population of 264,866 (2020), with approximately 116,500 residential dwellings.
- By the year 2031, it is estimated the population will be in excess of 330,000 residents. This population growth will likely bring a significant increase in pet ownership.
- There are 50 domestic animal businesses registered in the area.
- There were 618 dog attacks lodged with the City between 1 July 2018 and 30 June 2021. Covid-19 impacts saw dog attacks decrease by 23% from 2019 to 2020.

Issue 1: Dogs in public places

Dogs must be kept on-leash in all public areas, unless signs indicate otherwise. This is to reduce conflict between dogs and the general community. However, the size of our municipality makes it difficult to enforce.

To give dog owners space to exercise and socialise their animals, there are designated off-leash areas in many reserves and coastal areas. However, these spaces are also used by the general community. Dog owners must follow certain rules – such as having their animal under effective control – if they want to have their dog off leash.

What we currently do

- Enforce dog control orders designed to balance the needs of all public space users, wildlife and the environment.
- Publish maps and dog control information on the Geelong Australia website.
- Update dog orders in reserves and add new reserves to the Park Your Pet app.
- Patrol public places and issue fines to those not following leash requirements.
- Review and adjust current dog control orders in conjunction with community consultation, as required.
- Install and maintain dog order signs in over 360 reserves to help the community understand the dog orders for each location.

Community views

- Dog owners are only following on-leash orders 50 per cent of the time.
- Some people believe we need more dog off-leash areas.
- Some people would like more dog-free areas.
- Dog signage is adequate in many areas.
- Dog signage could be improved in key open space areas, such as beaches, the Barwon River, the Waterfront and in new estates.

New actions for 2022–25

1. Increase proactive patrols across a variety of trails, reserves, parks and beaches in our municipality.
2. Organise a community education information campaign to promote that dogs must be kept on-leash in Greater Geelong unless otherwise signed.
3. Increase presence of animal management officers at dog parks by scheduling open days.
4. Advocate for open space areas suitable for exercising dogs in new housing developments.
5. Review key locations to ensure our resources are deployed where they are most needed.
6. Work with land and asset managers to provide appropriate dog control signs.
7. Review the Dogs in Public Places Policy in 2022.
8. Build better relationships with animal-related businesses and community groups.
9. Promote Park Your Pet mobile app to increase the number of users.
10. Develop education programs about the importance of puppy schools and obedience clubs.
11. Create education materials about the 10 commandments of effective control.
12. Develop school education programs about safely managing domestic animals.

Issue 2: Open space needs

Limited lot sizes in new estates and a lack of open space to exercise dogs can present a challenge for residents living in new growth areas. This can result is problem behaviours in dogs: frequent escaping, digging, chewing and incessant barking.

In response to the communities request for more off leash space in our last plan, we produced a Dogs in Public Places Policy at the end of 2018, which ruled grassed, public sporting reserves could be used for off-leash dog recreation when no organised sport (including club training) is taking place. This change resulted in 21 new off-leash spaces for use by local dog owners.

We remain open to reviewing the dog order status of reserves across our municipality.

What we currently do

- Review dog orders across the City's reserves as necessary.
- Administer the Neighbourhood Amenity Local Law 2014, placing limits on the number of animals that can be kept without a permit (based on land use zone and property size).
- Build and maintain fenced dog parks in Corio and Belmont.
- Work with the management of new estates to address any issues that arise.
- Attend public events in new developments to offer advice about choosing and caring for pets.

Community views

- Most people are happy with the on-leash open spaces available to them.
- Many would like additional off-leash areas for their dogs.
- Some people would like more open spaces where dogs are banned.
- When considering a new pet, people are likely to choose a pet suitable for the size of their yard.
- If people already have a pet, they will consider their needs when choosing a new place to live.

New actions for 2022–25

1. Advocate for the consideration of dogs in planned open spaces.
2. Respond to community requests and feedback about open spaces.
3. Attend community open days and events in new estates to develop relationships with dog owners in these communities.
4. Continue to educate the community regarding our Dogs in Public Places Policy 2018.

Issue 3: Dog parks

Dog parks are designed to give dogs a space to exercise and socialise under the close supervision of their owners.

Dog parks are a great asset for everyone within our community. As well as providing fully fenced spaces for dogs to explore and play, they separate off-leash animals from those in the community who may feel less comfortable around dogs.

Dog parks are a very popular concept that is well-supported by dog owners. However, not all dogs are able to use them. Section 27 of the Victorian *Domestic Animals Act 1994* requires owners to keep their greyhounds on-leash in all public areas, including dog parks.

In addition to our existing dog parks in Corio and Belmont, we have committed to building two new dog parks in Lara and on the Bellarine. We remain committed to identifying new areas that would be suitable for such facilities.

What we currently do

- We have recently upgraded the dog park in Stead Park, Corio.
- We have just completed construction of a new dog park in Belmont, which opened in June 2021.

Community views

- The community would embrace more dog parks.
- We should consider a separate park for timid and small dogs.
- We need to encourage responsible pet ownership in these parks.

New actions for 2022–25

1. Construct two new dog parks –in Lara and on the Bellarine Peninsula – from 2021.
2. Create a promotional campaign to encourage dog owners to take advantage of dog parks.
3. Conduct regular proactive patrols of dog parks and organise community events, such as open days.
4. Review the availability of bins in dog parks.
5. Consider on-site options for communicating with dog owners attending dog parks, such as community noticeboards.
6. Promote the benefits of fenced dog parks to land developers.
7. Explore alternative options for the exercise of pet greyhounds.

Issue 4: Dogs in coastal areas

Dog control orders in coastal areas exist to support the fair, safe and shared use of coastline for all, including dogs.

Most coastal areas contain areas of high environmental significance, such as sand dunes and wetlands, and they are also important to wildlife.

State-appointed independent land management authorities, which include Bellarine Bayside and Barwon Coast, are responsible for large portions of the coastline around the Bellarine Peninsula. Working with us, they recently developed dog orders for these areas in collaboration with the community and other stakeholders. We then became responsible for patrolling these areas and enforcing the orders.

The broad range of views expressed during both of the community consultation processes demonstrated that the issue of dogs on beaches remains a contentious issue for dog owners and non-dog owners alike.

What we currently do

- Patrol coastal areas and monitor compliance with dog control orders proactively.
- Provide guides and maps to help dog owners understand their responsibilities in coastal areas.
- Undertake community consultations to gauge how satisfied the community is with dog control orders.
- Invoke seasonal dog orders to protect endangered wildlife and coast-nesting birds.
- Enforce seasonal orders designed to minimise the impact of dogs on beaches during the summer season.
- Work in conjunction with land management authorities to successfully develop and review dog orders, while meeting legislative requirements for enforcement.

Community views

- Some community members are unaware that we work collaboratively with coastal management committees as the responsible land manager.
- There are many different views on how dogs should be managed on our beaches.
- Some community members are concerned about the impact dogs on beaches have on local birdlife.
- We need more signage on beaches.
- The community wants more frequent patrols on beaches to improve owner compliance with dog orders.

New actions for 2022–25

1. Complete a one-year trial of the dog control orders (Option 2) for the Ocean Grove Main Beach by November 2022 and evaluate the effectiveness of the orders through community engagement.
2. Attend coastal events to provide education and resources to local community members and tourists.
3. Explore the feasibility of dedicating additional staff to patrol beaches over the summer period.
4. Explore the possibility of increasing resources to better meet community patrolling and enforcement expectations.
5. Increase the use of our Kubota off-road vehicle for greater efficiency and coverage of patrol areas.
6. Work collaboratively with land managers to respond to complaints received.
7. Improve signage on the beach to alert dog owners about dog controls that apply in particular areas.
8. Review and update our website with clear information about our relationship with land managers, and our respective responsibilities.

Issue 5: Nuisance cats and dogs

We are required to investigate all complaints regarding trespassing cats and barking dogs.

We also deal with a lot of issues related to dogs in public places – for example, escaping dogs and dogs that are not under effective control, or leashed in on-leash areas.

Our goal in every situation is to work closely with everyone involved and reach a positive outcome. However, these situations are often very complicated and resolving them can be very difficult.

What we currently do

- Encourage cat owners to comply with the Cat Curfew Order.
- Loan cat traps to property owners dealing with nuisance cats and advise on their safe and appropriate use.
- Offer an annual subsidised cat desexing program to minimise the effects of stray and feral cats on neighbourhoods and the environment.
- Coordinate mediation and conflict resolution services, where appropriate.
- Provide the community with information on cat enclosures, cat ownership responsibilities and cat confinement.
- Investigate barking dog complaints and implement appropriate actions.
- Provide information on the causes of excessive barking and encourage owners of barking dogs to seek professional advice.
- Capture ‘at large’ dogs and return them to their owners.
- Assess property fencing and advise dog owners on how to better contain their pets and keep them safe.
- Investigate menacing rushes – that is, where a dog has displayed aggressive behaviour without actually biting – and educate owners about how to improve this behaviour.
- Administer infringements to deter owners from ignoring nuisance behaviours.
- Patrol our on and off leash reserves to ensure dog owners are abiding by the dog orders and allowing all members of our community to enjoy safe, shared spaces.

Community views

- Trespassing cats and barking dogs are the most frequent cause of nuisance.
- Many people believe the cat curfew should be policed.
- The process for investigating nuisance barking complaints should be improved.
- The community is concerned about the impact cats are having on native birds and animals.

New actions for 2022–25

1. Review our barking dog investigation procedures.
2. Explore new technology to support our barking dog investigations.
3. Investigate the benefits of 24-hour cat confinement aligned with best practice in animal management and in consultation with cat owners.
4. Participate in industry-based discussions about nuisance cats.
5. Explore proactive monitoring to enforce the cat curfew.
6. Work with the Department of Justice and Community Safety to create alternative dispute resolution methods for barking dogs.

Issue 6: Dog poo

It is the responsibility of any dog owner or supervisor to carry poo bags or some other receptacle with them to pick up poo, and then dispose of it responsibly. Our animal management officers have the power to fine anyone who does not do this.

Dog poo is not just unsightly. It is also toxic for the environment and can lead to the growth of blue-green algae in our waterways. Despite this, getting everyone in the community to pick up after their dog is an ongoing challenge.

What we currently do

- Patrol public places and issue fines, where possible.
- Respond to complaints about owners not picking up after their dogs in public spaces.
- Deliver information campaigns about correct disposal of dog poo.
- Prohibit dogs from being exercised on turf wickets, within 10 metres of playgrounds and on synthetic sports surfaces.
- Investigate complaints from the community about insufficient bins for disposing dog poo.
- Install messages about disposing dog poo on signs and bin decals across the municipality.

Community views

- Most people believe that dog poo is an issue.
- Residents believe dog poo is unsightly, annoying and not their responsibility to pick up.
- Many people are concerned about environmental contamination from dog poo.
- Shared spaces such as beaches and parks are felt to have the worst dog poo issues.
- More bins are needed in public areas.

New actions for 2022–25

9. Investigate and advocate for the purchase of sustainable alternatives to plastic dog poo bags.
10. Create a targeted educational campaign about owner responsibilities to collect and dispose of dog poo that is supported by an enforcement strategy.
11. Carry out a mapping process to make sure there are sufficient bins available in reserves and open spaces.

Issue 7: Cat desexing

The unwanted and uncontrolled breeding of cats leads to high numbers of stray and feral cats in our municipality.

These cats often overwhelm animal welfare shelters, such as the Geelong Animal Welfare Society (GAWS), and put a significant strain on resources. Stray cats are also a threat to other animals, killing native fauna – birds, marsupials and amphibians – and spreading diseases to domesticated cats through fighting.

For the past 6 years, we have been working with several veterinary clinics to provide discounted cat desexing throughout the month of July. The goal of this annual campaign is to encourage more residents to have their cats desexed and reduce the burden of stray cats on the community.

What we currently do

- Offer an annual subsidised cat desexing program.
- Promote the benefits of cat desexing through various educational resources.
- Reduce the cost of pet registration for desexed pets.

Community views

- The majority of survey respondents reported their cat was desexed.
- It was generally felt that there's not enough promotion of the discounted cat desexing initiative.
- Cost was identified as a concern for owners when considering whether to desex their cat.

New actions for 2022–25

1. Explore the viability of offering an additional cat desexing month each year.
2. Expand marketing of the existing cat desexing month in July.
3. Develop an education campaign regarding the benefits of cat desexing.
4. Develop additional programs to encourage responsible cat ownership.
5. Explore opportunities to work collaboratively with the RSPCA to develop a coordinated approach to cat desexing, stray and feral cats.

Issue 8: Dog attacks

Responding to dog attacks remains a top priority for our animal management officers. Attacks can involve people, dogs, cats, wildlife and livestock.

There are medical costs, legal costs and personal trauma for everyone involved when a dog attack occurs. It is also an issue of significant community concern. With proper management and education, attacks are preventable.

There were 31 successful prosecutions in the 2019–20 financial year, but only 5 successful prosecutions in the 20–21 financial year due to COVID-related court delays.

What we currently do

- Install signage and enforce dog orders to reduce the likelihood of dog attacks occurring.
- Attend to all dog attack reports immediately, or as soon as possible, and implement appropriate action.
- Record and investigate all dog attacks.
- Place conditions on dogs who have previously attacked to reduce the chance of them reoffending, such as an Individual Animal Plan Permit.
- Seize dogs and prosecute matters, where necessary.
- Maintain a database of every animal that has attacked people, pets, wildlife and livestock.
- Track where dog attacks are most commonly occurring and the demographics of those primarily affected to inform prevention initiatives.
- Conduct inspections of properties where dogs have either escaped through improper fencing, or have been confined by magistrate orders.

Community views

- Some community members do not know that they should be reporting dog-related incidents to the City.
- We need to better educate the community on how to report dog related incidents.
- It's felt we should improve how we communicate with people who report dog incidents.
- Some people are unaware of the information required by the City to undertake an incident investigation.

New actions for 2022–25

1. Educate the community about dog management and reporting dog-related incidents.
2. Create an information page on our website regarding the process we follow when addressing a dog attack report.
3. Review our dog attack processes and procedures as part of the broader digital modernisation program.
4. Improve the customer experience for residents involved in dog attacks and other public safety concerns.
5. Utilise available data to help prevent dog attacks.
6. Encourage reporting of all dog attacks and related incidents.
7. Reinforce with landlords their responsibilities to maintain appropriate fencing for tenants and their pets.
8. Facilitate dog safety education programs in schools.

Issue 9: Responsible pet ownership

A central part of our role, as a local government, is to help people understand what responsible pet ownership means.

A responsible pet owner is someone who:

- considers the needs of all users of public space
- prevents their animal from causing harm or intimidation to others
- sees to the welfare and social needs of their animal, including vaccination
- abides by the dog control orders in public places
- minimises nuisance to others and the environment
- has an animal that is desexed, microchipped and registered
- secures their property to contain their pet.

What we currently do

- Regulate animal ownership through the issuing of multi-animal permits.
- Provide advice, links and resources on responsible pet ownership on our website.
- Distribute brochures, fact sheets and other material developed by the Department of Economic Development.

Community views

- Most people understand the need to vaccinate their pets.
- Our community could improve compliance with dog control orders, such as keeping dogs on-leash.
- There is confusion about the meaning of ‘effective control’.
- Some people do not pick up after their pet.
- More people should comply with the cat curfew.

New actions for 2022–25

1. Increase community understanding of effective control and responsible pet ownership through an education and awareness campaign.
2. Support specialist training of animal management officers in animal behaviour.
3. Increase proactive patrols to enforce all aspects of responsible pet ownership with residents and visitors.
4. Attend markets and other community events to promote responsible pet ownership.

Issue 10: Animal identification and lost animals

Dogs and cats are legally required to be registered annually.

They also must be microchipped and wear a registration tag when they're not at home. Up-to-date registration and microchipping help us identify pets and return them to their owners as soon as possible.

The cost of registration is set by the Victorian Government and helps fund responsible pet ownership initiatives. Registration fees gradually increase, in line with Consumer Price index.

We know there are more domestic animals in Geelong than what are currently registered with the City. Covid-19 has led to a higher percentage of pet ownership across our municipality as people spend more time at home. This increase is not reflected in animal registration data.

We maintain relationships with important stakeholders who assist us with caring for and returning lost animals. Geelong Animal Welfare Society (GAWS) are contracted to deliver our pound services and play a key role in the management of domestic dogs and cats in our region. This facility is located at 325 Portarlington Rd, Moolap.

What we currently do

- Manage dog and cat registrations and renewals and reconcile data with the Central Animal Records Registry.
- Supply a registration tag to each registered animal.
- Routinely conduct dog and cat registration and microchipping checks.
- Carry out targeted property checks in areas of low registration.
- Follow up on the sale of animals from Domestic Animal Businesses.
- Check all dog and cat sale advertisements to check for microchip details.
- Return lost or wandering dogs and cats to registered owners.
- Maintain temporary holding kennels at the pound, as a short-term alternative to impoundment.
- Run free microchip detail checks.
- Coordinate with local vets to return lost animals.

Community views

- Most of our community is aware of the requirement to have dogs and cats microchipped and registered with the City.
- Free registrations for the first year would be embraced by the community.
- We need to educate the community to ensure all pet owners are aware they need to keep their details up to date with the City and Central Animal Records.

New actions for 2022–25

1. Explore the feasibility of reduced or free pet registration for the first year.
2. Develop an education program showing simple actions owners can take to make sure their pet will be safely returned to them if lost, such as updating their details with Central Animal Records.
3. Invest in upgrades to our pound facility.

Issue 11: Our animal management team

A qualified, competent, visible and responsive team is required to deliver high standards of service to the community.

The size of the municipality makes it difficult to maintain a visible community presence. Additionally, while we maintain an on-call service, we currently do not conduct proactive patrols on weekends. This lack of visibility impacts public confidence in our service and encourages some pet owners to disregard local laws and dog control orders.

We currently employ 10 people to handle our animal management area, supported by a technical officer, a project and engagement officer, three administration officers and a prosecutor.

Our animal management officers are required to have either a Certificate IV Animal Control and Compliance, a Certificate IV in Government (Statutory Compliance), or higher-level qualifications.

We maintain a training register, detailing all the qualifications and training courses completed by each animal management officer. Each officer completes training in animal handling and prosecutions, including the collection of evidence for court proceedings. We also promote further training opportunities as part of annual performance reviews.

What we currently do

- Handle over 6000 animal management-related requests for service per annum.
- Collect evidence and prosecute people that have broken the law.
- Maintain partnerships with internal and external stakeholders to make sure we can work at capacity.
- Schedule regular training sessions for team members.
- Carry out proactive patrols in areas of low compliance.
- Inform those involved in animal management investigations about the outcome.
- Attend pet-friendly community events and share pet ownership information.
- Undertake community consultations on pet-related issues.

Community views

- More animal management officers are required.
- Animal management officers and their vehicles should be more visible in the community.
- Some areas of our service need to improve.

New actions for 2022–25

1. Develop a business case that supports additional resourcing for animal management services.
2. Review our internal process to ensure it meets best-practice standards.
3. Explore the financial viability of conducting proactive patrols on weekends, in addition to our existing on-call service.
4. Increase professional development opportunities for all animal management officers, such as livestock and investigation training and animal behaviour training.

2.7. Heritage Advisory Committee Terms of Reference

Source: **City Planning & Economy**
Director: **Gareth Smith**

Purpose

1. To seek Council endorsement of the revised terms of reference for the Heritage Advisory Committee (**Attachment 1**).

Background

2. The Geelong Heritage Advisory Committee (HAC) was formed by the Council in 2018.

3. The HAC representation has had some changes this year with Councillors

4. Peter Murrihy and Belinda Moloney appointed by Council as the Chair and Deputy Chair, respectively. Community representation has also had some changes following a public expression of interest process.

5. There have been differing member expectations as to the committee's role and procedures in recent times and the terms of reference had some minor anomalies compared to other Council advisory committees, therefore changes were required to the terms of reference.

Key Matters

6. The proposed revisions to the terms of reference include:

   6.1. Providing increased clarity as to what is, and what is not the role of the HAC;

   6.2. Reflect a changed administrative context, secretariat functions are now being provided by the Urban Design and Heritage unit under a restructured City Planning and Economy directorate; and

   6.3. Introduce a higher level of oversight to key processes, in respect to requiring the committee to always be Chaired by a Councillor, and member appointments to be vetted by the City's Chief Executive Officer.

7. The proposed revisions were prepared by the secretariat in consultation with the new Heritage Advisory Committee.

RESOLUTION - Item 2.7

Cr Murrihy moved, Cr Moloney seconded -

That Council adopt the revised Geelong Heritage Advisory Committee Terms of Reference at Attachment 1.

Carried

Financial Sustainability

8. There are no additional financial implications as a result of the revised terms of reference.

Community Engagement

9. A draft of the proposed revisions was circulated prior to, and discussed at the Heritage Advisory Committee meeting of 28 June 2021.

Social Equity and Sustainability

10. The committee does not make decisions in respect to service delivery; however its membership framework is structured to draw input from a wide range of Aboriginal, historical and other community groups on community heritage-related issues.

Relevant Law/Policy/Legal Implications

11. The proposal supports the continuation of the 2018 policy decision of Council to convene a Heritage Advisory Committee. The committee is advisory and any legal or statutory implications from its advice will be separately appraised and considered by Council upon receipt of that advice.

Alignment to Community Plan and Vision

12. This report aligns with Our Community Plan 2021-2025 strategic priority:
Sustainable growth and environment.

13. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration:
A destination that attracts local and international visitors.
An inclusive, diverse, healthy and socially connected community.

Conflict of Interest

14. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

15. The committee exists to mitigate risks to the community’s heritage by keeping the Council in close touch with heritage stakeholders on contemporary issues.

16. Advice provided by the committee will periodically require the Council and City to inform itself on a community heritage issue and consider appropriate action. Any risks from acting upon the committee’s advice will be separately appraised and considered by Council or the City upon receipt of that advice.

Environmental Sustainability

17. The committee is advisory and any environmental implications from its advice will be separately appraised and considered by Council upon receipt of that advice.

Attachments

1. Committee Terms of Reference Greater Geelong Heritage Advisory Committee [OQ1U] [**2.7.1** - 9 pages]

THE CITY OF
GREATER GEELONG

GREATER GEELONG HERITAGE ADVISORY COMMITTEE

TERMS OF REFERENCE

VERSION: 03

Approval Date	
Approved by	**Council**
Review Date	**30 September 2024**
Responsible Officer	Director, City Planning & Economy
Authorising Officer	CEO

CITY OF GREATER GEELONG

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Introduction

SUMMARY

The Heritage Advisory Committee (the Committee) has been formed to assist and advise Council on cultural and natural heritage matters within the Municipality.

OBJECTIVES

The objectives of the Committee include:

- Celebrate and promote awareness of cultural heritage within the Municipality.
- Provide advice on marketing and promotion opportunities for heritage within the Municipality.
- Provide advice and recommendations to Council on the documentation, interpretation, management and conservation of history and heritage, including places, objects, collections, in the Municipality.
- Make recommendations to Council about further work required to identify, document, protect, conserve and promote the heritage of the Municipality.
- Provide recommendations for nominations of places to Local, State or National heritage registers.
- Advocate in a professional manner on behalf of the community and celebrate the community's history and heritage.
- Assist Council in sourcing external funding or sponsorship opportunities to undertake heritage identification, conservation, promotion, management and education.

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Definitions

Committee - Heritage Advisory Committee.

Council – Greater Geelong City Council

Municipality– City of Greater Geelong

Terms of Reference

EXPECTED / DEFINITE LIFE OF THE COMMITTEE

The Committee is established by Council as an Advisory Committee and shall continue until revoked by Council.

CONSTITUENCY OF THE COMMITTEE

The Committee shall be chaired by an elected Councillor, being the appointed Councillor(s) for the Heritage Portfolio or as otherwise appointed by Council.

The membership of the Committee shall be appointed by the CEO and consist of the following members:

- Two ex officio and non-voting Council officer members nominated by the Director of City Planning and Economy, from Urban Design & Heritage and Arts & Culture;
- Council's Senior Heritage Planner in an ex officio and non-voting capacity;
- One ex officio and voting member from the Geelong Library Corporation Heritage Centre (Manager);
- One voting member from each of the following 12 community organisations. Each organisation will be invited to nominate its own representative. A second member from each organisation is welcome to attend the Committee meetings but only the nominated member from each organisation will have a vote:
  - The Geelong Historical Society
  - Bellarine Historical Society
  - Lara Heritage & Historical Inc.
  - Little River Historical Society Inc.
  - Mt Duneed History Group
  - National Trust Geelong
  - North Shore and Norlane Stories
  - Wathaurung Aboriginal Corporation (Wadawurrung)
  - Geelong Environment Council
  - Osborne Park Association
  - Geelong One Fire Reconciliation Group
  - Royal Geelong Agricultural and Pastoral Society.
- Four individual members representing the interests of the wider public, not affiliated with any of the groups above, each of whom will have a vote. These members to be appointed as per 4.3.

All voting members of the Committee shall have normal voting rights.

Should a Committee member resign and if there is more than 6 months of the term remaining, Council will seek a replacement to serve the remainder of the term of appointment in accordance with the original selection process.

Selection Process for Individual Members

- Expressions of interest for appointment as individual members of the public shall be called for in local newspapers and on Council's website, for a period of not less than 2 weeks.
- Membership will be on the basis of:
  - Expertise or proven heritage interest,
  - Members must primarily reside or work within the municipality or be an active member of a local community organization within the municipality or be an office bearer in a state or national heritage-related organisation,

– Knowledge of conservation and historical issues affecting the Municipality, and

– The ability to access heritage or other community networks and stakeholder groups.

- A review panel comprising no less than 3 officers of Council will receive nominations and make recommendations for the CEO to considerand appoint members of the Committee.

Length of Appointment

Members shall be appointed for a period of two years and are eligible for re- nomination.

Chair and Councillor Representatives

- Council will appoint at least one representative to the Committee as its Chair.
- A second Council representative may be appointed by Council.
- Council representatives shall each have a vote, and the Chair shall have an additional casting vote if required to break a deadlock.
- Other Councillors are welcome to participate as non-voting members.
- Councillor members shall be appointed in accordance with the Committee Representation Council Policy.

Expectation of Members

All Committee members are expected to:

- Actively participate in Committee discussions and offer their opinions and views, treat all persons with respect and have due regard to the opinions, rights and responsibilities of others,
- Act with integrity,
- Attend each meeting in person where practical or attend online if unable to attend in person,
- Declare any personal interest, pecuniary interest or other potential conflict of interest,
- Promote the Committee and its consideration of heritage matters without publicly disclosing any confidential or culturally sensitive information considered by the Committee,
- Be aware of the activities, interests and concerns of heritage and history groups in the municipality, and
- Have an understanding of, and interest in, Greater Geelong heritage and history.

LIMITATIONS OF THE COMMITTEE

The Committee is advisory and has no decision-making role in:

- the regulatory and operational management of heritage by the City,
- in expending money on behalf of Council,
- committing Council to any arrangement,
- considering and advising on any matter outside its area of reference, and
- directing Council officers in the performance of their duties.

MEETING PROCEDURE

The Committee will meet quarterly but may meet more regularly when deemed necessary by the Chair owing to exceptional circumstances.

The frequency of any sub-committee / working group meetings will be determined by the Chair of each sub-committee.

A Deputy Chair will be appointed or nominated by the Council to preside in the absence of the Chair.

Where the Chair and Deputy Chair are both absent the meeting will be deferred.

The secretary of the Committee shall be one of the Council Officers. The secretary will undertake administrative duties on behalf of the Committee, such as preparing the agenda, taking minutes, preparing correspondence and Council reports, liaising with other Council Officers and undertaking other tasks that may arise.

All Committee correspondence is to occur through the Secretariat.

The Committee's position on any issue under consideration will be made by a majority vote by members present or when determined by the Committee by proxy. In the event of an equal number of votes, the Chair shall have an additional casting vote.

The Committee shall have a quorum which is equal to one-half plus one of the total number of voting Committee members.

When the Committee's business involves matters in which one or more members have a conflict of interest, or when their presence may inhibit full discussion, those members should withdraw from the part of the meeting that relates to such matters.

Council must receive apologies for all meetings no later than 2 pm on the afternoon of the meeting. If a quorum cannot be met, committee members will be notified that the meeting is cancelled.

REPORTING REQUIREMENTS

The Committee will report to Council via the Urban Design & Heritage department.

SECRETARIAT

A Council Officer within the Urban Design and Heritage Unit will be responsible for recording of minutes and reporting recommendations of the Committee to Council.

FACILITIES AND RESOURCES

Adequate human and financial resources shall be provided to ensure the effective operation of the Advisory Committee on a quarterly basis.

Records

Records shall be retained for at least the periods shown below.

Table 1: Record retention and disposal schedule

Record	Retention / Disposal Authority	Retention Period	Location
Meeting minutes and agendas	Manager, Urban Design and Heritage	PROV	Document management system
Correspondence	Manager, Urban Design and Heritage	PROV	Document management system

—

CITY OF GREATER GEELONG

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CITY OF GREATER GEELONG

2.8. Clever & Creative 30-Year Vision Refresh

Source: **Strategy, People & Performance**
Director: **Kaarina Phyland**

Purpose

1. To present the *Greater Geelong: A Clever and Creative Future 2nd Edition* for adoption by Council.

Background

2. The community-led 30-year vision, *Greater Geelong: A Clever and Creative Future*, was launched in August 2017 following a considerable deliberative engagement process which captured the voices of over 16,000 community members.

3. The new *Local Government Act 2020* specifies 'A Council must develop or review the Community Vision in accordance with its deliberative engagement practices and adopt the Community Vision by 31 October in the year following a general election'.

4. Key focus areas / gaps identified through the review process included diversity and inclusion, emergency services, safety, accessible health and specialist services, mental health, family violence, local economy and the need for ongoing COVID-19 support.

Key Matters

5. A total of 30 written submissions were received following a three-week consultation period and further changes have been incorporated based on the feedback provided.

6. *Greater Geelong: A Clever and Creative Future 2nd Edition* aims at addressing the focus areas / gaps to ensure that the vision remains relevant and deliverable in the current environment. However, it is not the intention to make any significant changes to the vision until a more substantial community engagement is undertaken, scheduled for 2023.

RESOLUTION - Item 2.8

Cr Sullivan moved, Cr Kontelj seconded -

That Council adopt the Greater Geelong: A Clever and Creative Future 2nd Edition.

Carried

Financial Sustainability

7. There are no financial implications associated with the review of the community vision.

Community Engagement

8. A review of the current 30-year vision was undertaken as part of the deliberative engagement with the community to develop the *Our Community Plan 2021-25.* Engagement was also undertaken with the Vision Partner Group, the City of Greater Geelong Youth Council and internal stakeholders.

9. The draft 2nd edition of the vision document was released to the community for a three-week consultation period.

Social Equity and Sustainability

10. The vision document was developed in collaboration with the community. This update reflects community data relating to the community aspiration for an inclusive, diverse, healthy and socially connected community.

Relevant Law/Policy/Legal Implications

11. The new *Local Government Act 2020* specifies '*A Council must develop or review the Community Vision in accordance with its deliberative engagement practices and adopt the Community Vision by 31 October in the year following a general election'.*

Alignment to Community Plan and Vision

12. This report aligns with *Our Community Plan 2021-2025* strategic priority:
    Healthy, caring and inclusive community;
    High-performing council and organisation;
    Strong local economy; and
    Sustainable growth and environment.

13. This report aligns with the Community led 30-year vision, "Greater Geelong: A Clever and Creative Future" community aspirations:
    A destination that attracts local and international visitors;
    A fast, reliable and connected transport network;
    A leader in developing and adopting technology;
    A prosperous economy that supports jobs and education opportunities;
    An inclusive, diverse, healthy and socially connected community;
    Creative and diverse culture;
    Development and implementation of sustainable solutions;
    People feel safe wherever they are; and
    Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

14. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

15. Delivering the *Greater Geelong: A Clever and Creative Future* vision has been identified as a strategic risk for the City.

16. The City is working in partnership with its 15 Vision Partner organisations to ensure that the community-led vision remains relevant, achievable and front-of-mind with the community and stakeholders.

Environmental Sustainability

17. The vision document was developed in collaboration with the community. This 2nd edition document reflects the community feedback received through the deliberative community engagement relating to the community aspirations for *sustainable development that supports population growth and protects the natural environment,* and *development and implementation of sustainable solutions.*

Attachments

1. Clever and Creative 30-Year Vision Refresh - Report [**2.8.1** - 32 pages]

GREATER GEELONG

A CLEVER and CREATIVE FUTURE

2nd edition (2021)



CITY OF GREATER GEELONG

THE COMMUNITY'S VISION

By 2047, Greater Geelong will be internationally recognised as a clever and creative city-region that is forward looking, enterprising and adaptive, and cares for its people and environment.



CLEVER and CREATIVE



CONTENTS

The community's vision	2.
Creating a vision	4.
Clever and creative	5.
Foundations for a clever and creative future	6.
Community aspirations	8.
The journey to a clever and creative future	28.
Thanking our partners	30.
Measures of success	31.

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

Artwork: *"Wadawurrung Country and Connection"* 2019, Billy-Jay O'Toole

CREATING A VISION

From September 2016 to May 2017, over 16,000 people told us what they value about the Greater Geelong region.

They also rated it against recognised elements of a successful community and shared ideas about how to address challenges into the future. The result was a community-led blueprint for Greater Geelong that has guided the work of vision partners over the last four years.

In January 2021, we went back to our community and asked them whether the vision was still relevant – particularly in a post-COVID world. Using surveys, stakeholder submissions and deliberative engagement, we asked about gaps and opportunities in the current vision to help refine us our approach.



Overall, the feedback was that the existing clever and creative vision was still a good fit for our community, but there were some areas that needed more focus. These included:

- diversity and inclusion
- recognition of the Wadawurrung Traditional Owners
- safety
- accessibility and affordability of health services
- mental health
- environmental sustainability
- education opportunities
- helping the local economy adapt to change
- community connection
- affordable housing.

We've done our best to address these points in this second edition of the vision. To keep the vision relevant in a rapidly changing world, we anticipate we'll revisit it again in 2023.



My vision for Greater Geelong is a region where the community is consulted and council make decisions based on the results. I'd like to see individuality, creativity and uniqueness encouraged within our community so that regardless of religious, cultural or social background, everyone is treated fairly and seen as having a vital role in our future. – Sarah Afshar

CLEVER and CREATIVE

THE COMMUNITY'S VIEW OF OUR REGION'S CLEVER AND CREATIVE FUTURE

- Has business diversity that inspires a broad range of education and employment opportunities
- Attracts start-ups, innovative businesses and a can-do attitude
- Uses a variety of affordable technologies to provide universal digital access
- Makes travel between suburbs easier through a network of pedestrian and cycle paths
- Excites local and international visitors who are interested in events, festivals, landscapes and food
- Is designed to create an active street culture and vibrant public spaces
- Has a strong sense of community and uplifts its vulnerable community members
- Is designed around people and makes the best use of technology and sustainable living
- Is devoted to research and encourages economically viable, environmentally sound and socially responsible solutions to its challenges



- Has a global outlook and is connected to the world by technology
- Recognises the uniqueness and significance of its natural environment, and invests in its enhancement and regeneration

FOUNDATIONS FOR A CLEVER AND CREATIVE CITY-REGION

A SNAPSHOT OF GREATER GEELONG'S EXISTING STRENGTHS

ECONOMIC ASSETS

- Proximity to Western Victoria and Melbourne provides two-way access to markets and investment
- Established business associations, community groups and networks
- An emerging cluster of start-ups
- Capabilities in advanced manufacturing, industrial design and technology
- Scientific facilities and expertise in health and infectious diseases
- A growing population
- Strong leadership in education, healthcare, social insurance and social investment sectors
- Regional food production and agribusiness
- Exciting destinations that attract local and international visitors

INFRASTRUCTURE

- A diverse range of education facilities
- Port, rail, airport and freight infrastructure
- Available commercial and industrial land
- Established sporting and cultural infrastructure
- A variety of relatively affordable housing options
- Established cultural and arts facilities

NATURAL ASSETS

- A diverse and unique natural environment
- Networks of open space, reserves and parks
- Spectacular rural and coastal landscapes
- Internationally significant natural areas
- The city's location in relation to the bay and northerly aspect

CLEVER and CREATIVE

PEOPLE STRENGTHS

- A strong sense of community
- A diverse range of local community activities
- Resilient residents committed to the future of Greater Geelong
- A history of inventors, creators and innovation
- Contributions to arts and culture
- A broad range of creative industries
- Community service organisations supporting vulnerable residents

SHORT-TERM PRIORITIES

- High-speed digital infrastructure
- Student and research precincts
- Vibrant public spaces
- Support for start-up initiatives
- Facilities to attract world-class events
- Collaborations addressing social and economic vulnerability
- United leadership and a global outlook



COMMUNITY ASPIRATIONS

This document is a guide for future councils, all levels of government, community organisations, businesses and anyone wanting to make a genuine contribution to our city-region.

At its heart are a series of aspirations developed by the community that are focused on our region's economy and employment, the environment, arts and culture, transport connections, tourism, efficient and equitable digital access, and good governance.

For a city-region to be successful, it must be connected, prosperous, creative, sustainable and resilient, and designed for people. The community's aspirations support these elements helping us become a clever and creative city-region.



CLEVER and CREATIVE



SUCCESSFUL COMMUNITY ELEMENTS



COMMUNITY ASPIRATIONS



9.



10.

A PROSPEROUS ECONOMY THAT SUPPORTS JOBS AND EDUCATION OPPORTUNITIES

The Greater Geelong community values:

- business diversity, education and employment opportunities for all
- thriving local economy
- people who are willing to create new and diverse business opportunities
- working hard, diligence and personal motivation
- training, research and education institutions that support economic participation and catering for all skill levels.

Success will be achieved by:

- supporting local business resilience and recovery from the impacts of COVID-19
- urban and residential infrastructure to support a diverse, prosperous community and a healthy environment and lifestyle
- an open-minded approach and a willingness to take risks
- partnerships between educators and industry to ensure business skill needs are addressed, and people can adapt and learn
- a highly skilled and diverse workforce, which will be a competitive advantage for local business
- well-connected and diverse businesses that grow the local economy
- spaces and support for start-ups to interact and network
- attract businesses with a carbon neutral and circular economy focus.

The measures of success are:

- the number of school leavers engaged in work or post-school study is higher than the Victorian average
- an increase in the amount of wealth generated by businesses, organisations and individuals working in the municipality
- Greater Geelong's workforce participation rate is higher than the Victorian average
- an increase in the diversity of businesses.



MOST STRONGLY SUPPORTS PROSPERITY



12.

A LEADER IN DEVELOPING AND ADOPTING TECHNOLOGY



The Greater Geelong community values:

- opportunities enabled by technology
- internet availability and speed
- assistive technology seamlessly embedded into the environment
- environmentally sustainable technology.

Success will be achieved by:

- a variety of affordable and accessible technologies providing digital access to information on demand
- attracting innovative and high-technology businesses
- a community and workforce with the capacity to use digital technology
- training in future digital jobs
- assistive technologies embedded into infrastructure
- free connectivity throughout public places
- growth in smart home automation.



The measures of success are:

- a Digital Inclusive Index score (Access, Affordability and Digital Ability) greater than 70.

MOST STRONGLY SUPPORTS CONNECTED

CREATIVITY DRIVES CULTURE

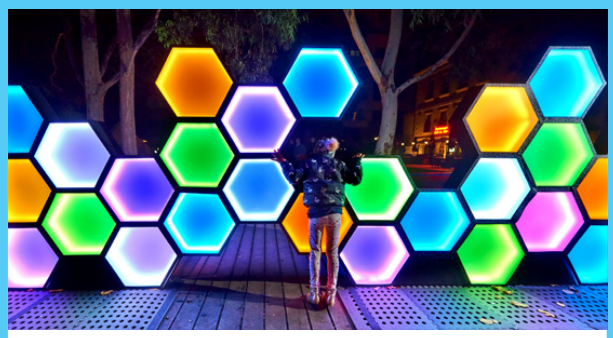


Success will be achieved by:

- investment in a diverse range of local community festivals and events
- development of creative industries and a culture of creative design thinking
- attracting creatively oriented and artistic industries to the region
- creative re-use of heritage assets
- proactively celebrating and promoting Wadawurrung culture.

The Greater Geelong community values:

- the contribution of the arts to community vibrancy, diversity, and inclusiveness
- spaces that support and celebrate local artists through public exhibitions
- modern facilities that allow the region to host world-class events
- start-ups and innovation
- involvement with local art, music, heritage, contemporary culture and Wadawarrung culture
- preserving our heritage and encouraging creative design.



The measures of success are:

- an increase in the percentage of the workforce employed in creative industries
- Greater Geelong rated in the top 200 of the Global Innovation Cities index.

MOST STRONGLY SUPPORTS CREATIVITY



A FAST, RELIABLE AND CONNECTED TRANSPORT NETWORK



The Greater Geelong community values:

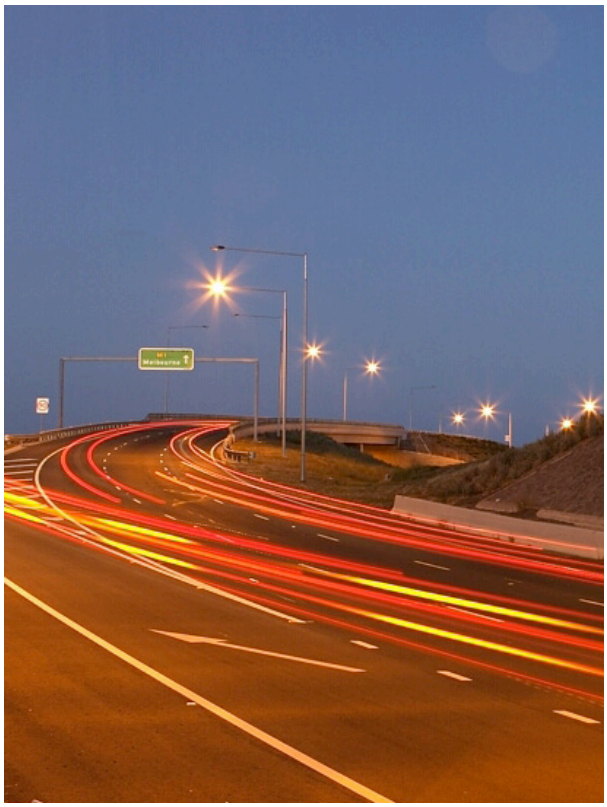
- sustainable, connected and networked walking, cycling and public transport services that allow all abilities access into and across the city-region
- fast access to Melbourne and other parts of Victoria.

The measures of success are:

- being able to travel to Melbourne from Geelong within 30 minutes, and from the Bellarine Peninsula within 65 minutes, utilising a variety of travel options
- an international freight terminal and passenger airport within the city-region, connecting Greater Geelong to all Australian state capitals and Asia
- an increase in the percentage of residences with proximate (400m) access to regular public transport
- 50 per cent of journeys to work made by public transport, walking or cycling.

Success will be achieved by:

- a pedestrian and cycling network that covers the whole municipality
- accessible transport options connecting people within the city-region
- development of Greater Geelong as Victoria's major logistics and freight centre
- diversion of road traffic around urban centres
- cycling becoming a credible and safe on-road commuter option.



MOST STRONGLY SUPPORTS CONNECTED





18.

A DESTINATION THAT ATTRACTS LOCAL AND INTERNATIONAL VISITORS



The Greater Geelong community values:

- the city-region's potential to be a destination that attracts local and international visitors
- sharing and promoting Greater Geelong's unique location and natural assets.

Success will be achieved by:

- a diverse range of accommodation options for visitors
- a locally-based international airport
- capacity for large ships to dock in Corio Bay
- the ability to host large conventions
- securing world-class events and entertainment.



The measures of success are:

- the total number of visitors to the city-region increases by 2.1 per cent per annum
- expenditure by visitors to the city-region increases by 3.8 per cent per annum
- international overnight visitors grow at a rate of 4.9 per cent per annum
- domestic overnight visitors grow at a rate of 1.9 per cent per annum
- tourism employment increases 1.6 per cent per annum.

MOST STRONGLY SUPPORTS PROSPERITY


PISTOL PETES
FOOD N BLUES
GEELONG CELLAR DOOR
GEELONG CELLAR DOOR
GEELONG

20.

PEOPLE FEEL SAFE WHEREVER THEY ARE

The Greater Geelong community values:

- clean, safe and accessible public spaces for everyone
- feeling safe on the streets day and night
- safety and support for people experiencing family violence
- minimising the community impacts of alcohol and drug use
- resourced and responsive emergency services.



The measures of success are:

- 95 per cent of residents agree that they feel safe in the area where they live
- crime statistics are 20 per cent below the state average
- a decrease in the number of reported incidents of family violence across Greater Geelong.



Success will be achieved by:

- an active street culture involving student and café precincts
- urban design that encourages activity and comfortable open public areas in all seasons
- clean streets and public open spaces
- early intervention programs that promote positive community attitudes and interactions
- establishing security infrastructure.

MOST STRONGLY SUPPORTS DESIGNED FOR PEOPLE

AN INCLUSIVE, DIVERSE, HEALTHY AND SOCIALLY CONNECTED COMMUNITY

The Greater Geelong community values:

- access to quality, affordable health care including mental health services and specialists
- access to affordable and social housing
- a strong sense of community connection
- a diverse and inclusive community
- support for vulnerable community members
- access to quality education and employment opportunities for all.

Success will be achieved by:

- young people connected to local decision-making
- public areas and local services that are accessible to all levels of ability
- a variety of affordable options for people to rent or buy a home
- support for the most vulnerable community members
- local participation opportunities for all life stages, that encourage and enable a diverse and inclusive city-region
- equity in the provision of community infrastructure
- support for Wadawurrung leaders to ensure their connections to the city-region are maintained, and their connection to the community is strengthened.

The measures of success are:

- no Greater Geelong state suburbs in the bottom 20 per cent of the Index of Relative Socio-economic Disadvantage
- workforce participation in the most vulnerable suburbs is higher than the state average across all age groups
- an increase in the proportion of adults who agree that multiculturalism makes life better in their suburb
- an increase in the proportion of adults that are a member of an organised group (sports, religious, school, professional, community or action group)
- over 50 per cent of residents reporting their health and wellbeing as very good or excellent
- a decrease in the proportion of adults experiencing high or very high psychological distress.



MOST STRONGLY SUPPORTS DESIGNED FOR PEOPLE



SUSTAINABLE DEVELOPMENT THAT SUPPORTS POPULATION GROWTH AND PROTECTS THE NATURAL ENVIRONMENT

The Greater Geelong community values:

- green spaces and corridors, including farmland and recreational space, between urban areas
- easy access to open space and parkland near homes
- the uniqueness and significance of natural bushland, coastlines, wetlands, rivers and beaches
- sustainable development that pro-actively addresses climate change
- design that makes best use of technology for better and more sustainable living
- development that enhances the identity of diverse neighbourhoods
- design excellence and innovation in new buildings and public spaces
- creating high amenity neighbourhoods that are well-connected and sustainable.



Success will be achieved by:

- revitalisation of Central Geelong
- meeting the housing needs for projected population growth and future households
- renewal of underutilised urban areas and buildings
- preserving, enhancing and growing our natural areas
- creation of urban forests throughout streets and parks
- new models of higher density sustainable living with access to public green space.

The measures of success are:

- suburban tree canopy is greater than 25 per cent
- an increase in the quantity of protected natural habitat
- in urban areas, 95 per cent of dwellings are within 400 metres of public open space
- no net loss of open space by suburb
- 10,000 people living in Central Geelong
- 50 per cent of new housing construction to be conducted within existing urban areas.

MOST STRONGLY SUPPORTS SUSTAINABILITY



25.



26.

DEVELOPMENT AND IMPLEMENTATION OF SUSTAINABLE SOLUTIONS



The Greater Geelong community values:

- economically healthy and environmentally responsible businesses
- clean energy solutions
- attracting renewable energy industries to the region
- easy access to recycling
- pro-active, innovative and immediate responses to climate change
- the community adopting sustainable practices.



Success will be achieved by:

- investment in renewable energy industries and research
- plan and deliver a reduction of carbon emissions
- community education about the local impacts of climate change
- assist new and existing business to adapt to clean technology
- identify new best-practice standards for water efficiency and management
- moving to a zero-waste community
- encourage economically viable, environmentally sound and socially responsible business practices.

The measures of success are:

- performing better than the Victorian average in solid and green waste diverted from landfill
- Greater Geelong being a carbon neutral city-region
- 20 per cent of all water provided to the municipality is recycled water.

MOST STRONGLY SUPPORTS SUSTAINABILITY

THE JOURNEY TO A CLEVER AND CREATIVE FUTURE

Understanding how the community would like Greater Geelong to evolve over the next 30 years gives decision makers the flexibility to respond to shifts in technology, demographics, the economy and climate change.

During the two stages of *Our Future* engagement between September 2016 and May 2017, over 16,000 community members had their say about their aspirations for the region and how it should evolve during the next 30 years. This involved 162 workshops, event appearances, community meetings and school visits.

At the *Our Future* Assembly on Saturday 6 May 2017, 350 people discussed, debated, deliberated and decided on a community-led vision for Greater Geelong's future.

They decided Greater Geelong should be internationally recognised as a clever and creative city-region that is forward looking, enterprising and adaptive, and cares for its people and environment.

In 2021, we carried out further community engagement to refine the vision and make sure it remained in line with community needs.

For more information about how the vision was developed, visit www.geelongaustralia.com.au/clevercreative



HOW WILL THIS VISION BE USED TO DELIVER OUTCOMES?

Greater Geelong: A Clever and Creative Future is a community-generated guide for Greater Geelong as it plans its next 30 years.

The breadth and depth of the consultation process means that it is representative of the Greater Geelong community's views and preferences.

The vision will remain a key resource for Council, all levels of government, organisations, businesses and anyone wanting to make a genuine contribution to the future of Greater Geelong.



THANKING OUR PARTNERS

The City of Greater Geelong thanks the following partners who have continued to provide invaluable advice and guidance in developing and implementing the community-led vision.

- Avalon Airport
- Barwon Health
- Barwon Regional Partnerships
- Committee for Geelong
- Deakin University
- Department of Environment, Land, Water and Planning
- Geelong Arts Centre
- Geelong Chamber of Commerce
- Geelong Manufacturing Council
- Geelong Sustainability
- Give Where You Live
- G21 Geelong Region Alliance
- The Gordon
- Tourism Greater Geelong and the Bellarine
- Wadawurrung Traditional Owners Aboriginal Corporation.

We would also like to thank the many other individuals, organisations and schools that helped shape the original vision in 2017, including:

- Tim Orton and Nous Group, who donated an immense amount of time and expertise to the delivery of the Our Future Assembly
- Bernie Kruger for his invaluable guidance in data science and analysis
- the 100 City of Greater Geelong employees who volunteered their time and expertise to the process.

Finally, and most importantly, we remain indebted to the 16,000 Greater Geelong people who contributed their ideas and enthusiasm in 2017 and 2021 and help put us on our clever and creative path.



MEASURES OF SUCCESS

MEASURE	SOURCE
The number of school leavers engaged in work or post-school study is higher than the Victorian average	Census of Population and Housing, Australian Bureau of Statistics
An increase in the amount of wealth generated by businesses, organisations and individuals working in the municipality	National Institute of Economic and Industry Research
Greater Geelong's workforce participation rate is higher than the Victorian average	Census of Population and Housing, Australian Bureau of Statistics
An increase in the diversity of businesses	This will be achieved through a Business Diversity Index to be developed
A Digital Inclusive Index score (Access, Affordability and Digital Ability) greater than 70	The Australian Digital Inclusion Index Report, RMIT University, Roy Morgan Research, Swinburne Institute for Social Research Centre for Social Impact (Swinburne) and Telstra
An increase in the percentage of the workforce employed in creative industries	Census of Population and Housing, Australian Bureau of Statistics
Greater Geelong rated in the top 200 of the Global Innovation Cities index	Innovation™ Cities Index, 2thinknow
Being able to travel to Melbourne from Geelong within 30 minutes, and from the Bellarine Peninsula within 65 minutes, utilising a variety of travel options	To be determined
An international freight terminal and passenger airport within the city-region, connecting Greater Geelong to all Australian state capitals and Asia	To be determined
An increase in the percentage of residences with proximate (400m) access to regular public transport	Liveability Report for Geelong, Australian Urban Observatory
50 per cent of journeys to work made by public transport, walking or cycling	Journey to Work, Australian Bureau of Statistics
The total number of visitors to the city-region increases by 2.1 per cent per annum	Tourism Greater Geelong and The Bellarine
Expenditure by visitors to the city-region increases by 3.8 per cent per annum	Tourism Greater Geelong and The Bellarine
International overnight visitors grow at a rate of 4.9 per cent per annum	Tourism Greater Geelong and The Bellarine
Domestic overnight visitors grow at a rate of 1.9 per cent per annum	Tourism Greater Geelong and The Bellarine
Tourism employment increases 1.6 per cent per annum	Tourism Greater Geelong and The Bellarine
95 per cent of residents agree that they feel safe in the area where they live	Geelong Preventative Health Survey, City of Greater Geelong
Crime statistics are 20 per cent below the state average	Victoria Police Crime Statistics, Crime Statistics Agency
A decrease in the number of reported incidents of family violence across Greater Geelong	Victoria Police Crime Statistics, Crime Statistics Agency
No Greater Geelong state suburbs in the bottom 20 per cent of the Index of Relative Socio-economic Disadvantage	Census of Population and Housing, Australian Bureau of Statistics
Workforce participation in the most vulnerable suburbs is higher than the state average across all age groups	Census of Population and Housing, Australian Bureau of Statistics
An increase in the proportion of adults who agree that multiculturalism makes life better in their suburb	Geelong Preventative Health Survey, City of Greater Geelong
An increase proportion of adults that are a member of an organised group (sports, religious, school, professional, community or action group)	Geelong Preventative Health Survey, City of Greater Geelong
50 per cent of residents reporting their health and wellbeing as very good or excellent	Geelong Preventative Health Survey, City of Greater Geelong
A decrease in the proportion of adults experiencing high or very high psychological distress	Geelong Preventative Health Survey, City of Greater Geelong
Suburban tree canopy is greater than 25 per cent	City of Greater Geelong
An increase in the quantity of protected natural habitat	City of Greater Geelong
In urban areas, 95 per cent of dwellings are within 400m of public open space	City of Greater Geelong
No net loss of open space by suburb	City of Greater Geelong
10,000 people living in Central Geelong	Census of Population and Housing, Australian Bureau of Statistics
50 per cent of new housing construction to be conducted within existing urban areas	City of Greater Geelong
Performing better than the Victorian average in solid and green waste diverted from landfill	City of Greater Geelong
Greater Geelong being a carbon neutral city-region	Beyond Zero Emissions and Ironbark Sustainability
20 per cent of all water provided to the municipality is recycled water	Barwon Water

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© City of Greater Geelong 2021 (2nd edition)
First published in 2017
ISBN: 978-0-9586947-9-7

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2.9. Submission to Phase 3 Consultation on the Draft Bellarine Peninsula Statement of Planning Policy

Source: **City Planning & Economy**
Director: **Gareth Smith**

Purpose

1. For Council to endorse the submission (**Attachment 1**) to the Bellarine Peninsula Distinctive Area and Landscape phase three consultation on the draft Statement of Planning Policy.

Background

2. The Bellarine Peninsula was declared as a Distinctive Area and Landscape on 29 October 2019. The declaration triggers the requirement to prepare a Statement of Planning Policy (SPP).
3. The Department of Environment, Land, Water and Planning (DELWP) is leading the project and have prepared a draft SPP that has been on public consultation in
4. July-August 2021.
5. The draft SPP includes a 50-year vision and objectives and strategies to deliver the vision under eight policy domains.
6. The draft SPP has been informed by two phases of community consultation and several technical reports.
7. As a responsible public entity (RPEs) the Council will be required to endorse the final SPP.

Key Matters

8. Officers are generally supportive of the vision and the objectives and strategies contained within the draft SPP.
9. Protected settlement boundaries are recommended for all townships on the Bellarine. They generally accord with existing settlement boundaries except for Ocean Grove which removes two areas on the eastern edge of the township currently zoned farming and the inclusion of existing residential zoned land in Portarlington.
10. Changes to residential zones include recommendations to ‘back zone’ land generally in accordance with the methodology used in urban Geelong. It is not clear how this will be implemented.
11. Changes are recommended to provide greater certainty and clarity around the content of the draft SPP that are outlined in the submission.
12. A key concern is the limited detail around how the SPP will be implemented and who will lead and resource this work.
13. It is recommended DELWP prepare a detailed implementation plan and guidelines on how RPE’s use the SPP for Council consideration prior to requesting formal endorsement of the SPP.

14. It is noted that unlike the Surf Coast Distinctive Area and Landscape, a Standing Advisory Committee has not been appointed by the Minister to consider submissions and provide advice. Officers recommend DELWP provide a written response to the matters raised in submissions (Council and other submitters) by way of a public report. This will help provide transparency around decision making on the final SPP.

RECOMMENDATION - Item 2.9

That Council:

1. **Endorse the submission (Attachment 1) to the phase three consultation on the draft Statement of Planning Policy as part of the Bellarine Peninsula Distinctive Area and Landscape project.**

2. **Request the Chief Executive Officer write to the Department of Environment, Land, Water and Planning to request that:**

   2.1. Matters raised in the submission are duly considered;

   2.2. A written response to the matters raised in submissions (Council and other submitters) is provided by way of a public report; and

   2.3. Council only be requested to endorse the final Statement of Planning Policy upon the release of a consideration of submissions report and the preparation of a detailed implementation plan and Statement of Planning Policy guidelines.

AMENDMENT - Item 2.9

Cr Asher moved, Cr Sullivan seconded –

Add to Point 1 the text in **bold:**

That Council:

1. Endorse the submission (Attachment 1) to the phase three consultation on the draft Statement of Planning Policy as part of the Bellarine Peninsula Distinctive Area and Landscape project **with the exception of paragraph 78 where the exclusion of the 'tourist node' on the Bonnyvale Road site from the protected settlement boundary is not supported, this site should be included within the boundary for Ocean Grove; and**

Carried

AMENDED MOTION - Item 2.9

Cr Sullivan moved, Cr Mason seconded -

That Council:

1. **Endorse the submission (Attachment 1) to the phase three consultation on the draft Statement of Planning Policy as part of the Bellarine Peninsula Distinctive Area and Landscape project with the exception of paragraph 78 where the exclusion of the 'tourist node' on the Bonnyvale Road site from the protected settlement boundary is not supported, this site should be included within the boundary for Ocean Grove; and**

2. **Request the Chief Executive Officer write to the Department of Environment, Land, Water and Planning to request that:**

   2.1. Matters raised in the submission are duly considered;

   2.2. A written response to the matters raised in submissions (Council and other submitters) is provided by way of a public report; and

   2.3. Council only be requested to endorse the final Statement of Planning Policy upon the release of a consideration of submissions report and the preparation of a detailed implementation plan and Statement of Planning Policy guidelines.

Carried

Financial Sustainability

15. There is no cost associated with endorsing a submission to the phase 3 consultation. The submission requests DELWP provide a detailed implementation plan prior to requesting Council endorsement. This should give Council greater certainty around what the future resource requirements will be to meet our obligations as an RPE to deliver the SPP.

Community Engagement

16. DELWP has carried out significant consultation which has included 3 phases of community engagement. Phase 1 related to values and attributes. Phase 2 related to the vision statement and draft policy approaches and phase 3 was on the draft SPP.

17. A mix of online, in-person sessions and written submissions were used to disseminate information as well as receive feedback.

18. All landowners were notified in writing as part of phase 3.

Social Equity and Sustainability

19. DELWP has aimed to provide opportunities for those impacted by the draft SPP to have input into the plan.

Relevant Law/Policy/Legal Implications

20. The draft SPP has been prepared in accordance with the Distinctive Area and Landscape requirements under the *Planning and Environment Act 1987.* Once the SPP is finalised, Council will be required to endorse it as an RPE under the legislation. This binds Council to certain matters contained within the SPP.

Alignment to Community Plan and Vision

21. This report aligns with *Our Community Plan 2021-2025* strategic priority:
    Sustainable growth and environment.

22. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration:
    A destination that attracts local and international visitors.
    Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

23. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

24. There are no risks associated with this report. When Council is requested to endorse the SPP it will need to consider the implications and risks associated with being an RPE at that time.

Environmental Sustainability

25. Sustainability is a key consideration within the draft SPP. Policy domains relating to Environmental risks and resilience, Landscape and Environment and biodiversity contains several objectives and strategies to support a more sustainable future.

Attachments

1. Submission to Bellarine DAL Phase 3 [**2.9.1** - 26 pages]

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BELLARINE DISTINCTIVE AREA AND LANDSCAPE

Submission to the Phase 3 consultation on the draft Statement of Planning Policy

Date: **25 August 2021**

City of Greater Geelong

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INTRODUCTION

1. This submission is made on behalf of the City of Greater Geelong.
2. City officers have welcomed the opportunity to work collaboratively with DELWP on the preparation of the draft Statement of Planning Policy including providing feedback on the technical work and draft documents.
3. The City is generally supportive of the draft Statement of Planning Policy (SPP) including the vision, objectives and strategies as they relate to the various policy domains. The DAL legislation and SPP provide an opportunity to further strengthen good strategic planning outcomes such as protecting township character, providing enduring settlement boundaries, the protection of environmental features, green breaks and landscapes between settlements.
4. A key concern is the lack of detail on the implementation of the SPP. The SPP relies on several technical and background papers, it is unclear what status these documents will have in the long term. These documents will be critical to any future amendments and to understand the background and rationale behind the SPP.
5. The SPP will also require local policy changes to ensure consistency and the implementation of recommendations relating to zone and overlay changes. A significant amount of further work has also been identified. It is unclear who will lead and resource this work.
6. Officers note unlike the Surf Coast Distinctive Area and Landscape a Special Advisory Committee has not been appointed by the Minister to consider submissions and provide advice. The City requests DELWP provide a written response to the matters raised in submissions (Council and other submitters) by way of a public report. This will help provide transparency around decision making on the final SPP.
7. It is recommended DELWP prepare a detailed implementation plan, guidelines and a public written response to submissions for Council consideration prior to requesting formal endorsement of the SPP.

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IMPLEMENTATION OF THE STATEMENT OF PLANNING POLICY

8. The detail around implementation is limited. DELWP suggests it will 'work with' Council to facilitate amendments. It is not clear of the timing, who will lead and resource such work, whether further technical work or consultation is required or anticipated, whether further notice will be required or whether Ministerial amendments would be appropriate.

9. The City is of the view an implementation plan should have formed part of the draft SPP so as all RPEs and the community understand its implications. This view was also expressed in our submission to the Surf Coast DAL and its disappointing to see this work has not been undertaken as part of the draft Bellarine SPP.

10. Currently several recommendations are located within the technical work such as the Township Character Assessment and the Landscape Assessment. It is unclear if DELWP support all, some or none of them. If some or all are to be implemented no detail has been provided on what this might look like. The Settlement Background paper refers to 'Proposals' and 'Proposed Implementation Actions'. The relationship between the Settlement Background Paper and the draft SPP is not clear. The draft SPP contains no proposals or actions and this is the document RPEs will be asked to sign off.

11. If the SPP will ultimately be a standalone document it needs to contain all the relevant detail and not rely on background and technical work that although referenced in the draft SPP might not be easily accessed in the future if they themselves are not background or incorporated documents in the planning scheme.

12. The implementation of the SPP must be addressed through the preparation of a detailed implementation plan which forms part of the SPP or is somehow officially linked to it. It should identify clear actions, responsibilities, priorities, resourcing and timeframes. The City requests an implementation plan be circulated prior to it being asked to sign-off on the final Statement of Planning Policy.

13. The City notes a statement made by DELWP in a submission to the Surf Coast DAL Advisory Committee:

    "Upon the approval of the Statement of Planning Policy, the Department will provide guidance to RPEs on operational requirements in relation to using the Statement of Planning Policy in decision-making, and in relation to compliance with policy

requirements, particularly regarding the objectives and other statement of Planning Policy content that are binding. This could include the provision of a Statement of Expectations. RPEs will also be referred to the finalised implementation guidelines (currently being finalised), for planning authorities and practitioners that is applicable to all declared areas."

The City requests the implementation guidelines are circulated prior to it being asked to sign-off on the final Statement of Planning Policy.

14. We reiterate the concerns noted in our submission to the Surf Coast DAL around raised community expectations and what the SPP will actually achieve 'on the ground'. Significant resources have been invested in the DAL process to date. This includes various technical work and three phases of community consultation. We refer to submission (#122) made by Macedon Ranges Shire to the Surf Coast DAL and the issues relating to the lack of timely policy implementation and other scheme changes. There is a risk the SPP will not meet community expectations or achieve its intended purpose if implementation is not completed in a timely manner.

15. The City's view is any planning scheme amendment(s) to implement the SPP should be led and resourced by DELWP with the City given opportunity to provide input. We would not be supportive of all the planning scheme implementation work being left to the City as 'further work'. This outcome could impact on the effectiveness of the SPP as any further work required will have to be considered alongside other strategic work identified to be completed within Greater Geelong and factored into future budget and work programs.

16. Given the level of consultation that has gone into the preparation of the draft SPP it is considered using the provisions of section 20(4) of the Act for such amendments would be appropriate to implement changes to the planning scheme to deliver the SPP.

17. Along with policy changes a number of changes to the residential zones are recommended in the Township Character and Settlement Background reports. The City is generally supportive of the approach to residential zones outlined in the Background Paper and draft SPP. The garden area requirement also requires clarification in the 'substantial change / increased housing diversity areas', the City sought to have it excluded in urban Geelong. It is unclear how these changes will be implemented.

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18. The City was included in Ministerial amendment GC172 gazetted on 23/12/2020. This amendment addressed non-compliant zone schedules in urban Geelong and was prepared by DELWP. The Bellarine did not form part of this amendment (it also has non-compliant zone schedules) given significant strategic work was being undertaken as part of the DAL process. The Planning and Heritage unit within DELWP have expectations that a planning scheme amendment will be submitted for authorisation within 6 months of the completion of the SPP to deal with the non-compliant schedules. The City is of the view DELWP should lead this work as per GC172 with officers to provide input. This work should form part of the implementation plan.

19. It is recommended DELWP consider consequential updates to the G21 Regional Growth Plan to incorporate the planning principles reflected in both the Surf Coast and Bellarine DAL. The DALs work has implications particularly in relation to settlement.

FRAMEWORK PLAN

20. The high-level principles illustrated on the Framework Plan including the nomination of protected settlement boundaries and the protection of significant landscapes, green breaks and environmental features are supported. These principles are consistent with the City's existing policy framework.

21. It is recommended the Framework Plan be amended to illustrate the 3 regionally significant landscapes that are referenced in the key.

22. Description of green breaks is: '*Potential location for agricultural, natural resources and/or nature-based tourism land uses that protect and enhance significant landscape features.'*

    To assist decision making 'significant landscape features' should be clarified, it is unclear if they are:

    - any aesthetically pleasing features within the green break;
    - identified features within landscape areas deemed to have regional or state significance

    If it is land within the green break, it is recommended the wording change to 'that protect and enhance the green break features.' This applies to all maps in the SPP that includes this annotation.

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23. Nature-based tourism is not clearly defined in the draft SPP or the planning scheme. A definition is required given this term is referred to throughout the draft SPP however it could be interpreted a number of ways. It is also not clear if tourism that might not be considered 'nature based' is therefore discouraged or not supported.

WADAWURRUNG STATEMENT OF SIGNIFICANCE

24. The Statement of Significance is an important inclusion in the draft SPP. Greater Geelong is committed to working with the Wadawurrung Traditional Owners.

VISION

25. Generally supportive of the vision statement.
26. Consideration should be given to identifying the threats to the significant attributes and speaking to how these will be managed to achieve the vision statements.
27. The effectiveness of the SPP to achieve the vision would be enhanced by including specific and measurable objectives. For example, "*Environmental Resilience: The declared area has reduced Greenhouse gas emissions*". This statement needs to include a baseline year and amount of CO^2 to be reduced, otherwise success could be a minimal reduction out to the 2071 emission profile.

ENVIRONMENTAL RISKS AND RESILENCE POLICY DOMAIN

28. Generally supportive of the objectives and strategies of this policy domain.
29. Recommend the addition of the word 'of' on pg 13 relating to development goal 13:

    'The draft SPP aims to support mitigation [of] and adaptation to climate change impacts.'

30. It is noted several strategies are duplications of the Victorian Planning Provisions 13.01 – 13.04. '*A Practitioner's Guide to Victorian Planning Schemes'*, *2020* prepared by DELWP states a provision must not duplicate other planning scheme provisions.
31. Meeting Objective 1 (To achieve a zero-carbon future) will require significant policy strengthening within the VPP particularly around the form of new development, requiring ESD features and climate change response in developments. Greater

guidance is needed to support both proponents and decision makers about what is required.

32. Strategy 1.9 should *prioritise* active and public transport in the form of new development rather than *encourage* to achieve Objective 1.
33. Climate change mitigation initiatives that have been developed and implemented by all tiers of government should not be included in the SPP which should be focused on outcomes for the Bellarine. These initiatives already apply through existing government policies / strategies. Where responses relate specifically to the Bellarine, including initiatives to mitigate climate change they should be further explored in the SPP.
34. It is recommended the impacts of rising sea levels on ground water be included. Threats include compromised sewage systems, particularly septic systems in low lying coastal areas such as Ramblers Road where there is no reticulated sewage.
35. This section could include the risk to residential properties and associated services/utilities.
36. Rising sea levels will also impact on ground water, in particular saltwater intrusion into the coastal zone which could have a major impact on coastal ecosystems. We also need to consider how, for example, coastal saltmarsh habitat may be offset.
37. Additional wording on defendable space requirements for bushfire management should include that it must be planned for and provided on the development site. The level of vegetation removal required should be considered before approving any development.
38. In relation to human impacts the opportunity exists for government to acquire private land to help preserve coastal land. There is also an opportunity to restore areas by removing illegal accesses and structures.
39. Recommend including a strategy around building community resilience and effective emergency planning and response to deal with events such as sustained high temperatures, storm damage, bush fires etc.
40. It is noted the City has acknowledged the global climate emergency through its Sustainability Framework, has adopted a corporate zero emissions target by 2025 and a draft community emissions target of zero net emissions by 2035.

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41. Recommend amending the text in the 4th paragraph on page 25 to better differentiate between the opportunities to reduce carbon emissions as opposed to the associated risks and consequences of climate change.

42. Recommend amending the following*:* 'Ecologically sustainable and water-sensitive design for infrastructure and Wadawurrung Traditional Owners' land management practices (such as cultural burning methods) can also help mitigate climate change impacts.' to *'Ecologically sustainable and water-sensitive design can assist natural areas to better cope with increased urban heat and Wadawurrung Traditional Owners' land management practices (such as cultural burning methods) can help to mitigate increased bush fire risk due to climate change.'*

43. Consider an additional strategy '*Prepare and implement coastal climate change adaptation plans which prioritise nature based coastal protection solutions*.' Discussion on this strategy should acknowledge the approach of managed retreat, accommodate, protect or accept loss.

44. Consider the addition of *'and'* in strategy 1.10 *'Maintain and increase vegetation* [and] *tree canopy cover…'*

45. Strategy 1.6 is either missing or re-numbering is required for this domain.

LANDSCAPE

46. Generally supportive of the objectives and strategies of this policy domain.

47. Given the technical work and recommendations have already been prepared as part of *Bellarine Landscape Assessment Review: Statutory Implementation Package: Volume 2* by Claire Scott it is considered a missed opportunity not to include the proposed implementation of significant landscape controls as part of the draft SPP public consultation. The draft SPP states:

    'DELWP will commence work on revising the landscape protections for public land with relevant responsible public entities and stakeholders after the SPP is finalised.' Pg 28

    The City is concerned about the additional resources required to undertake this work after the SPP is finalised when it could have formed part of the public engagement phase 3. This also only relates to public land.

48. Strategy 2.3 included reference to nature-based tourism. See point 23 above.

49. Amend strategy 2.7 to '*Conserve and increase* [indigenous vegetation]*, particularly along waterway corridors* [and areas adjacent to existing remnant vegetation, by setting aside new reserves]*, revegetating land in keeping with the ecological vegetation classes to strengthen landscape character.'* This reflects that the Yellow Gum and Grassy Woodland (Endangered in the Otway Plain Bioregion) does not occur next to water corridors and could be excluded based on current wording.

ENVIRONMENT AND BIODIVERSITY

50. Generally supportive of the objectives and strategies of this policy domain.

51. Strategy 3.3 in conjunction with Map 6 includes significant areas of privately owned land. While RPEs can encourage private landholders to carry out restoration works the delivery of this strategy would be assisted by additional state resourcing to assist private landholders.

52. Recommend including reference to the importance of protecting remnant trees on the Bellarine for habitat, landscape amenity, connection to place values.

53. Include an additional strategy: *'Continue to map and assess biodiversity and ecological values to inform restoration and management activities across the landscape.'*

54. Include an additional strategy: *'Protect remaining significant biodiversity areas especially those greater than 10 hectares through the application of appropriate overlays.'*

55. Consider the additions of Knights and Shepherds Roads which have high quality indigenous biodiversity which link well with Yarram creek and Ramsar Swan Bay Connections to the east-west biolink on Map 6.

ABORIGINAL CULTURAL HERITAGE

56. Generally supportive of the objectives and strategies of this policy domain.

57. The City's adopted Reconciliation Action Plan will assist the implementation of these strategies as we continue to work with the Wadawurrung.

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HISTORIC HERITAGE

58. Generally supportive of the objectives and strategies of this policy domain.

59. This section mentions the 'cooperative engagement' between Wadawurrung Peoples and the recently arrived colonists including John Batman (pg 42). It notes Batman 'recorded observations', it is unclear how 'cooperative engagement' could be inferred from this activity alone? This passage fails to acknowledge the contentious issues relating to John Batman including his problematic 'treaty' with the Kulin Nation and the fact he was a key figure in the Black Line against Aboriginal people in Tasmania. The current wording fails to reflect the complexity of this person. It is recommended the Wadawurrung are asked to provide feedback on this section prior to it being included.

TOURISM, AGRICULTURE AND NATURAL RESOURCES

60. Generally supportive of the objectives and strategies of this policy domain.

61. The use of the term 'pristine' is not recommended to describe the green breaks (pg 44). Pristine implies 'in its original condition' or 'untouched' which is not the case in this farmed landscape.

62. The use of the term 'utilise' instead of 'cultivate' should be considered when referring to Wadawurrung use of marine and land resources. (pg 44).

63. Strategy 6a.2 states:

    Encourage appropriately located activities and services for visitors that contribute to and celebrate the Bellarine Peninsula's unique rural coastal identity.

    There is no guidance in the policy domain on what the attributes of an 'appropriate location' might be.

64. Strategy 6a.4 states:

    Ensure tourism infrastructure is designed, located and maintained to not detract from significant landscape views.

    To assist decision making the views to be protected should be clarified, it is unclear if the 'significant landscape views' are:

    - any aesthetically pleasing views within the green break;
    - views within landscape areas deemed to have regional or state significance or

- significant views as identified on map 5.

65. Strategy 6b.2 references 'nature-based tourism'. There is a need to define this in the SPP.

66. Strategy 6b.7 states:

    Protect and manage extractive resource areas and operations from encroachment by incompatible land uses and inappropriate development including subdivision.

    Map 7 shows significant areas covered by Extractive Industry Interest Areas. Are these areas still appropriate to nominate given the identified environmental and landscape values, particularly the state significant landscape between Ocean Grove and Point Lonsdale?

    What would be defined as an 'incompatible land use and development' in this instance? Also the 'note' on extractive interest areas is listed twice.

67. Consider showing boat ramps on Map 7. These are important tourism assets.

STRATEGIC INFRASTRUCTURE

68. Generally supportive of the objectives and strategies of this policy domain.

69. Consider showing boat ramps on Map 8. These are important infrastructure assets.

70. Acknowledge that a modal shift away from private vehicles as the main form of transport will rely heavily on the adequate provision of public transport infrastructure and services which is a state government responsibility.

SETTLEMENTS

71. Generally supportive of the objectives and strategies of this policy domain.

72. Support the hierarchy of district towns and villages which is consistent with existing policy.

73. Support the nomination of substantial, incremental and minimal housing change areas which is consistent with existing policy.

74. To implement the housing designations most residential areas will require rezoning. Recommendations in the technical reports also include zone schedule changes on matters such as boundary setbacks, permeability and vegetation requirements. At this

time it is unclear what changes will be in the zone schedules. An implementation plan which makes clear the proposed zone (including schedule) changes should have formed part of the phase 3 consultation. Council requests these details be circulated prior to it being asked to sign-off on the final Statement of Planning Policy.

75. The SPP contains township maps (9-16) that show housing change areas. A direction in the Settlement Strategy relating to the Bellarine includes:

    'Review housing opportunities within townships to determine if further localised housing intensification can be achieved.'

    It is recommended it is made clear in the SPP that future strategic planning work could result in changes to the housing areas shown on the SPP townships maps. It is proposed this should not require an amendment to the SPP and ratification by parliament. The City will require clarification on this matter prior to endorsing the SPP.

76. Support the nomination of protected settlement boundaries for all townships on the Bellarine. The settlement boundaries are consistent with strategies in the Settlement Strategy that direct growth to urban Geelong and reduce the share of new housing on the Bellarine. The proposed boundaries are consistent with Settlement Strategy with the exception of Ocean Grove and Portarlington.

77. The Portarlington boundary has been extended to include the existing General Residential zoned land along Ramblers Road. This is supported as existing residential land should be within the boundary.

78. The Ocean Grove boundary has been amended from the existing Structure Plan boundary to exclude the 'tourist node' and 'further investigation site' east of Banks and Bonnyvale Roads. This is generally supported. The policy objectives for these sites remain with the focus on tourism. There is no impact on the zoning of the land. Utilising Banks and Bonnyvale Roads as the town boundary provides a robust and defendable long-term boundary. Further eastward urban expansion has the potential to impact the sensitive environmental and landscape values of the area.

79. Recommend adding the heading 'Township Character Statement' within the township discussion text. Such terminology is referenced in the planning scheme with regard to determining 'character'.

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80. Consistent with the Settlement Strategy, the City's preference is to cease using the terminology 'growth area' in relation to maps 9 - 16. The terms 'urban development' or the appropriate housing change area is preferred.

81. There is no discussion around urban-rural transition areas within the Settlement policy domain. There is some discussion in the Settlement Background Paper on pg 7 however this has not been included in the draft SPP. It is recommended some discussion on the urban-rural transition be included after the green break discussion in the Settlement policy domain (pg 52). This will support and provide greater guidance for strategy 8.5 and the annotations on township maps which include an 'urban-rural interface' reference.

82. There are currently no strategies to implement the preferred development outcomes listed within each township. The Settlement Background Report makes reference to various zone, schedule and overlay changes that will deliver these outcomes but there is no reference to these in the draft SPP. It is recommended that similar to strategy 8.2 which flags the implementation of protected settlement boundaries, a new strategy be added along the lines of '*Implement zone and overlay changes to deliver the preferred development and character outcomes identified for each township.*' As previously noted Council believes these should be included as part of an implementation plan which Council requests be circulated prior to a request to endorse the SPP.

83. Strategy 8.7 states *'Avoid development within settlements in high-risk locations, actively reducing the risks associated with climate change impacts and natural hazards'*. Given the land is 'within' settlements it is likely already zoned for urban purposes. It is unclear how this is to be implemented. Greater clarity on this issue is needed in the SPP and also the VPP.

84. Strategy 8.9 states '*Ensure development in all settlements achieves best-practice environmentally sustainable design and development for the full life of the development'.* It is unclear how this will be achieved. This strategy alone cannot be used to impose conditions on development.

85. Some township maps include the nomination of 'Minimal change – Further investigation' areas. It is not clear what this designation means. These areas have typically been identified for investigation for infill/consolidation in township Structure Plans. If this is the intention it is recommended the wording be amended to '*Further*

investigation – Minimal to Incremental change' or to the wording in the Settlement Background paper which suggests '*potential urban consolidation'*.

86. There is no discussion in the SPP about the further investigation areas. Without relying on the existing township structure plans there is no explanation of what the considerations, constraints or opportunities are for the investigation areas.

87. Drysdale map 9 should show an 'Increased Housing Diversity Area – Substantial change' around the Curlewis activity centre in line with the Jetty Road Urban Growth Plan.

88. The Settlement Background Report recommends further work around vegetation protection in Point Lonsdale. Given recommendations in the Structure Plan, Ethos Urban and Landscape assessment work and the fact the town already has controls on the Borough side it is considered no further work is required and the controls should be implemented based on the existing work done to date.

89. Map 15 - Portarlington township map could include the 'harbour precinct' consistent with the Queencliff map.

SETTLEMENT BACKGROUND PAPER

90. Amend map 15 for Portarlington to add an annotation for the Portarlington Recreation Reserve adjacent to the Point Richards Flora and Fauna Reserve to show them as two distinct features.

91. The Greater Geelong municipality is required to provide 15 years of residential land supply. The Settlement Strategy clearly articulates this supply can be met and directs the majority of new residential growth to urban Geelong.

92. Consistent with the Settlement Strategy the City does not support the view that distinct markets within towns, towns themselves or the Bellarine overall need to continue to supply housing to meet the 15-year municipal supply.

93. The infill numbers appear very ambitious in the context of 'back zoning' most of the residential land and recommending schedule changes to increase setbacks, permeability and vegetation and preserve existing neighbourhood character.

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94. It is unclear what the statutory role of this paper will be going forward. It contains much of the background and strategic justification for decisions taken in the SPP. The SPP cannot be read independent of this work and the other technical reports.

TOWNSHIP CHARACTER REPORT

95. The township character statements are quite generic given there are different character areas within each township. There is little to no guidance on built form beyond height and vegetation. The report acknowledges *'the Preferred Township Character Statement sets a vision for the future that will form a strategic basis for the planning provisions that apply and help guide decision making'.*

96. This is an acknowledgement that further work is required to develop the planning provisions to implement the preferred character. Arguably much of the content in this report and the Preferred Township Character Statement is already contained in existing policies and strategies.

97. Where some reference to character attributes are made in the background document they should be included in the SPP. The SPP township descriptions miss some of the wording from the Background report. It is recommended these be introduced prior to requesting the City to sign-off the SPP.

98. None of the recommendations relate to overlays which is the main mechanism to achieve built form outcomes. For example, the Ocean Grove statement includes '*New development will respond to the existing built form set within well vegetated lots including appropriate boundary setbacks, utilising coastal materials and muted colours* [emphasis added].*'* Yet there are no recommendations relating to how this might be achieved. Indented Head includes the statement *'incorporation of design elements that reflect the coastal location and traditional seaside housing characteristics'* but does not articulate what these characteristics are or include a recommendation on how they might be achieved.

99. Overall, this piece of work is a major missed opportunity. The focus should have been on how to achieve the preferred character (which is largely articulated in existing work) and the effectiveness of existing controls rather than duplicating what is already

included in the planning scheme. This work should have provided the strategic justification to implement new controls not just identify further work.

100. It is clear significant additional character and vegetation work will be needed to meet community expectations which have been raised with the announcement of this project. As previously noted, the City is of the view DELWP should lead and resource this work.

BELLARINE LANDSCAPE ASSESSMENT REVIEW

101. Several recommendations are made in the report. It is not clear which if any of these recommendations are supported by DELWP or whether they will be implemented to deliver the SPP. They are not included as proposals and actions in the Settlement Background Paper or mentioned in the SPP.

102. Unlike the character report this technical work provides clear planning scheme changes required to deliver the recommendations and could be used in future amendments without further work being required.

103. There is one recommendation relating to a new significant landscape overlay control being introduced 'Bellarine Peninsula Southern Coast' to protect the State significant landscape between Bancoora Beach and Point Lonsdale. This land is largely zoned Public Conservation and Resource Zone and is in public ownership. It should be demonstrated that the SLO will achieve benefits beyond what the existing management regime can deliver without creating a burden for land managers.

PROPOSALS AND PROPOSED IMPLEMENTATION ACTIONS

104. The settlement background paper includes a list of proposals and actions in relation to the SPP. Given only the SPP will be endorsed and included in the planning scheme it is not clear how the actions or the technical work that is behind many of them will be referenced in the planning scheme. The high level nature of the SPP means it will be essential to refer back to the technical work to understand the strategic justification, interpretation and applying discretion when it comes to preparing amendments or making decisions on planning proposals.

Appendix 1 provides a list of all the proposals and actions and a brief responding comment.

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APPENDIX 1 - PROPOSALS AND PROPOSED IMPLEMENTATION ACTIONS FROM THE SETTLEMENT BACKGROUND PAPER

DELWP – black text / Greater Geelong response – blue text / Queenscliff not relevant – red text

Proposals

Proposal for SPP 1: That the Draft Bellarine Peninsula SPP include a settlement hierarchy that identifies the role and function of each settlement. Ocean Grove, Drysdale/Clifton Springs/Curlewis and Leopold are proposed as 'district towns' and Barwon Heads, Indented Head, Point Lonsdale, Portarlington, Queenscliff and St Leonards are proposed as 'villages'.

Included in the draft SPP.

Proposal for SPP 2: Identify housing change areas within settlements in the Draft Bellarine Peninsula SPP

Included in the draft SPP.

Proposal for SPP 3: That a protected settlement boundary be applied to Barwon Heads consistent with the existing settlement boundary in Greater Geelong Planning Scheme Clause 21.14-10.

Included in the draft SPP.

Proposal for SPP 4: That the Barwon Heads settlement character statement be incorporated into the Draft Bellarine Peninsula SPP.

Included in the draft SPP. See comments 92-96 in main submission.

Proposal for SPP 5: That the Barwon Heads IHDA be identified as an incremental change area.

Included in the draft SPP.

Proposal for SPP 6: That Barwon Heads' established residential area be identified as an incremental change area.

Included in the draft SPP.

Proposal for SPP 7: That Barwon Heads' residential area (the area subject to ESO6 around Warrabeen Court and LDRZ along Stephens Parade) be identified as minimal change areas.

Included in the draft SPP.

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Proposal for SPP 8: That a protected settlement boundary be applied to Drysdale/Clifton Springs/Curlewis consistent with the existing settlement boundary in Greater Geelong Planning Scheme Clause 21.14.

Included in the draft SPP.

Proposal for SPP 9: That the Drysdale/Clifton Springs/Curlewis settlement character statement be incorporated into the Draft Bellarine Peninsula SPP.

Included in the draft SPP. See comments 92-96 in main submission.

Proposal for SPP 10: That the Drysdale IHDA be identified as a substantial change area.

Included in the draft SPP. See comment in main submission.

Proposal for SPP 11: That Drysdale/Clifton Springs/Curlewis' established residential area be identified as an incremental change area.

Included in the draft SPP.

Proposal for SPP 12: That Rural Living Zone and Low Density Residential Zone land identified in the Drysdale/Clifton Springs Structure Plan for possible residential rezoning be identified as 'Potential urban consolidation areas', subject to further investigation.

Included in the draft SPP. See comment 82-83 main submission.

Proposal for SPP 13: That the balance of Rural Living Zone and Low Density Residential Zone land not identified in the Drysdale/Clifton Springs Structure Plan for possible residential rezoning be identified as minimal change areas.

Included in the draft SPP. See comment 77 main submission.

Proposal for SPP 14: That an urban-rural transition area be applied to greenfield land at the edge of the proposed Drysdale/Clifton Springs/Curlewis protected settlement boundary.

Included in the draft SPP.

Proposal for SPP 15: That a protected settlement boundary be applied to Indented Head consistent with the existing settlement boundary in Greater Geelong Planning Scheme Clause 21.14-7.

Included in the draft SPP.

Proposal for SPP 16: That the Indented Head settlement character statement be incorporated into the Draft Bellarine Peninsula SPP.

Included in the draft SPP. See comment 92-97 in main submission.

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Proposal for SPP 17: That Indented Head's residential area be identified as an incremental change area.

Included in the draft SPP.

Proposal for SPP 18: That a protected settlement boundary be applied to Leopold consistent with the existing settlement boundary in Greater Geelong Planning Scheme Clause 21.14-9.

Included in the draft SPP.

Proposal for SPP 19: That the Leopold settlement character statement be incorporated into the Draft Bellarine Peninsula SPP

Included in the draft SPP. See comment 92-97 in main submission.

Proposal for SPP 20: That the Leopold IHDAs be identified as substantial change areas.

Included in the draft SPP.

Proposal for SPP 21: That Leopold's established residential area be identified as an incremental change area.

Included in the draft SPP.

Proposal for SPP 22: That an urban-rural transition area be applied to the Ash Road Growth Area within the proposed Leopold protected settlement boundary.

Included in the draft SPP.

Proposal for SPP 23: That the pockets of Low Density Residential Zone land along Melaluka Road be identified as 'Potential urban consolidation' areas.

Included in the draft SPP. See comment 83-84 in main submission.

Proposal for SPP 24: That the portion of Low Density Residential Zone land on the eastern edge of Leopold be identified as a minimal change area.

Included in the draft SPP.

Proposal for SPP 25: That a protected settlement boundary be applied to Ocean Grove consistent with the existing settlement boundary in Greater Geelong Planning Scheme Clause 21.14-8, and modified to exclude:

- the 'Further investigation site' and align the boundary with Banks Road
- the 'Support tourist-related redevelopment opportunities site' and align the boundary with Bonnyvale Road.

Included in the draft SPP. If finalised amendments will be required to local policy 21.04, 21.06 & 21.14 to reflect the boundary changes.

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Proposal for SPP 26: That the Ocean Grove settlement character statement be incorporated into the Draft Bellarine Peninsula SPP.

Included in the draft SPP. See comment 92-97 in main submission.

Proposal for SPP 27: That the Ocean Grove Town Centre IHDA be identified as a substantial change area.

Included in the draft SPP.

Proposal for SPP 28: That the Ocean Grove Marketplace IHDA be identified as a substantial change area.

Included in the draft SPP.

Proposal for SPP 29: That Ocean Grove's established residential area be identified as an incremental change area.

Included in the draft SPP.

Proposal for SPP 30: That Ocean Grove's Low Density Residential Zone (LDRZ), Rural Living Zone (RLZ) and Special Use Zone 8 (SUZ8) land be identified as minimal change areas.

Included in the draft SPP.

Proposal for SPP 31: That an urban-rural transition area be applied to the North-east Growth Area within the proposed Ocean Grove protected settlement boundary.

Included in the draft SPP.

Proposal for SPP 32: That a protected settlement boundary be applied to Point Lonsdale consistent with the existing settlement boundary in Queenscliffe Planning Scheme Clause 21.02 and Greater Geelong Planning Scheme Clause 21.14-13

Included in the draft SPP.

Proposal for SPP 33: That the Point Lonsdale settlement character statement be incorporated into the Draft Bellarine Peninsula SPP.

Included in the draft SPP. See comment 92-97 in main submission.

Proposal for SPP 34: That Point Lonsdale's residential area be identified as an incremental change area.

Included in the draft SPP.

Proposal for SPP 35: That a protected settlement boundary be applied to Portarlington consistent with the existing settlement boundary in Greater Geelong Planning Scheme Clause 21.14-6, but modified to include the Ramblers Road development.

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Included in the draft SPP. If finalised amendments will be required to local policy 21.04, 21.06 & 21.14 to reflect the boundary changes.

Proposal for SPP 36: That the Portarlington settlement character statement be incorporated into the Draft Bellarine Peninsula SPP.

Included in the draft SPP. See comment 92-97 in main submission.

Proposal 37: That the Portarlington IHDA be identified as an incremental change area.

Included in the draft SPP.

Proposal for SPP 37: That Portarlington's established residential area be identified as an incremental change area.

Included in the draft SPP

Proposal for SPP 38: That Portarlington's Ramblers Road residential area be identified as a minimal change area.

Included in the draft SPP.

Proposal for SPP 39: That land at 80–110 Smythe Street be identified as a 'Potential urban consolidation area'.

Included in the draft SPP. See comment 83-84 in main submission.

Proposal for SPP 40: That the Queenscliff settlement character statement be incorporated into the Draft Bellarine Peninsula SPP.

Proposal for SPP 41: That Queenscliff's residential area subject to Heritage Overlays be identified as a minimal change area and the balance of residential land an incremental change area.

Proposal for SPP 42: That a protected settlement boundary be applied to St Leonards consistent with the existing settlement boundary in Greater Geelong Planning Scheme Clause 21.14-5.

Included in the draft SPP.

Proposal for SPP 43: That the St Leonards settlement character statement be incorporated into the Draft Bellarine Peninsula SPP.

Included in the draft SPP. See comment 92-96 in main submission.

Proposal for SPP 44: That the St Leonards IHDA be identified as an incremental change area.

Included in the draft SPP.

Proposal for SPP 45: That St Leonards' established residential area be identified as an incremental change area.

Included in the draft SPP.

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Proposed implementation actions

Action 1: Ensure the approved development plan or precinct structure plan for Jetty Road Stage 2 is in line with the objectives of the final Bellarine Peninsula SPP to ensure:

- a transition area within the settlement boundary is established that integrates development with the rural hinterland
- stormwater runoff is effectively managed to minimise environmental impacts on Port Phillip Bay.

Stage 2 is under active consideration. Officers can incorporate these matters into the final plan.

Action 2: Rezone land in the Drysdale IHDA currently zoned RGZ2 to GRZ and provide:

- a mandatory maximum building height of 11 m or three storeys
- permeability and vegetation requirements.

See main submission 'Implementation' section.

Action 3: Rezone land in Drysdale/Clifton Springs/Curlewis' established residential area currently zoned GRZ1 to NRZ and provide:

- a mandatory maximum building height of 9 m or two storeys
- planning controls for site coverage, permeability and landscaping.

See main submission 'Implementation' section.

Action 4: Further investigate the potential for identified RLZ precincts for residential rezoning.

Recommend including 'as identified on the township maps in the SPP' as not all these areas have been identified.

Action 5: Provide planning controls for site coverage, permeability and landscaping for the Jetty Road Growth Area.

These can be considered as part of the amendment process.

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Action 6: Conduct a vegetation study in major reserves and the foreshore to inform future planning controls for vegetation protection.

See main submission 'Implementation' section.

Action 7: Rezone land in Indented Head's residential area currently zoned GRZ2 to NRZ and provide:

- a mandatory maximum building height of 9 m or two storeys
- planning controls for site coverage, permeability and landscaping.

See main submission 'Implementation' section.

Action 8: Review Development Plan Overly 30 (DPO30), the approved development plan and the Leopold Sub Regional Activity Centre Urban Design Framework.

There is no discussion on the subregional centre in the SPP. This work is flagged in the Geelong Retail Strategy. Is this action intended to be inserted into policy?

Action 9: Rezone land in the Leopold IHDA currently zoned RGZ2 to GRZ and provide:

- a mandatory maximum building height of 11 m or three storeys
- permeability and vegetation requirements.

See main submission 'Implementation' section.

Action 10: Rezone land in Leopold's established residential area currently zoned GRZ1 to NRZ and provide:

- a mandatory maximum building height of 9 m or two storeys
- planning controls for site coverage, permeability and landscaping.

See main submission 'Implementation' section.

Action 11: Ensure downstream urban stormwater management is implemented before considering rezoning the Ash Road Growth Area.

This is already a requirement in state and local policy.

Action 12: Further investigate the potential of identified LDRZ precincts for residential rezoning.

Included in the draft SPP. See comments 82-83.

Action 13: Any future review of the Ocean Grove Structure Plan and planning provisions is conducted in light of the objectives of protecting the settlement character, landscape, heritage and environmental attributes described in the Bellarine Peninsula SPP.

The City will review the Structure Plan process upon the completion of the DAL as per direction set in the Settlement Strategy. Presumably this applies to any review of a township on the Bellarine.
It is noted the further work in clause 21.14 in relation to the Ocean Grove Structure Plan review was removed when the Minister for Planning approved amendment C395.

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Action 14: Rezone land in the Ocean Grove Town Centre IHDA currently zoned RGZ3 to GRZ and provide:

- a mandatory maximum building height of 11 m or three storeys
- planning controls for site coverage, permeability and landscaping.

See main submission 'Implementation' section.

Action 15: Rezone land in the Ocean Grove Marketplace IHDA currently zoned RGZ3 to GRZ and provide:

- a mandatory maximum building height of 11 m or three storeys
- planning controls for site coverage, permeability and landscaping.

See main submission 'Implementation' section.

Proposed Implementation Action 16: Rezone land in Ocean Grove's established residential area currently zoned GRZ1 and GRZ2 to NRZ and provide:

- a mandatory maximum building height of 9 m or two storeys
- planning controls for site coverage, permeability and landscaping.

See main submission 'Implementation' section.

Action 17: Provide planning controls for site coverage, permeability and landscaping for the North-east Growth Area.

This can be considered as part of the broader residential zoning recommendations for the Bellarine.

Action 18: Rezone land in the Point Lonsdale residential area currently zoned Queenscliffe Planning Scheme GRZ1 to NRZ.

Action 19: Rezone land in the Point Lonsdale residential area currently zoned Greater Geelong Planning Scheme GRZ1 to NRZ.

See main submission 'Implementation' section.

Action 20: Investigate options for a Neighbourhood Character Overlay (NCO) for the Point Lonsdale residential area.

See main submission 'Implementation' section.

Action 21: Undertake a vegetation study to identify the significance of vegetation within residential areas of the City of Greater Geelong's portion of Point Lonsdale and determine planning controls.

See main submission 'Implementation' section.

Action 22: Rezone land in the Portarlington IHDA currently zoned RGZ3 to GRZ and provide:

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- a mandatory maximum building height of 11 m or three storeys
- planning controls for site coverage, permeability and landscaping.

See main submission 'Implementation' section.

Action 23: Rezone land in Portarlington's established residential area currently zoned GRZ to NRZ and provide:

- a mandatory maximum building height of 9 m or two storeys
- planning controls for site coverage, permeability and landscaping.

See main submission 'Implementation' section.

Action 24: Undertake a vegetation study to identify the significance of vegetation within residential areas and determine planning controls.

See main submission 'Implementation' section.

Proposed Implementation Action 25: Rezone land in Queenscliff's residential area currently zoned GRZ to NRZ and provide:

- a mandatory maximum building height of 9 m or two storeys
- planning controls for site coverage, permeability and landscaping.

Action 26: Investigate options for a Neighbourhood Character Overlay (NCO) for the Queenscliff residential area.

Action 27: Rezone land in the St Leonards IHDA currently zoned RGZ2 to GRZ and provide:

- a mandatory maximum building height of 11 m or three storeys
- planning controls for site coverage, permeability and landscaping.

See main submission 'Implementation' section.

Action 28: Rezone land in St Leonards' established residential area currently zoned GRZ2 to NRZ and provide:

- a mandatory maximum building height of 9 m or two storeys
- planning controls for site coverage, permeability and landscaping.

See main submission 'Implementation' section.

Action 29: Undertake a vegetation study to identify the significance of vegetation within residential areas, particularly areas north of Murradoc Road, and determine planning controls.

See main submission 'Implementation' section.

2.10. Tower Road and Sproat Street, Portarlington - Road Construction - Finalisation of Special Charge Scheme 294

Source: **City Services**
Director: **Guy Wilson-Browne**

Purpose

1. To finalise the Special Charge Scheme 294 for road construction works between 122 and 155 Tower Road; and 110 and 128 Sproat Street, Portarlington.

Background

2. The road construction works were delivered in response to requests from several residents for sealing the unsealed section of Tower Road. The scheme recognised community demand for improved transport infrastructure, to complement recent land developed, address road safety and limit impacts from dust to the adjacent properties.

3. This project involved construction of a new road pavement between No. 122 to No. 155 Tower Road and between No. 110 to No. 128 Sproat Street, Portarlington **(Attachment 2 - Map).** The property owners supported the option for a rural road construction to provide improved road safety and access.

4. No formal submissions were received in relation to the proposed special charge scheme during the one month submission period following the public notice sent to residents on 11 September 2020. No submissions were received by VCAT.

Key Matters

5. The scheme works are complete **(Attachment 4).** The Special Charge Scheme can be finalised based on the recommended cost as shown in **Attachment 1 - Schedule A**.

RESOLUTION - Item 2.10

Cr Mason moved, Cr Sullivan seconded -

That Council:

1. Endorse the Tower Road and Sproat Street construction Special Charge Scheme final costs and amendments to the special charges on properties as shown in Attachment 2; and

2. Instruct the Chief Executive Officer to adjust the special charge and notify the property owners as shown in Attachment 2, as required by Section 166 of the *Local Government Act 1989.*

Carried

Financial Sustainability

6. The City's contribution has been funded from the core street construction capital works program (C02301).

7. The final design and construction costs are summarised below:

	Estimate	Actual	Variance	Variance (%)
Scheme cost to project 1 owners (Tower Road seal)	$44,041.24	$40,847.40	$3,193.84	-7.25%
Scheme cost to project 2 owners (Tower Road kerb and channel)	$19,382.77	$14,159.88	$5,222.89	-26.90%
Scheme cost to project 3 owners (Sproat Street kerb and channel)	$23,235.14	$18,508.86	$4,726.28	-20.30%
Scheme cost to the City	**$296,182.85**	$251,532.79	$44,650.06	-15.08%
Scheme Total	**$382,842.00**	**$325,048.93**	**$57,793.07**	**-15.10%**

8. Estimated proposed contributions from property owners was $86,659.15 (22.64%) based on an apportionment of cost. Council's contribution was estimated at $296,182.85 (77.36%). The estimated cost and apportionment are shown in **Attachment 1 - Schedule A.**

9. The total cost is less than the total declared value representing a total saving of $57,793.07, made up of $13,143.01 to residents and $44,650.06 to the City. Adoption of the final costs and minor decreases are in accordance with the *Local Government Act 1989*, Section 166 without the need to formally vary the scheme.

10. The finalised recommended special charges shown in **Attachment 1** include the proposed adjustments:

    10.1. The savings were realised due to the contractor's tendered price being lower than the officer's cost estimate; and

    10.2. Property owners were able to nominate a payment plan and request consideration in line with our hardship policy if applicable as outlined in the levy notice to property owners.

11. The total actual cost of $325,048.93 is reduced from the initial estimate and includes:

11.1. Contributions from the City for the community benefits of the scheme $251,532.79; and

11.2. Property owner special benefit contributions totalling $73,516.14.

12. This apportionment is pro rata to the original estimate.

Community Engagement

13. Community engagement and the consultation process for the road construction Special Charge Scheme has been carried out as follows:

13.1. In June 2015 residents of Tower Road between Alison Road and Sproat Street formed an action group and raised several road safety concerns with the City regarding the road crest, concealed driveways and dust in summer and mud in winter. The residents involved in the action group asked for the road to be sealed and indicated support to contribute to the cost of works.

13.2. Requests to improve the road infrastructure is summarised with the following records of communication:

13.2.1. A total of 76 requests for service relating to grading and pothole repairs along the unsealed section of Tower Road;

13.2.2. A total of 13 requests for dust suppression along the unsealed section of Tower Road;

13.2.3. A total of 7 requests for service for the section of Tower Road to be sealed;

13.2.4. Confirmation via 13 letters to residents advising them that the road will be considered for construction under a Special Charge Scheme as part of the City's forward road construction program; and

13.2.5. Several letters received through the local MP's office on behalf of residents seeking construction, and the City's response acknowledging the community requests and that a Special Charge Scheme would be considered in future works programs.

13.3. In December 2018, three residents campaigned for sealing on this section of Tower Road with one resident noting "there are 13 residences in this part of Tower Road and almost all owners want to see this road sealed as soon as is possible."

14. Subsequent to Council's intention to declare a Special Charge Scheme resolution at its meeting of 12 May 2020:

14.1. A Public Notice was placed in the Geelong Advertiser on 13 June 2020 with a copy sent to all property owners who receive special benefit;

14.2. Letters to all special benefit property owners were sent 9 June 2020 advising of the Intention to Declare and avenues to provide feedback; and

14.3. An online information portal was established on Council's website containing all pertinent scheme information.

15. No submissions were received during the 28-day submission period following the advertisement of the Public Notice which closed on 10 July 2020:

15.1. During the 28-day period, officers received informal enquiries regarding the apportionment of scheme cost and responses provided.

16. The scheme was declared by Council at its meeting on 8 September 2020.

17. No submissions were received by VCAT.

18. Public Tender invite was advertised in the Geelong Advertiser Saturday 31 October 2020.

19. Letters to all affected property owners were sent on 19 February 2021 by Civil Force on behalf of the City informing property owners that works would commence on the

20. 1 March 2021.

21. There are 30 residential properties abutting the works that were determined to receive special benefit. There are no City owned properties abutting the scheme.

22. The Special Charge Scheme process is described in **Attachment 3.**

Social Equity and Sustainability

23. The provision of properly sealed and drained roads provides improved amenity, connectivity and safety for pedestrians.

Relevant Law/Policy/Legal Implications

24. The scheme has been prepared in accordance with the Special Rate and Charge provisions of the *Local Government Act 1989* and guided by Council's Special Rates and Charges Policy. The process chart for implementation of this scheme is shown in **Attachment 3**.

25. In accordance with Council's Special Rates and Charges Policy, now the project has been completed and all costs aggregated, the next step is for Council to consider finalising the scheme. Any cost adjustments are in accordance with requirements of the *Local Government Act 1989*.

Alignment to Community Plan and Vision

26. This report aligns with Our Community Plan 2021-2025 strategic priority:
Sustainable growth and environment.

27. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
A fast, reliable and connected transport network.

Conflict of Interest

28. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

29. Improved sealed roads and drainage lowers the City's ongoing maintenance requirements and delivers a higher level of service.

30. Construction of the unsealed section of Tower Road provides safer driving conditions for motorists. The improved drainage with kerb and channel on both Tower Road and Sproat Street reduces hazards associated with water over roads.

Environmental Sustainability

31. The new sealed road provides improved sealed access and amenity as dust, mud and stormwater concerns are mitigated.

32. No significant vegetation removal was required to complete the project.

Attachments

1. Tower Road Sproat Street Portarlington SRC 294 - Schedule A [**2.10.1** - 3 pages]
2. Tower Road Sproat Street Portarlington SRC 294 - Map [**2.10.2** - 1 page]
3. Tower Road Sproat Street Portarlington SRC 294 - Process Chart [**2.10.3** - 1 page]
4. Tower Road Sproat Street Portarlington SRC 294 - Photos [**2.10.4** - 2 pages]

Attachment 1

SCHEDULE "A"

PROJECT 1 – TOWER ROAD, PORTARLINGTON ROAD SEAL CONSTRUCTION

Property Key	ADDRESS	ESTIMATED COST	REVISED COST
261691	155 Tower Road, PORTARLINGTON VIC 3223	$3,037.33	$2,817.07
261690	153 Tower Road, PORTARLINGTON VIC 3223	$3,037.33	$2,817.07
261689	151 Tower Road, PORTARLINGTON VIC 3223	$3,037.33	$2,817.07
261688	149 Tower Road, PORTARLINGTON VIC 3223	$3,037.33	$2,817.07
261687	147 Tower Road, PORTARLINGTON VIC 3223	$3,037.33	$2,817.07
261686	145 Tower Road, PORTARLINGTON VIC 3223	$3,037.33	$2,817.07
261701	122-138 Tower Road, PORTARLINGTON VIC 3223	$759.33	$704.21
261685	143 Tower Road, PORTARLINGTON VIC 3223	$3,037.33	$2,817.07
261684	141 Tower Road, PORTARLINGTON VIC 3223	$3,037.33	$2,817.07
261683	139 Tower Road, PORTARLINGTON VIC 3223	$3,037.33	$2,817.07
261682	137 Tower Road, PORTARLINGTON VIC 3223	$3,037.33	$2,817.07
261681	135 Tower Road, PORTARLINGTON VIC 3223	$3,037.33	$2,817.07
227559	140A Tower Road, PORTARLINGTON VIC 3223	$0.00	$0.00
261702	140 Tower Road, PORTARLINGTON VIC 3223	$0.00	$0.00
310009	140B Tower Road, PORTARLINGTON VIC 3223	$0.00	$0.00
310010	140C Tower Road, PORTARLINGTON VIC 3223	$0.00	$0.00
261680	133 Tower Road, PORTARLINGTON VIC 3223	$3,037.33	$2,817.07
261679	131 Tower Road, PORTARLINGTON VIC 3223	$3,037.33	$2,817.07
361589	129C Tower Road, PORTARLINGTON VIC 3223	$0.00	$0.00
261703	142-160 Tower Road, PORTARLINGTON VIC 3223	$3,037.33	$2,817.07
260476	128 Sproat Street, PORTARLINGTON VIC 3223	$759.33	$704.21
		$44,041.24	**$40,847.40**

SCHEDULE "A"

PROJECT 2 – TOWER ROAD, PORTARLINGTON KERB AND CHANNEL

Property Key	ADDRESS	ESTIMATED COST	REVISED COST
261691	155 Tower Road, PORTARLINGTON VIC 3223	$1,435.76	$1048.88
261690	153 Tower Road, PORTARLINGTON VIC 3223	$1,435.76	$1048.88
261689	151 Tower Road, PORTARLINGTON VIC 3223	$1,435.76	$1048.88
261688	149 Tower Road, PORTARLINGTON VIC 3223	$1,435.76	$1048.88
261687	147 Tower Road, PORTARLINGTON VIC 3223	$1,435.76	$1048.88
261686	145 Tower Road, PORTARLINGTON VIC 3223	$1,435.76	$1048.88
261685	143 Tower Road, PORTARLINGTON VIC 3223	$1,435.76	$1048.88
261684	141 Tower Road, PORTARLINGTON VIC 3223	$1,435.76	$1048.88
261683	139 Tower Road, PORTARLINGTON VIC 3223	$1,435.76	$1048.88
261682	137 Tower Road, PORTARLINGTON VIC 3223	$1,435.76	$1048.88
261681	135 Tower Road, PORTARLINGTON VIC 3223	$1,435.76	$1048.88
261680	133 Tower Road, PORTARLINGTON VIC 3223	$1,435.76	$1048.88
261679	131 Tower Road, PORTARLINGTON VIC 3223	$1,435.76	$1048.88
361589	129C Tower Road, PORTARLINGTON VIC 3223	$0.00	$0.00
260476	128 Sproat Street, PORTARLINGTON VIC 3223	$717.88	$524.44
		$19,382.77	**$14,159.88**

SCHEDULE "A"

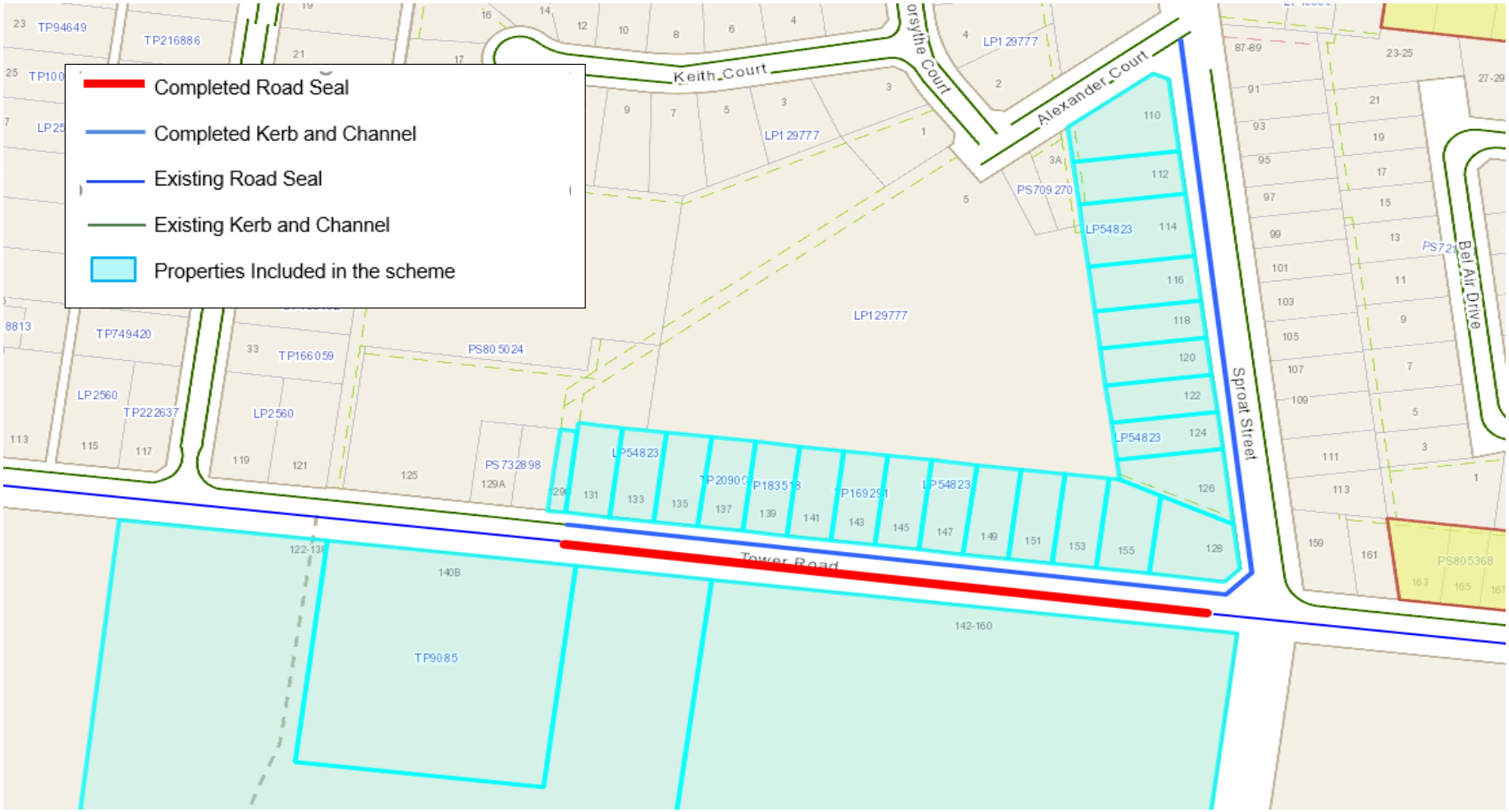
PROJECT 3 – SPROAT STREET, PORTARLINGTON

KERB AND CHANNEL

Property Key	ADDRESS	ESTIMATED COST	REVISED COST
260467	110 Sproat Street, PORTARLINGTON VIC 3223	$1,290.84	$1028.27
260468	112 Sproat Street, PORTARLINGTON VIC 3223	$2,581.68	$2056.54
260469	114 Sproat Street, PORTARLINGTON VIC 3223	$2,581.68	$2056.54
260470	116 Sproat Street, PORTARLINGTON VIC 3223	$2,581.68	$2056.54
260476	128 Sproat Street, PORTARLINGTON VIC 3223	$1,290.84	$1028.27
260475	126 Sproat Street, PORTARLINGTON VIC 3223	$2,581.68	$2056.54
260474	124 Sproat Street, PORTARLINGTON VIC 3223	$2,581.68	$2056.54
260473	122 Sproat Street, PORTARLINGTON VIC 3223	$2,581.68	$2056.54
260472	120 Sproat Street, PORTARLINGTON VIC 3223	$2,581.68	$2056.54
260471	118 Sproat Street, PORTARLINGTON VIC 3223	$2,581.68	$2056.54
		$23,235.14	**$18,508.86**

Note: Properties showing $0 amounts are unrateable Utility properties and are shown for transparency.

Attachment 2



Attachment 3

PROCESS CHART TOWER ROAD AND SPROAT STREET, PORTARLINGTON

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

Stage	***Status***	***Description***	***Date***
Approval to prepare scheme	✓	Decision made to prepare scheme following consideration of surveys of property owners and feedback from the community. The City budgeted for the project and proceeded to prepare a scheme. Scheme preparation involved survey, design and cost apportionate calculations.	2017
Intention to Declare Scheme	✓	Council declared its intention to proceed with the Scheme.	12 May 2020
Advertisement	✓	The scheme was advertised in the local newspaper and all allotted property owners were notified by mail.	13 June 2020
Submissions	✓	From the time of advertising property owners had 28 days (as set down by the Local Government Act) to lodge submissions, either in support or opposition to the scheme.	Closed 10 July 2020
Submissions Review Panel Hearing	✓	No written submissions were received; therefore, a panel hearing was not convened.	No submissions received
Declaration Report	✓	Council declared the special rate and charge scheme in line with the advertised intent. Subsequent to this the Finance Manager issued the levy notices and the formal charge was placed on each property. This was the final step in the process for Council to decide on the scheme.	8 September 2020
Appeal	✓	No appeals were received by VCAT.	No submissions received
Construction	✓	The City proceeded to construct the works and invoices issued seeking payment of the estimated cost within one month of commencement.	1 March 2021 - 31 May 2021
Final Cost Report	✓	Report to Council for Endorsement. With works completed, this report for the scheme finalisation is based on the actual costs incurred with payment requirements adjusted accordingly.	For endorsement

Attachment 4

Photos of completed works

Tower Rd - before



Tower St - after



Sproat St - before



Sproat St - after



2.11. Tender T2100080 Operation & Management of the Geelong Resource Recovery Centre

Source: **Customer & Corporate Services**
Director: **Michael Dugina**

Purpose

1. To award Contract C2100080 Operation and Management of The Geelong Resource Recovery Centre to GDP Industries (ABN 96 004 811 116).

Background

2. The current contract was due to expire on 31 July 2021. Ministerial exemption has been sought and received to extend the existing contract while this new contract is being finalised.

3. To facilitate the operation and management of the Geelong Resource Recovery Centre, Procurement Services undertook an open (public) tender on behalf of Environment and Waste.

4. The expenditure for the operation of the Geelong Resource Recovery Centre has been approved in the 2021-22 Budget. Future expenditure will be funded from the annual budget cycle.

5. Based on the high quality of the written tender submission and competitive pricing offered, the recommended tenderer provided a value for money option for the City.

Key Matters

6. Procurement Services managed an open tender process seeking to appoint a suitably qualified and experienced contractors to operate and manage the Geelong Resource Recovery Centre.

7. The submissions were evaluated in accordance with the processes detailed in the City's 'Procurement and Contracts Manual'.

8. Based on the tenderer's experience, expertise and value for money, the Tender Evaluation Panel (TEP) recommend that GDP Industries (ABN 96 004 811 116) be awarded the contract for the provision of the above services.

9. Subject to awarding the contract, the contract will commence on 1 October 2021, for an initial 2-year term, with the option of 3 x 1-year extensions as sole discretion of the City.

10. The estimated cost across the maximum 5-year term of the contract for the delivery of the services is $10,125,031.30 (excl. GST).

RESOLUTION - Item 2.11

Cr Moloney moved, Cr Mansfield seconded -

That Council:

1. **Award Contract C2100080 Operation and Management of The Geelong Resource Recovery Centre to GDP Industries (ABN 96 004 811 116) on a tendered lump sum and schedule of rates basis (excl. GST); and**

2. **Authorise the Chief Executive Officer to execute Contract No. C2100080 and any other documents required by or to give effect to the terms of the Contract on behalf of Council.**

Carried

Financial Sustainability

11. The operation cost of the Geelong Resource Recovery Centre will be mainly covered by user charges revenue, with the shortfall between income and operating costs funded by Council budget.

12. The contract value of $10,125,031.30 is within the operation budget.

Community Engagement

13. The Geelong Resource Recovery Centre provides a wide range of waste and recycling services to the community with approximately 100,000 visits every year.

14. The City engaged with the community regularly through waste education programs and campaigns. Communication and engagement activities include social media posts, printed materials, monthly e-newsletter and advertising in newspaper.

15. The tender outcomes support the City to collaborate with organisation that provide employment opportunities to the disadvantaged communities in Geelong.

Social Equity and Sustainability

16. The Geelong Resource Recovery Centre provides residents and community members with a local waste and recycling facility to dispose of their waste, as well as to recover unwanted products as recycled resources. Services provided under this contract support local social enterprise to employ disadvantaged communities.

Relevant Law/Policy/Legal Implications

17. This tender was publicly tendered in accordance with the requirements of section 186 of the *Local Government Act 1989* and the tender process has been conducted in accordance with Council's Procurement Policy.

Alignment to Community Plan and Vision

18. This report aligns with *Our Community Plan 2021-2025* strategic priority:
Sustainable growth and environment.

19. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
A prosperous economy that supports jobs and education opportunities.

Conflict of Interest

20. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

21. The tender evaluation process involved the assessment of Work, Health and Safety policies, procedures and risk assessment documents. Any other risks associated with the acceptance of this tender will be managed through the contract conditions.

Environmental Sustainability

22. Any environmental implications associated with this contract provision are the responsibility of the Contractor and will be managed through the contract documentation.

Attachments

Nil

Tender Details

Contract Details

1. Contract C2100080 Operation and Management of The Geelong Resource Recovery Centre

Invitation to Tender

23. The City issued Tender T2100080, closing 2:00pm Wednesday 7 July 2021, seeking to appoint a contractor to operate & manage the Geelong Resource Recovery Centre.

Table 1 Invitations to Tender

Medium	Date Advertised
Geelong Advertiser	12 June 2021
City of Greater Geelong website - eProcure	12 June 2021

Tender Evaluation Panel

24. The Tender Evaluation Panel (TEP) comprised the following staff.

Table 2 Tender Evaluation Panel

Position Title	Panel role
Senior Procurement Specialist	Chair
Manager Environment and Waste	Member
Coordinator Sustainable Waste Services	Member
Team Leader Waste Contract Management	Member
Waste Contract Support Supervisor	Member

Tender Submissions

25. At tender close the City received 4 tender submissions.

Table 3 Tender Submissions Received

Tender		Conforming tender
A	GDP Industries	Yes
B	Tender B	Yes
C	Tender C	Yes
C	Tender D	Yes

Tender Evaluation

26. The TEP used the following qualitative criteria (in order of weighting) to assess the submissions:

Table 4 Comparative Criteria Weighting

Comparative Criteria	Weighting %
GROW & G21 initiatives	25
Current & past experience	20
Contract resourcing	15
Economic & local contribution	10
Methodology & plan for performing contract	10
Customer service processes	10
Risk identification	5
Recycled and Environmental considerations	5

Tender Evaluation Scores

27. At the conclusion of the qualitative evaluation the single submission was deemed and capable of providing services to the City.

Table 5 Tender Evaluation Scores

Tender		Rank
1	GDP Industries	Recommended
2	Tender B	Not Recommended
3	Tender C	Not Recommended
4	Tender D	Not Recommended

Post Tender Contact

28. The proposed contract was reviewed and agreed to by GDP Industries as part of their tender submission.

Probity

29. No probity issues were identified.

2.12. Tender T2100035 Tender Parks Reserve Maintenance

Source: **Customer & Corporate Services**
Director: **Michael Dugina**

Purpose

1. To award Contract C2100035 for the Parks Reserve Maintenance services to Programmed Property Services Pty Ltd (ABN 66 106 015 632).

Background

2. The Procurement Services Unit partnered by Parks and Gardens administered an open tender process on behalf of the City for the provision of Parks Reserves maintenance services.

3. The tender was published on 27 March 2021, seeking to engage a suitably qualified and experienced contractor for the provision of Parks & Reserves maintenance services to assist the City's Parks and Gardens Department.

4. The City subcontracts out these specialised maintenance works to ensure the required level of service for the maintenance of Parks and Reserves can be achieved.

5. These works, along with some minor regular maintenance (again which is currently subcontracted out), have recently been tendered out to:

    5.1. Deliver a more cost-effective model by allowing contractors to invest long term with plant and labour;

    5.2. Ensure a greater safe work approach as it allows for greater forward planning and post review; and

    5.3. Allow a more programmed and timely approach to be created across the Geelong region.

Key Matters

6. The Procurement Services unit administered an open tender process on behalf of City Works to provide services to maintain reserves throughout the municipality in each of the three zones; North, South and East.

7. The submissions were evaluated in accordance with the processes detailed in the City's 'Procurement and Contracts Manual'.

8. Based on the tenderers' past project experience, expertise and value for money the Tender Evaluation Panel (TEP) recommends that Programmed Property Services Pty Ltd be awarded the contract for the provision of these services across the 3 zones.

9. Subject to Council awarding the Contract, the services will commence in September 2021 and run for an initial 2-year period with the option of 2 x 12-month extensions at the sole discretion of the City.

10. The lump sum price for the delivery of the services is $2,201,856.52 (excl. GST) over the full 4 years of the potential agreement.

RESOLUTION - Item 2.12

Cr Aitken moved, Cr Kontelj seconded -

That Council:

1. **Award Contract C2100035 for the Parks Reserve Maintenance services to Programmed Property Services Pty Ltd (ABN 66 106 015 632) for the tendered lump sum price of $2,201,856.52 (excl. GST); and**

2. **Authorise for the Chief Executive Officer to execute Contract No. C2100035 and any other documents required by or to give effect to the terms of the Contract on behalf of Council.**

Carried

Financial Sustainability

11. This fixed price lump sum nature of the new contract will provide a superior value for money option for the City in comparison to the current arrangement for these services. The existing contract is structured to engage contractors on a schedule of rates basis as required and has proven to be more expensive as contractors are not assured of ongoing work. Given the regularity of the services required, and the specialised equipment required by contractors to complete the services, the fixed price lump sum contract provides surety of services (to the contractor) across a specified contract term and therefore superior value for money as the City.

12. The contract value is based on the fixed pricing provided by the contractor and falls within the budgeted amount allocated across the 3 zones.

Community Engagement

13. There is no community engagement conducted for this program as it is a replacement of a current contract.

Social Equity and Sustainability

14. The contractor has a Geelong office with a national presence, and this contract will provide employment opportunities to the Geelong region due to the scope and scale of the contracted works.

Relevant Law/Policy/Legal Implications

15. This tender was advertised in accordance with the requirements of section 186 of the *Local Government Act 1989* and the tender process has been conducted in accordance with the City's Procurement Policy.

Alignment to Community Plan and Vision

16. This report aligns with Our Community Plan 2021-2025 strategic priority:
    Sustainable growth and environment.

17. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
    A destination that attracts local and international visitors.
    People feel safe wherever they are.

Conflict of Interest

18. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

19. The tender evaluation process involved the assessment of Work, Health and Safety policies, procedures and risk assessment documents. Any other risks associated with the acceptance of this tender will be managed through the contract conditions.

Environmental Sustainability

20. Any environmental implications associated with this contract will arise from the execution of the works. It is considered that these are the responsibility of the contractor and will be managed through the contract documentation.

Tender Details

Contract Details

1. Contract C2100035 Parks Reserve Maintenance.

Invitation to Tender

21. The City issued an open tender T2100035, closing 2pm Friday 14 May 2021, seeking to appoint a suitably qualified and experienced contractor to undertake maintenance services within the City's Parks Reserves.

Table 1 Invitations to Tender

Medium	Date Advertised
Geelong Advertiser	27 March 2021
City of Greater Geelong Website - eProcure	27 March 2021

Tender Evaluation Panel

22. The Tender Evaluation Panel comprised the following staff:

Table 2 Tender Evaluation Panel

Position Title	Panel role
Procurement Specialist	Chair (non-voting)
Manager, Parks and Gardens	Member (voting)
Co-ordinator, Parks	Member (voting)
Maintenance Officer, Parks - North Zone	Member (voting)
Maintenance Officer, Parks - East Zone	Member (voting)

Tender Submissions

23. At tender close the City received 9 tender submissions:

Table 3 Tender Submissions Received

Tender		Conforming tender
A	Tender A	Yes
B	Tender B	Yes
C	Programmed Property Services Pty Ltd	Yes
D	Tender D	Yes
E	Tender E	Yes
F	Tender F	Yes
G	Tender G	Yes
H	Tender H	Yes
I	Tender I	No

Tender Evaluation

24. The Evaluation Panel used the following qualitative criteria (in order of weighting) to assess the submissions:

Table 4 Comparative Criteria Weighting

Comparative Criteria	Weighting %
Methodology and Plan	25%
Capability and Experience	25%
Proposed Project Resourcing	20%
Economic and Social Sustainability Considerations	10%
Quality Management	10%
Risk Management	10%

Tender Evaluation Scores

25. At the conclusion of the evaluation the tenders were ranked in the following order:

Table 5 Tender Evaluation Scores

Tender	Rank
Programmed Property Services Pty Ltd	1
Tender D	2
Tender A	3
Tender F	4
Tender H	5
Tender B	6
Tender E	7
Tender G	8

Post Tender Contact

26. The proposed contract was negotiated between the City and Programmed Property Services Pty Ltd as part of the tender evaluation process and mutual terms agreed to prior to the recommendation to award the contract.

Probity

27. No probity issues were identified.

Nil

2.13. The Creek Stage 1 - Revocation of Flood-Prone Area Designation of New Lots

Source: **City Services**
Director: **Guy Wilson-Browne**

Purpose

1. To revoke Council's designation of 12 December 2006 of flood affected land at The Creek Stage 1 as liable to flooding pursuant to regulation 153 of the *Building Regulations 2018*.

Background

2. Council has a statutory obligation under the *Building Regulations 2018* 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.

3. The current designated flood mapping **(Attachment 1)** was designated by Council at its meeting of 12 December 2006.

4. This revocation will result in a stage of new lots in The Creek Estate fronting 10 Whites Road, Mt Duneed being free of their flood prone status, enabling homes to be built on this land.

Key Matters

5. The flood mapping is subject to a revision due to the subdivision and development at 10 Whites Road, Mt Duneed. Prior to subdivision the parent lot was considered liable to flooding. This development site, which is also known as The Creek Stage 1 achieves flood immunity for newly created lots for flood events up to and including the 100-year Average Recurrence Interval (ARI) event due to the completion of approved internal works.

6. The recommendation by City engineers that the flood prone status can be removed includes assessment of internal drainage, road construction and earthworks to contain potential floodwaters from the 100-year ARI event within road and drainage reserves **(Attachment 2).**

7. It should be noted that designation is separate to the creation of flood overlays within the Planning Scheme, which generally follows designation. In the case of this development, the planning scheme amendment to create post-development flood zones or overlays is proposed after the design of the proposed precincts.

RESOLUTION - Item 2.13

Cr Harwood moved, Cr Nelson seconded –

That Council revoke the Council designation of 12 December 2006 of flood affected land at The Creek Stage 1, Mount Duneed as liable to flooding pursuant to regulation 153 of the *Building Regulations 2018.*

Carried

Financial Sustainability

8. There are no financial implications arising from the subject of this report.

Community Engagement

9. A revocation of designation does not warrant public consultation as it constitutes the removal of an encumbrance on land.

10. Relevant City databases and flood maps will be revised and updates sent to the Corangamite Catchment Management Authority.

Social Equity and Sustainability

11. The City has a responsibility to the community to provide the best possible information on areas that are flood prone. The removal of flood prone designation allows owners to build on their land without a special permit from the City, and without raising the floor level of their home. It also reduces the cost of property insurance.

Relevant Law/Policy/Legal Implications

12. The City has various statutory responsibilities for drainage management and flood management (prevention, response and recovery) as set out in the *Local Government Act 2020, Planning and Environment Act 1987, Building Regulations 2018, Water Act 1989, Subdivision Act 1988* and *Emergency Management Act 2013*.

13. The works have resulted in the lots being protected from flooding during a major storm event that has a one per cent probability of occurring in any one year and occurs on average once in 100 years. This is the required standard for new subdivisions.

Alignment to Community Plan and Vision

14. This report aligns with *Our Community Plan 2021-2025* strategic priority:
Sustainable growth and environment.

Conflict of Interest

15. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

16. The City has some risk exposure with any failure to disclose the flood-prone status of a property in a Land Information Certificate.

17. The revocation of the designation is the final step in minimising Council's risk.

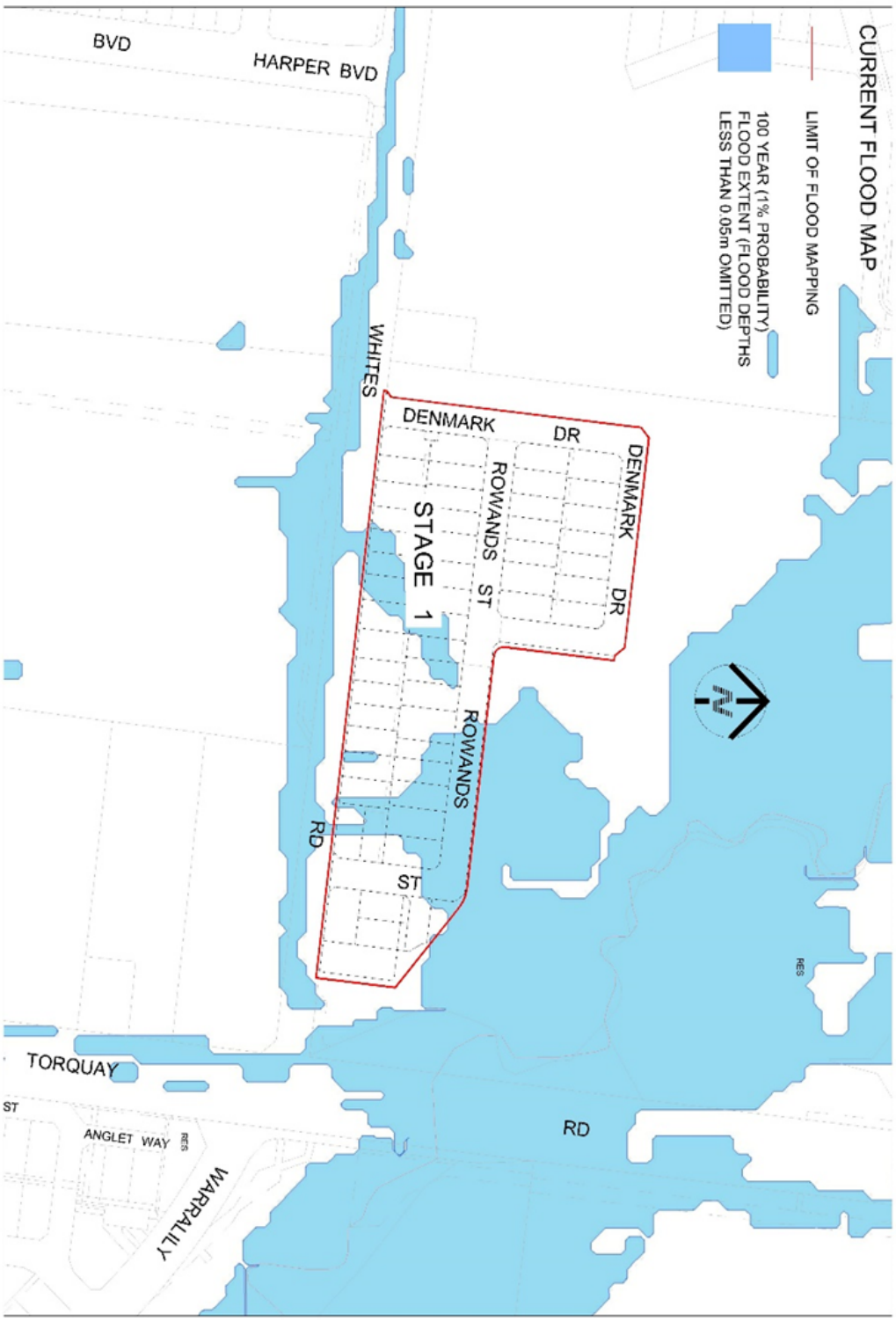
Environmental Sustainability

18. The revocation of flood-prone areas designation and designation of revised flood data through the design of this stage is considered unlikely to result in any known adverse environmental impacts.

Attachments

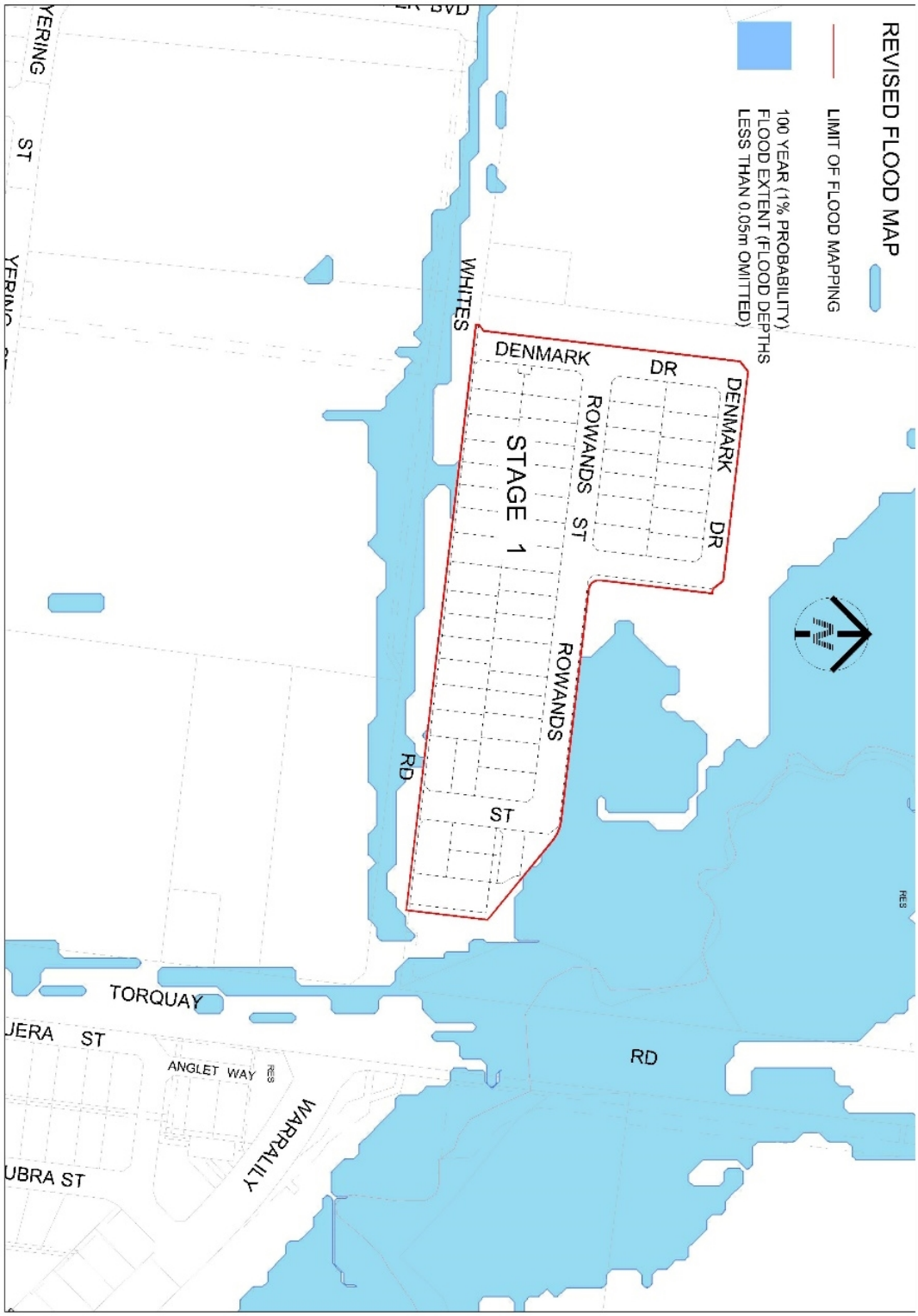
1. The Creek, Stage 1 current flood map [**2.13.1** - 1 page]
2. The Creek, Stage 1 amended flood map [**2.13.2** - 1 page]

Current flood map **Attachment 1**



D20-498601

Amended flood map **Attachment 2**



2.14. Transformation Program Progress Report - June 2021

Source: **Strategy, People & Performance**

Director: **Kaarina Phyland**

Purpose

1. To provide an update on the progress of the Transformation Program 2.0 as at
2. 30 June 2021.

Background

3. The Transformation Program was primarily developed to address recommendations coming out of the Commission of Inquiry Report.
4. The program focuses on critical projects that are progressing and reflect six key areas of change: Civic Precinct, Digital Modernisation, Asset Management, Advocacy and Stakeholder Management, People and Culture, and Service Planning and Review.

Key Matters

5. Key achievements within the past six months include:

    5.1. Named Civic Precinct 'Wurriki Nyal' following consultation with Wadawurrung Traditional Owners;

    5.2. Confirmed changes to ensure 100% accessibility across meeting spaces;

    5.3. Determined Platinum WELL building standard rating achievable within current design;

    5.4. Completion of concrete pour for Lower Ground, Ground Floor and Podium Level and structural steel to Podium North;

    5.5. Assessed assistance required to archive paper based corporate records and send off-site;

    5.6. Endorsement of Business Systems Refresh (BSR) Scope for Phase 1 delivery;

    5.7. Completed Data Management Strategy on a page ready for endorsement;

    5.8. Completed the Working for Victoria data collection project;

    5.9. Continued Konnect Maintenance Management System development and rollout;

    5.10. Continued alignment of the Corporate Affairs functions;

    5.11. Secured $8.5 million in government funding for the Northern Aquatic and Community Hub;

    5.12. Aligned advocacy priorities to federal and state government funding opportunities;

    5.13. Commenced delivery of capability building leadership courses;

    5.14. Endorsement of new Leadership Capability Framework;

    5.15. Endorsement of Strategic Workforce Planning;

    5.16. Completed second year of the Service Planning program;

5.17. Completed Governance Framework review; and

5.18. Established new Data Governance Committee.

6. While the status of the Business Systems Refresh Core Systems Replacement project is currently 'needs attention', the project is expected to get back on track once timelines have been re-baselined.

7. A detailed progress update on the Transformation Program 2.0 is provided in **Attachment 1** – Transformation Program 2.0 Progress Report – June 2021.

RESOLUTION - Item 2.14

Cr Moloney moved, Cr Grzybek seconded -

That Council note the Transformation Program 2.0 Progress Report – June 2021.

Carried

Financial Sustainability

8. Several projects such as civic accommodation, digital modernisation, asset management, social infrastructure plan, workforce planning and leadership development are subject to current and future budget funding and are allocated in the strategic resource plan.

Community Engagement

9. The Transformation Program 2.0 Progress Report was prepared in consultation with Managers, Coordinators and Officers from across the organisation. Progress on the Transformation Program 2.0 is reported to the Executive Leadership Team, Council and to the Minister for Local Government and is available publicly on the Geelong Australia website.

Social Equity and Sustainability

10. The Social Infrastructure Plan review is one of the current projects in the Transformation Program 2.0. The diversity and inclusion and gender equity plans were delivered during phase one of the Transformation Program.

Relevant Law/Policy/Legal Implications

11. The Transformation Program was originally developed in response to the 2016 Commission of Inquiry report. In that report there were 12 key recommendations and 25 secondary recommendations to be addressed. While the Municipal Monitor concluded his role on 12 November 2020, the progress of Transformation Program 2.0 will continue to be monitored by the Chief Executive Officer and Council and reported regularly to the Minister for Local Government.

Alignment to Community Plan and Vision

12. This report aligns with *Our Community Plan 2021-2025* strategic priority: High-performing council and organisation.

Conflict of Interest

13. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

14. The Transformation Program is monitored via the organisations enterprise risk update and reported to the Audit and Risk Committee.

Environmental Sustainability

15. There are no environmental implications arising from this report.

Attachments

1. Transformation Program 2.0 Progress Report - June 2021 [**2.14.1** - 17 pages]

CITY OF GREATER GEELONG

TRANSFORMATION PROGRAM 2.0

JUNE 2021 UPDATE

CITY OF GREATER GEELONG

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Report sign-off **14**

Executive summary

The Transformation Program was primarily developed to ensure that the 12 key recommendations and 25 secondary recommendations of the Commission of Inquiry report are carried out.

It was organised into four inter-related streams of Leadership, Governance, Management and Relationships.

In November 2017 the program was reviewed with eight focus areas created, with a total of 28 projects under these. The focus areas were:

1. Governance
2. Strategy, Planning and Monitoring
3. Culture and People Management
4. Financial Management
5. Asset Management
6. Information management
7. Risk Management
8. Relationship & Reputational Management.

TRANSFORMATION PROGRAM 2.0

The Transformation Program has progressed to the point where 18 of the 28 projects are complete or substantially complete. These projects are now operating under business as usual. This is a great achievement considering this was developed as four-year program in response to the Commission of Inquiry Report.

At the Council Meeting held on 30 July 2019, the achievements of the Transformation Program were noted, and the next phase of transformation was adopted, and also supported by the Principal Municipal Monitor.

The second phase, “Transformation Program 2.0”, will address the critical projects that are still progressing, supporting our continued transformation to a high performing organisation, and be fully owned by the current Council. It will also allow for projects that reflect key areas of change to be added at the discretion of the Executive Leadership Team.

Transformation projects will continue to be included in the CEO’s key performance indicators (KPIs) and cascaded down into each Directors’ KPIs to be monitored regularly by the CEO.

Transformation Program 2.0 will focus on the following areas of change:

1. **Civic Precinct**

   Track the progress of the tender, design, construction, fit out and occupancy. This will also include change management updates.

2. **Digital Modernisation**

   All stages of the Digital Transformation program and how it will lead to efficient ways of working.

3. **Asset Management**

   Review and development of the asset management framework and supporting systems including the integration of the Social Infrastructure Plan.

4. **Advocacy and stakeholder management**

   Vision Partner program, advocacy and the delivery of the Council Plan will be reinforced with a stakeholder engagement plan. A growth advocacy plan to be considered to better position Council amongst key stakeholders and with the Geelong Authority and State and Federal Governments.

5. **People and Culture**

   Workforce planning for the future, continued leadership development and a sustainable culture program for all council staff.

6. **Service planning and review**

   Using the findings of service planning and further analytics to assist with reviewing our services and continued business improvements efforts throughout the organisation.

Implementation of the program will continue to occur progressively; with some initiatives able to be implemented relatively quickly, whereas others taking longer and in some instances over a number of years.

This will continue our transformation to the most efficient and effective organisation possible and fulfil our purpose of ***working together for a thriving community***.

The table below lists the focus areas and current projects that continue to be critical to the ongoing transformation of the organisation:

Project	Role
CIVIC PRECINCT	
Civic Precinct	Project Director – Civic Accommodation
DIGITAL MODERNISATION	
Digital Transformation	Program Manager Digital Modernisation
ASSET MANAGEMENT	
Asset Management	Manager Property, Procurement & Asset
Social Infrastructure Plan	Manager Social Planning & Investment
ADVOCACY AND STAKEHOLDER MANAGEMENT	
Corporate Affairs establishment	Manager Corporate Affairs
Stakeholder Matrix	Manager Corporate Affairs
PEOPLE AND CULTURE	
Working Better Together	Director People & Culture
Workforce Resource Plan	Director People & Culture
SERVICE PLANNING AND REVIEW	
Service planning / review	Manager Strategy & Performance
Business analytics & reporting	Chief Information Officer

ACHIEVEMENTS FOR THE LAST QUARTER

This report is a look back at the achievements over the past six months as we continue to make inroads into the Transformation Program 2.0.

The City, like every other organisation, is dealing with and responding to the coronavirus (COVID-19) pandemic. The City has quickly adapted to ensure delivery of critical community services which has diverted some resources away from the Transformation Program. The safety and wellbeing of the community and employees remains the City's primary focus during this critical period.

Major achievements for the last six months included:

Civic Precinct

- ✓ Named Civic Precinct 'Wurriki Nyal' following consultation with Wadawurrung Traditional Owners.
- ✓ Confirmed changes to ensure 100% accessibility across meeting spaces.
- ✓ Determined Platinum WELL building standard rating achievable within current design.
- ✓ Completion of concrete pour for Lower Ground, Ground Floor and Podium Level and structural steel to podium north.
- ✓ Assessed paper based corporate records stored on site and assistance required to archive and send off-site.
- ✓ Completed communications and branding for the Big Tidy (formerly Mercer Ready project) with ongoing stories celebrating teams' new ways of working.

Digital Modernisation

- ✓ Endorsement of Business Systems Refresh (BSR) Scope for Phase 1 delivery.
- ✓ Completed Data Management Strategy on a page ready for endorsement.
- ✓ Completed BSR Data Migration loads and testing in progress.
- ✓ Completed Employee Personas ready for endorsement and communication to organisation.
- ✓ Recruited Data Analyst role for the new Data Services Hub.

Asset Management

- ✓ Completed the Working for Victoria data collection project with condition assessments being conducted on more than 200,000 public assets.
- ✓ Continued Konnect Maintenance Management System development and roll out.
- ✓ Used Strategic Asset Management Models for all major asset classes to inform 2021–22 budget.

Advocacy and Stakeholder Management

- ✓ Continued alignment of the Corporate Affairs functions with organisation priorities and Mayor and Councillor Support Unit objectives.
- ✓ Secured $8.5 million from the state government for the Northern Aquatic and Community Hub.
- ✓ Embedded Corporate Communications Business Partners within Directorates, realigned Communications roles and responsibilities and recruited Marketing Co-ordinator.
- ✓ Introduced new communications and marketing channels to promote business as usual City services to customers.
- ✓ Implemented changes to advertising budget from 2021–22.

Stakeholder matrix

- ✓ Aligned advocacy priorities to funding opportunities within federal and state governments.
- ✓ Regular monitoring and reporting of government relations and interactions.
- ✓ Continued enhancement of government contacts and interactions.
- ✓ Updated Stakeholder databases.

People and Culture

- ✓ Delivered leadership courses to address increased capability building needs due to the COVID-19 pandemic.
- ✓ Endorsement of new Leadership Capability Framework.
- ✓ Completed Leadership Development Training Needs Analysis.
- ✓ Recruited new Strategic Workforce Planning Lead.
- ✓ Endorsement of Strategic Workforce Planning by the Executive Leadership Team.

Service Planning and Review

- ✓ Completed final report for the second year of the service planning program.
- ✓ Used Service Planning data to help inform the development of *Our Community Plan 2021–25* and the Future Ways of Working program.
- ✓ Completed Project Initiation Document for Data Governance work.
- ✓ Completed Governance Framework review.
- ✓ Recruited Data Analyst to support Business Systems Refresh (BSR) data migration work.
- ✓ Established new Data Governance Committee.

Project within the Transformation Program 2.0 which have been flagged as 'needs attention':

- BSR Core Systems Replacement project - Finance, Human Capital Management (HCM) & Payroll, Customer Relationship Management.

Project updates

This section contains updates on all projects within the Transformation Program 2.0.

Project leads have provided updates on all projects and this forms the basis of this report.

Transformation Program 2.0 is reported to the Executive Leadership Team, Council and the Minister for Local Government.

Key to symbols in this section:

	Not commenced
	On track
	Watch
	Needs attention
	Complete / Substantially Complete

1. CIVIC PRECINCT

Project	Status	Update
Civic accommodation construction		*April 2022 completion*
Construction / Base Build	*45%*	
Employee experience		
Change champions		*Ongoing*
Workplace engagement & driving change	*65%*	
Move to Wurriki Nyal (formerly called Move to Mercer)		*June 2022 completion*
Planning, packing and moving to the new building	*10%*	
The Big Tidy (formerly called Mercer Ready)		*December 2021 completion*
Reducing our storage and paper requirements	*55%*	
Civic digital fit-out		*March 2022 completion*
Digital solutions for the new Civic building	*30%*	
Workspace Design		*June 2021 completion*
Workplace strategy & engagement planning	*60%*	

Key Achievements

Civic construction, digital fit out and workplace design

- ✓ Completed Fit Out Issue for Construction pack.
- ✓ Confirmed changes to ensure 100% accessibility across meeting spaces.
- ✓ Determined Platinum WELL building standard rating achievable within current design.
- ✓ Finalised furniture procurement process.
- ✓ WELL gap analysis workshops on the City wellbeing policies, initiatives and building operations as focal points.
- ✓ Named Civic Precinct 'Wurriki Nyal' following consultation with Wadawurrung Traditional Owners.
- ✓ Resolved streetscape issues in Gheringhap Street with Department of Environment, Land Water & Planning.
- ✓ Completion of concrete pour for Lower Ground, Ground Floor and Podium Level.
- ✓ Completion of structural steel to podium north.
- ✓ Commencement of lower ground services install.
- ✓ Execution of Powercor Grant of Easement.
- ✓ Advertisement of Plan of Subdivision for three lots, roads and easements.

Employee experience

- ✓ Strong ownership by the Change Champions and subject matter experts.
- ✓ Assessed paper based corporate records stored on site and assistance required to archive and send off-site.
- ✓ Completed communications and branding for the Big Tidy with ongoing stories celebrating teams' new ways of working.
- ✓ Largely completed Big Tidy clean-up of City Hall basement area.

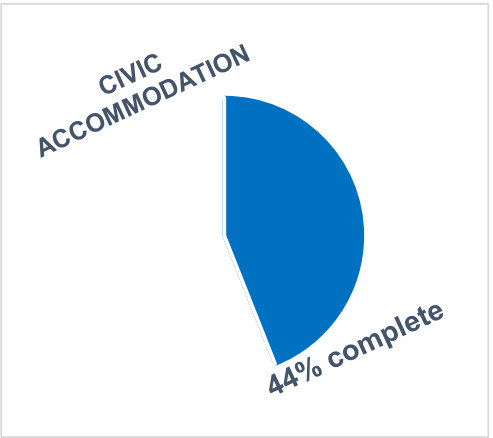
Key priorities for the future

Civic construction, digital fit out and workplace design

- ➢ Commence workspace design and fit out employee communications plan.
- ➢ Prepare signage & wayfinding package for release to market.
- ➢ Complete steel works for podium south.
- ➢ Arrival of first timber columns to Melbourne Port.
- ➢ Award Audio Visual tender.
- ➢ Review workspace with leaders to determine mix of collaborative, touchdown tables and workstation needs to support new hybrid ways of working.

Employee experience

- ➢ Conduct Change Champion face to face workshop to deepen understanding of the projects as engagement ramps up in implementation and change management capability building.
- ➢ Finalise Move to Wurriki Nyal scope, project structure and plan.



2. DIGITAL MODERNISATION

Project	Status	Update
Business Systems Refresh (BSR)		*October 2021 completion*
Core Systems Replacement project - Finance, Human Capital Management (HCM) & Payroll, Customer Relationship Management (CRM)	*40%*	Project re-baseline will see a pathway back to 'on track' by end July 2021
Customer Experience		
Customer Access		*April 2022 completion*
CX Strategy, personas and transition plan	*100%*	
Billings & Payments		*June 2021 completion*
Payments review, policy and strategy	*100%*	
Service Redesign		*December 2021 completion*
Project to redesign our statutory services processes	*44%**	
Online Interface		*April 2021 completion*
Review online interfaces, renew website design and platform	*40%*	
Customer Relationship Management (CRM)		*December 2022 completion*
Project currently being scoped	*30%*	
Workplace Mobility		*December 2021 completion*
Emails for all staff, collaboration tools and mobile devices	*75%*	
Data Management		*July 2022 completion*
Establish Data Services Hub	*20%*	

The amount of work to be undertaken was re-scoped, changing % complete from 50% complete in the last period (July-December 2020) to 44% January-June 2021).

Key Achievements

Business Systems Refresh (BSR), Workplace Mobility, Data Management

- ✓ Completed and approved BSR Design Blueprints for Finance, Human Capital Management (HCM) & Payroll and Customer Relationship Management (CRM).
- ✓ Completed and approved BSR Concept of Operations document for Finance, HCM & Payroll and CRM.
- ✓ Endorsement of BSR Scope for Phase 1 delivery by the Executive Leadership Team (ELT).
- ✓ Built development environment of Minimal Viable Solution for Finance and HCM systems in Oracle software.
- ✓ Conducted showcase workshops for Finance and HCM Project teams.
- ✓ Benefits of Bing Mail within Statutory Planning showed overall planning permit process will decrease by 2-3 days by improving the advertising mail outs process.
- ✓ Completed Data Management Strategy on a page ready for endorsement.
- ✓ Completed BSR Data Migration loads and testing in progress.
- ✓ Completed Employee Personas ready for endorsement and communication to organisation.
- ✓ Completed Intranet Governance Framework document.
- ✓ Completed Power BI demo to better understand the MS365 product for corporate reporting.
- ✓ Recruited Data Analyst role for the new Data Services Hub.

Customer experience

- ✓ Completed Billing & Payments strategy ready for endorsement.
- ✓ Finalised Customer Access Strategy and recommendations for transition plan endorsed by the ELT.
- ✓ CX Strategy shortlisted for the Municipal Association of Victoria (MAV) Technology Awards for Excellence.
- ✓ Completed CRM 'Bins' request for service user acceptance testing.
- ✓ Created Customer Experience Research Framework and commenced recruitment for customers into a research community.
- ✓ Endorsement of Project Initiation Document for Online Interface by Web Governance group.
- ✓ Completed draft content strategy for website ready for feedback.
- ✓ Completed discovery phase and provided report for service redesign in Building Services.

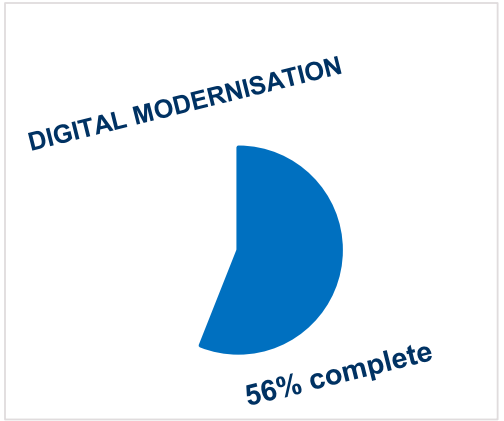
Key priorities for the future

Business Systems Refresh (BSR), Workplace Mobility, Data Management, Asset Transformation

- Create BSR project sprint boards and allocate activities to project resources.
- Access to the Oracle Cloud development environment to commence configuration and work through new processes.
- Communicate Draft Change Strategy and Change Impact assessment.
- Complete Integration plan and prioritised list to be reviewed and signed off.
- Commence initial test planning and considerations.
- Finalise Bing mail rollout plan and commenced engagement for next stage of implementation.
- Commence transition planning to move MS365 activities from projects to Digital, Information & Technology business as usual / operations.
- Undertake external engagement for finalisation of SharePoint governance documentation.
- Request for Quote (RFQ) documents to be prepared for various Web and Intranet services.
- Progress BSR design requirements workshops.
- Endorsement of Data Governance Decision making committee by the Executive Leadership Team.

Customer experience

- Standardise invoice presentment with BPAY as an option is being defined for use within Planning, Health & Local Laws areas.
- Commence audit of process for Organisational Design activities and how the program best informs the new Target Operating Model.
- Continue collaboration with Cleanaway in order to send missed bin incidents in real time.
- Commence website content reviews to align with new bins process.
- Determine Building service redesign projects.



3. ASSET MANAGEMENT

Project	Status	Update
Asset Management		*December 2022 completion*
Governance and Culture		
Framework • Asset Management Policy • Asset Management Framework • Asset Management Strategy • Asset Management Plans	*75%*	
Asset Accounting • Organisational Renewal Gap Report • Asset Valuation Review • Asset Inputs – Long-term financial plan	*75%*	
Capabilities, Culture and Communication • Communication Strategy • Asset Management Steering Committee • Councillor Communications • Capability gap assessment / training	*40%*	
Lifecycle and Long-term Planning		
Maintenance management	*55%*	
Strategic Asset Management Models	*75%*	
Asset Information		
Asset Register restructure	*45%*	
Asset handover	*65%*	

Achievements

- ✓ Completed Working for Victoria data collection project with condition assessments being conducted on more than 200,000 public assets.
- ✓ Initiated development of Strategic Models and Asset Management Plans for Buildings, Open Space, Roads and Footpaths including running workshops with key stakeholders across the organisation. Discussion with CSIRO to incorporate Climate Change modelling into strategic model.
- ✓ Used Model outputs from for Drainage, Waterfront and Water-Sensitive Urban Design (WSUD) Assets to inform 2021–22 budget.
- ✓ Progressed Asset Valuation according to Valuation Dashboard for Audit and Risk Committee. Road revaluation completed and building valuation updated.
- ✓ Continued Asset handover project. Revised protocol for asset data handover to enhance communication across Engineering, Finance and Corporate Asset Management. Monthly Work In Progress and Gifted Asset handover progress meetings with Finance progressing well.
- ✓ Initiated pre implementation planning for Oracle Works and Assets Module (WAM) and also Fixed Assets as part of the Business System Refresh (BSR). Mapping out register structure and data migration.
- ✓ Continued Konnect Maintenance Management System development and roll out.
- ✓ Processed data on all assets captured including valuation of Open Space Assets.
- ✓ Incorporated Social Infrastructure Projects and Developer Contribution Plan projects and all new and upgrade projects into model.
- ✓ Oversaw preparation of Road and Footpath Asset Management Plan.
- ✓ Engaged with BSR team to initiate planning for WAM module.
- ✓ Initiated planning for deliberative community consultation.
- ✓ Asset handover and valuation work in the lead up to 2020–21 end of financial year.
- ✓ Mapped current and future state for BSR across all asset classes and business areas.

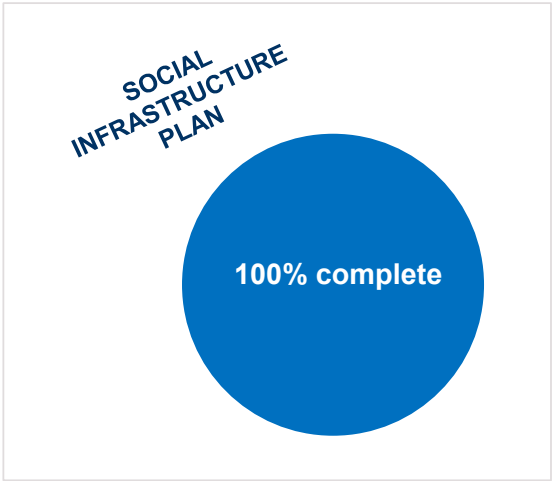
Key priorities for the future

- Complete Generation 2 Model for Buildings, Road, Footpath and Open Space.
- Continue development work with CSIRO to incorporate Climate Change modelling into strategic model.
- BSR – Asset Register Restructure: develop Fixed Asset Register ensuring alignment with Assets Module. Planning for data cleansing and migration.
- Asset handover and valuation work in the lead up to 2020–21 end of financial year.
- Develop Maintenance Management System as part of the Business System Refresh (BSR).
- Revise portfolio view strategic model across all asset classes and submit capital works programs for LTFP by 01 August.
- Update the Asset Management Strategy.
- Initiate preparation of Buildings and Open Space Asset Management Plans.
- Commence Phase 1 deliberative community consultation and planning for assets focused consultation Oct-Dec 2021.
- Initiate Phase 2 Works and Assets Module work as part of BSR.
- Asset handover and valuation work in the lead up to 2020–21 end of financial year.



Project	Status	Update
Social Infrastructure Plan (SIP)		
Release SIP and complete Part A review	*100%*	
SIP strategy review and revision	*100%*	
Data collection and analysis	*100%*	
Community engagement – Part B and Part C	*100%*	
Complete SIP digital platforms	*100%*	
Release revised SIP	*100%*	

The endorsement of the final Social Infrastructure Policy and Plan at the 28 July 2020 Council Meeting means the conclusion and successful completion of this project within the Transformation Program.



4. ADVOCACY AND STAKEHOLDER MANAGEMENT

Project	Status	Update
Corporate Affairs establishment	*100%*	
Stakeholder matrix	*80%*	

Achievements

Corporate Affairs establishment

- ✓ Continued alignment of the Corporate Affairs functions with organisation priorities and Mayor and Councillor Support Unit objectives.
- ✓ Secured $8.5 million from the state government for the Northern Aquatic and Community Hub. Two federal funding pipelines underway.
- ✓ Continued to improve reporting, monitoring, data and insights to support engagement, communications and marketing organisation-wide functional plan.
- ✓ Embedded Corporate Communications Business Partners within Directorates.
- ✓ Realigned Communications roles and responsibilities.
- ✓ Recruited Marketing Co-ordinator.
- ✓ Introduced new communications and marketing channels to promote business as usual City services to customers.
- ✓ Implemented changes to advertising budget from 2021–22.

Stakeholder matrix

- ✓ Developed advocacy priorities alongside Budget and Council Plan process to align funding opportunities within federal and state governments with projects and policies.
- ✓ Regular monitoring and reporting of government relations and interactions.
- ✓ Continued enhancement of government contacts and interactions.
- ✓ Updated stakeholder databases.

Key priorities for the future

Corporate Affairs establishment

- ➢ Operationalise new Community Engagement Policy.
- ➢ End-to-end communications and marketing planning to support cohesive communications strategy across the City.
- ➢ Optimise new structure for Corporate Affairs.
- ➢ Provide ongoing COVID response (marketing/communications).
- ➢ Enhanced data and insights from engagements to ensure continuous improvement.
- ➢ Support ongoing Brand Geelong work.
- ➢ Deliver new program to better promote the City's services to customers.

Stakeholder matrix

- ➢ Finalise advocacy priorities for Council and City to prioritise projects and policy investment focus.
- ➢ Deliver funding agreement with the state and federal governments for Northern Aquatic and Community Hub.
- ➢ Improve advocacy and government relations internal processes and systems for reporting.



5. PEOPLE AND CULTURE

Project	Status	Update
Working Better Together		*People and Culture Strategy 2020-2024.*
Internal leadership development	*68%*	
Working Better Together focus groups and feedback sessions	*100%*	
Workforce Resource Plan		*Future Ways of Working program scoped and initiated, to develop organisation design, including Strategic Workforce Planning.*
Strategic Workforce Plan (SWP) *December 2021 completion*	*25%*	

Achievements

Working Better Together

- ✓ Commenced 'Leading for Wellbeing' and 'Leading Virtually' leadership courses in March 2021 in response to increased capability building needs due to the COVID-19 pandemic. The course was launched to all people leaders with 35 workshop sessions in total.
- ✓ Endorsement of a new Leadership Capability Framework in May, setting expectations on all leadership tiers for 13 prioritised leadership capabilities required to deliver on our organisational strategy.
- ✓ Completed Leadership Development Training Needs Analysis in April-May which informed the new Leadership Development Strategy endorsed by the ELT in May.
- ✓ Undertook a public tender to procure a new platform for future employee opinion surveys commenced in June 2021.

Workforce Resource Plan

- ✓ Recruited a new Strategic Workforce Planning (SWP) Lead.
- ✓ Presentation of overall SWP framework and sign off by the ELT.

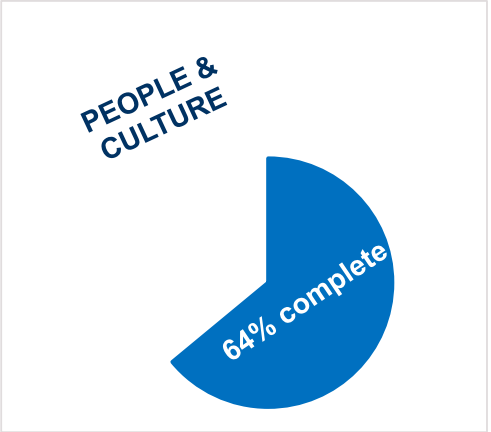
Key priorities for the future

Working Better Together

- Develop new and updated polices (Code of Conduct, Managing Conduct, Workplace Behaviour and Managing Performance) to support the Leadership Capability Framework.
- Launch the new talent and performance review process, pending progress with the Business Systems Refresh project with the Human Capital Management Talent modules, in Q4 2021.
- Develop and launch of a new and more extensive platform for employee engagement surveys.
- Undertake a public tender to procure for the new internal training offering July-August 2021.

Workforce Resource Plan

- 4 Year SWP (Local Government Act requirement):
  - present Plan to the ELT in September and Council in October, prior to submission in late November
  - Develop tools, templates and processes to take leaders through in order to complete the first plan
  - Provide training and presentations to engage senior leaders and outline their accountabilities with completing the SWP
  - Engage stakeholders accountable for ensuring the data is completed across each directorate.
-



6. SERVICE PLANNING AND REVIEW

Project	Status	Update
Service Planning / Review	*Service Planning – 100%* *Service Review Framework will now be superseded by the Organisation Business Planning Cycle and Accountability Framework.*	
Business analytics / reporting *(June 2022 completion)*	*Project implementation - 25%*	

Achievements

Service Planning / Review

- ✓ Completed final report for the second year of the service planning program.
- ✓ Used Service planning data to help inform the development of *Our Community Plan 2021-25* and our Future Ways of Working program.

Business analytics and reporting

- ✓ Completed Project Initiation Document for Data Governance work.
- ✓ Completed Governance Framework review.
- ✓ Drafted Governance Operating Model.
- ✓ Progressed development of roles and responsibilities across Data Owners and Stewards, Data Governance Committee and Data Governance Framework.
- ✓ Drafted five Data Management Policies, standards and procedures.
- ✓ Drafted three Data Management Approaches.
- ✓ Recruited Data Analyst to support BSR data migration work across Human Capital Management (HCM) and iChris.
- ✓ Established New Data Governance Committee.

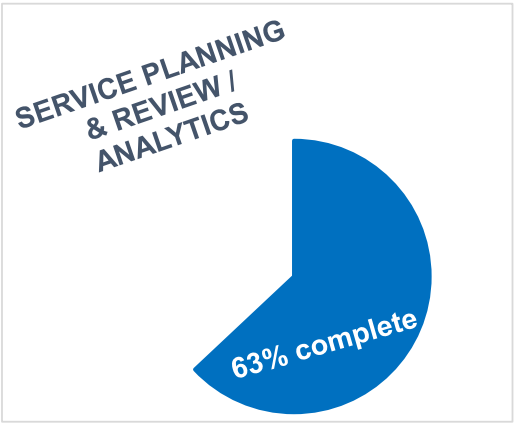
Key priorities for the future

Service Planning / Review

- ➢ Finalise Annual business planning process. Service planning/reviews will be built into this annual process, rather than being delivered as stand-alone programs.
- ➢ Development of a Service Review Framework will now be superseded by the Organisation Business Planning Cycle and Accountability Framework.

Business analytics and reporting

- ➢ Develop, socialise and approve Data Governance Target Operating Model.
- ➢ Develop, socialise and approve Data Governance roles and responsibilities across the Data Governance operating model including train the trainer training.
- ➢ Establish roles for data owners and stewards across key data sets.
- ➢ Develop Initial Business Glossary, five policies and procedures
- ➢ Continue data cleansing and migration activities across Finance, HCM and Customer Relationship Management.
- ➢ Approve all data governance artefacts e.g. Data Governance Operating Model, policies, approaches, standards and procedures.
- ➢ Develop and approve metrics/scorecards and data governance training.
- ➢ Establish roles across key data sets for data owners and stewards.
- ➢ Commence data literacy training.
- ➢ Assess Master Data Management, Reference Data Management and Business Intelligence Reporting solutions and make recommendations.



Report sign-off

Chief Executive Officer's Comments

The first six months of 2021 has seen the organisation continue to progress towards achieving its Transformation Program 2.0 commitments.

Construction of the Civic Precinct project, now known as Wurriki Nyal, is on track and slightly ahead of schedule and our Customer Experience Program is well underway. The status of the Business Systems Refresh Core Systems Replacement project is expected to get back on track once timelines have been re-baselined.

The Asset Management project has been progressing well. We will now commence focusing on planning for community engagement on our 10-year Asset Management Plans as part of changes to the Local Government Act. Over the next 12 months, there will be a heavy focus on finalising the draft plans, seeking community input and the seeking adoption by Council in early 2022.

The City continues to focus on improving our workplace culture through The Working Better Together initiative with a significant amount of foundation work completed from January to June. Strategic workforce planning is also well underway following sign off from the Executive Leadership Team.

The continued alignment of the Corporate Affairs functions with organisation priorities and Mayor and Councillor Support Unit objectives will better support our Council and deliver on the City's Organisational Strategy.

The second year of the Service Planning program is now complete. Moving forward, Service Planning / Reviews will now be built into the annual Business Planning process currently being finalised through the Future Ways of Working program of work.

Work also progressed on establishing the data governance framework with data governance and stewardship models that will drive more effective data management practices across Council.



Mr Martin Cutter
Chief Executive Officer
City of Greater Geelong

Date: 19/07/2021

—

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CITY OF GREATER GEELONG

2.15. CEO Employment Matters

RESOLUTION - Item 2.15

Cr Aitken moved, Cr Sullivan seconded -

That Council consider CEO Employment Matters in confidential session due to the following:

Pursuant to sections 3(1) and 66(5) of the Local Government Act 2020, the information contained in this report is confidential because it contains personal information that would if released result in unreasonable disclosure of information about personal affairs. This section is applicable because it relates to the Chief Executive Officer's personal affairs. The information in this report is also confidential in that it contains information from a meeting closed to the public in accordance with section 66(2) of the Act.

Carried

3. RECORD OF INFORMAL MEETINGS OF COUNCILLORS

Source: **Office of the Chief Executive**
Chief Executive Officer: **Martin Cutter**

Summary

1. The Governance Rules of the City of Greater Geelong require the tabling of records of informal meetings of Councillors at the next convenient Council meeting and that their record be included in the minutes of that Council meeting.
2. A summary of the informal meetings of Councillors is attached to this report.

RESOLUTION - Item 3.1

Cr Grzybek moved, Cr Mansfield seconded -

That Council receive the summary of the informal meetings of Councillors for the period to 24 August 2021.

Carried

INFORMAL MEETINGS OF COUNCILLORS
(Council Meeting 24 August 2021)

Informal Meeting Details	Councillors	Officer Attendees	Agenda Items	Conflict of Interest Disclosures
Strategic Discussion **3 August 2021**	Crs Asher, Aitken, Grzybek, Harwood Kontelj, Mansfield, Mason, Moloney, Murrihy, Nelson, Sullivan	G Smith (DIR) K Phyland (DIR) J Van Slageren R Thomas D Leeson-Rabie S McKew (MGR)	• Tivoli Road, Curlewis Notice of Motion	• Nil
Councillor Briefing **10 August 2021**	Crs Asher, Aitken, Grzybek, Harwood Kontelj, Mason, Moloney, Murrihy, Nelson, Sullivan	M Cutter (CEO) G Smith (DIR) R Stevens (DIR) M Dugina (DIR) K Phyland (DIR) G Wilson-Browne (DIR) T Ellis (MGR) S McKew (MGR) R Thomas (MGR) D Leeson-Rabie (MGR) M Tesoro (CO ORD) J Chalmers (OFF) V Allen (SNR LAWYER) T Kirwood (MGR) D Bushell (OFF) J Brown (CO ORD) K Ivens (ACT/MGR) M Macgugan (Senior Communications Advisor)	**Presentations:** • Christmas in Geelong 2021 • Leasing and Licensing Policy Update • Special Rates and Charges Policy Review **Discussion:** • Parking Strategy **Council Reports:** • Tivoli Drive, Curlewis - Traffic and Planning • Draft Drysdale Landfill Post Closure Landscape Plan • Geelong Major Events Delegated Committee Annual Report 2020-2021 • Barwon South West Climate Alliance • GMHBA Stadium Stage 5 Redevelopment • Domestic Animal Management Plan 2022-2025 • Heritage Advisory Committee Terms of Reference • Clever & Creative 30-Year Vision Refresh • Submission to Phase 3 Consultation on the Draft Bellarine Peninsula Statement of Planning Policy • Tower Road and Sproat Street, Portarlington – Road Construction - Finalisation of Special Charge Scheme 294	• Cr Grzybek declared a Conflict of Interest in GMHBA Stadium Stage 5 Redevelopment and left the meeting room prior to discussion.

			• Tender T2100080 Operation & Management of the Geelong Resource Recovery Centre • T2100035 Tender Parks Reserve Maintenance • The Creek Stage 1 - Revocation of Flood-Prone Area Designation of New Lots • Transformation Program Progress Report - June 2021	

4. PLANNING DELEGATIONS

Source: **City Planning & Economy**
Director: **Gareth Smith**

Purpose

1. To provide the schedule of planning permit applications determined under delegation since the last report.

Background

2. Section 11 of the *Local Government Act 2020* 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.

3. Section 63 of the *Local Government Act 2020* and section 188 of the *Planning and Environment Act 1987* allow Council to establish a delegated committee with the power to determine planning permit applications.

4. Council to Staff Instrument of Delegation allows staff to determine planning permit applications where there are less than 6 objections lodged.

5. The Planning Committee's terms of reference provide for determination of planning permit applications where there are 6 or more objections lodged.

   The City is required by Council to provide information on planning permit applications determined under delegation.

Key Matters

6. The Schedule attached to this report provides information on the planning permit applications determined under delegation since the last report.

RESOLUTION - Item 4.1

Cr Mansfield moved, Cr Grzybek seconded -

That Council receive the information in the Schedule titled Planning Decisions Report – July 2021.

Carried

Planning Decisions Report July 2021

App Number	Location	Application Type	Decision Date	Description	Authority Description/No of Objectors
PP-1133-2019	50 Gillets Road, LARA VIC 3212	Four (4) Lot Subdivision and Removal of Native Vegetation	30/7/2021	Planning Permit	Decision Making Committee
PP-1175-2017	71 Reserve Road, GROVEDALE VIC 3216	Construction of Seven (7) Double Storey Dwellings and Seven (7) Lot Subdivision	9/7/2021	Extended Planning Permit	Delegated Authority
PP-1248-2020	120 Barwon Terrace, SOUTH GEELONG VIC 3220	Buildings and Works associated with the Construction and Display of an Electronic Major Promotion Sign	9/7/2021	Refusal to Grant a Planning Permit	Planning Committee
PP-1408-2018	40 Burvilles Road, ARMSTRONG CREEK VIC 3217	Use and Development of the Land for a Telecommunications Facility	15/7/2021	Extended Planning Permit	Delegated Authority
PP-1518-2020	555 Sandy Creek Road, LITTLE RIVER VIC 3211	Earthworks Associated with Quarry Rehabilitation	7/7/2021	Planning Permit	Planning Committee
PP-33-2007	13 York Street, GEELONG VIC 3220	For the construction of four (4) storey apartment building comprising of six (6) dwellings and a partial waiver of the car parking requirement	21/7/2021	Extended Planning Permit	Delegated Authority
PP-396-2020	147-153 Windermere Road, LARA VIC 3212	Use and Development for an Emergency Services Facility (Fire Station), and Removal of Native Vegetation (Road	2/7/2021	Refusal to Grant a Planning Permit	Planning Committee
PP-631-2018	7 Parker Street, OCEAN GROVE VIC 3226	Buildings and Works for the Construction of Two (2) Dwellings, Two (2) Lot Subdivision, and Removal of Vegetation	2/7/2021	Extended Planning Permit	Delegated Authority
PP-828-2018	130 Flinders Avenue, LARA VIC 3212	Use and Development for a Child Care Centre and Medical Centre, Removal of Native Vegetation, and Display of Signs	23/7/2021	Extended Planning Permit	Delegated Authority
PP-1180-2020	26 Kardinia Street, BELMONT VIC 3216	Buildings and Works for Partial Demolition and Alterations to Dwelling, Demolition of Fencing and Outbuilding, and Construction of a Second Dwelling	13-Jul-2021	NOD - Delegate	2
PP-185-2021	20 Tova Avenue, BELL POST HILL VIC 3215	Construction of Two (2) Dwellings and a Two (2) Lot Subdivision	14-Jul-2021	NOD - Delegate	2

PP-191-2021	68 Bacchus Marsh Road, CORIO VIC 3214	Use of a Food Van on Site for Take Away Food and Drink	8-Jul-2021	NOD - Delegate	2
PP-38-2021	50 Edgerton Road, LOVELY BANKS VIC 3213	Construction of a Replacement Dwelling	16-Jul-2021	NOD - Delegate	1
PP-90-2021	6 Montmorency Street, NEWTOWN VIC 3220	Construction of Two (2) Dwellings, a Two (2) Lot Subdivision and Construction of Vehicle Crossings in the Heritage Overlay	9-Jul-2021	NOD - Delegate	1
PP-91-2021	12A Grandview Parade, BARWON HEADS VIC 3227	Construction of a Dwelling in a Heritage Overlay	23-Jul-2021	NOD - Delegate	2

Cr Nelson moved, Cr Murrihy seconded -

That the meeting be closed to the public.

Carried.

The meeting was closed to the public at 8:53pm

Cr Nelson moved, Cr Mansfield seconded –

That the meeting be opened to the public.

Carried.

The meeting was opened to the public at 9.03pm

A record of the proceedings of this section of the meeting is contained in a Confidential Minute Book.

6. CLOSE OF MEETING

As there was no further business the meeting closed at 9.03pm on Tuesday 24 August 2021

Signed: _____
Cr Stephanie Asher (Mayor)

Date: _____