

MINUTES

COMMUNITY FOCUS COUNCIL MEETING

TUESDAY 8 OCTOBER 2019

7.00PM

OCEAN GROVE SURF LIFE SAVING CLUB
26-30 SURF BEACH ROAD
OCEAN GROVE

COUNCIL:

Cr B Harwood (Kardinia Ward)
Mayor

Cr S Asher (Bellarine Ward)
Cr J Mason (Bellarine Ward)
Cr T Sullivan (Bellarine Ward)
Cr E Kontelj (Brownbill Ward)
Cr S Mansfield (Brownbill Ward)
Cr P Murrhly (Brownbill Ward)
Cr R Nelson (Kardinia Ward)
Cr P Murnane (Kardinia Ward)
Cr A Aitken (Windermere Ward)
Cr K Grzybek (Windermere Ward)

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**MINUTES OF THE COMMUNITY FOCUS COUNCIL MEETING
HELD AT THE OCEAN GROVE SURF LIFE SAVING CLUB
26-30 SURF BEACH ROAD, OCEAN GROVE
TUESDAY, 8 OCTOBER 2019
COMMENCING AT 7.00 PM**

PRESENT: Cr B Harwood (Mayor), Crs A Aitken, S Asher, K Grzybek, E Kontelj, S Mansfield, J Mason, P Murnane, P Murrphy, R Nelson, T Sullivan

Also present: M Cutter (Chief Executive Officer), T Ellis (Acting Director Economy, Investment and Attraction), G Smith (Director Planning, Design and Development), S Broadbent (Acting Director City Services), M Dugina (Director Customer and Corporate Services), R Stevens (Director Community Life), K Phyland (Executive Manager People and Culture), R Leonard (Director Governance, Strategy and Performance)

OPENING: The Chair declared the meeting open at 7.00pm

ACKNOWLEDGEMENTS:

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

APOLOGIES: Nil.

PRESENTATION:

Cr Asher, Mason and Sullivan provided the gallery with a snapshot of some of the activities and project happening in the Bellarine Ward.

LEAVE OF ABSENCE:

Cr Grzybek moved, Cr Mason seconded -

That Leave of Absence be granted to Cr Bruce Harwood from 16 October to 23 October, inclusive.

Carried.

CONFIRMATION OF MINUTES:

Cr Nelson moved, Cr Asher seconded -

That the Minutes of the Community Focus Council Meeting held on 10 September 2019 be confirmed.

Carried.

DECLARATIONS OF CONFLICTS OF INTEREST: Nil.

PUBLIC QUESTION AND SUBMISSION TIME:

Questions submitted prior to the meeting from Lex Chalmers and Jerry Belkus will be responded to in writing.

Caroline Danaher asked the following question on behalf of Sanja Van Huet

1. Will Council declare a moratorium on Council approvals for all planning, new building, construction and infrastructure permits and plans, and on all alterations and amendments to all current building, construction and infrastructure with the entire Shire. This moratorium to be enacted and enforced until the release and finalisation of Geelong CEO's Sustainability Framework: post-February 2020 to allow for recommendations in that report. Be aware that any permit approved during this period will be viewed with the suspicion they deserve.

The Mayor responded that last month Council voted to develop a Sustainability Framework that seeks to identify potential actions to mitigate the impacts of climate change in our region.

City staff are now investigating potential measures to incorporate into the City's Strategy and operations, with a report to Council by February 2020.

Declaring a moratorium on Council approvals for planning permits and plans prior to February 2020 does not form part of that resolution.

The City works under legislation that requires the organisation to comply with timeframes while assessing applications.

2. Will Council implement an immediate motion for a Citizens' Assembly to be actioned this year, to show that Council is sincere in their adoption of the amended motion of Cr Asher, in good faith?

The Mayor advised a motion to implement a Citizens' Assembly did not form part of the resolution.

3. Addressed to Cr Kontelj, I request that you personally reply to my many questions and submissions to Council over the past 3 months. I have requested answers with every item of correspondence and have only received an acknowledgement of receipt in your personal reply to me, please address what I have outlined and suggested for Council to implement as a matter of urgency in response to global warming. You may note that I have not just asked for a declaration of a climate emergency (as stated by you during the climate emergency debate)?

Cr Kontelj thanked Ms Danaher for the questions and responded Ms Van Huet will be responded to as outlined in her question.

Michael Loughnan asked would Council please contact all Victorian Councils asking their opinion about the recouping of value from a landowner who has experienced a rezoning. Invariably, landowners having their land rezoned are gifted a valuation uplift from the community via Council and this gift is never repaid. Land valuation before and after rezoning would capture the quantum of that gift so that it could be repaid to Council at the point of land sale. If unenforceable at present would you ask all Victorian Councils re this and present your findings to the Victorian Government as soon as possible, perhaps next month.

The Mayor responded there is a lack of policy and state mechanisms available in Victoria to capture land uplift. The City receives development contributions through rezoning of land which contributes to funding local infrastructure.

In growth area municipalities in metropolitan Melbourne, the Growth Areas Infrastructure Contribution (GAIC) is applied to help fund state infrastructure. The City is active in advocating to the state government that there should be a similar mechanism available to capture land uplift in Geelong.

An area where there is emerging interest in capturing value uplift is to fund social housing. This is an area the City may explore with the state government as we develop social housing policy.

The City regularly engages with other municipalities on shared challenges we are experiencing as well as advocating through the MAV.

Note that Council is not in a position to lead a submission to government on behalf of other Councils as the issue varies in its significance and relevance across Councils, but we will continue to advocate and respond to government policy initiatives as they arise.

Sarah Roberts asked the following questions in relation to the Ocean Grove Principal Pedestrian Network:

- 1) Will Council please reject recommendation 11.2 on the basis that Social and Infrastructure Planning needs to allow a method 5, 'fully Council funded', to be voted upon by all members of Greater Geelong community for these new footpath projects?

The Mayor advised the question relates to an item on the agenda this evening. The City's Recommendation in the report supports a process where everyone in Ocean Grove will have the opportunity have their say on the footpath project. I also note that the City is meeting with you next week in regard to it.

It is not sustainable for Council to solely fund the construction of all new footpath infrastructure within existing suburbs. Also, the consultation undertaken in 2016 identified community support for the option 4 – shared funding model – with a maximum 50% property owner funding contribution recognizing that there are benefits flowing of the wider community.

- 2) Will Council please reject recommendation 11.2 on the basis that Social and Infrastructure Planning a) need to reassess the Benefit Cost Ratios (Council: Private) listed in Table 1?

The Mayor advised the Benefit Cost Ratio changes with the mix of properties, the location of the footpath and access and amenity benefits.

- 3) Will Council please also reject Recommendation 11.2 on the basis that a) the Special Rates and Charges Policy is beyond its review date, and hasn't been applied consistently in recent times?

The Mayor responded that Council uses the Special Rate and Charge provisions of the Local Government Act to deliver this infrastructure and the policy is consistent with those provisions and not out of date.

It sets out the principles for the use of special rates and charges for the provision of infrastructure in a fair and equitable manner and applies to the provision of "first up" infrastructure where it can be demonstrated that a special benefit applies to those properties included in the scheme.

It is true that there is a large administrative process involved with preparing a scheme of this nature, however the City's processes ensure that it is done with fairness, equity and consistency.

Monica Winston asked the following in relation to the Climate Emergency Motion and Amendment:

- 1) Please indicate if you do any work for fossil fuel extraction companies?
- 2) Why, when climate science and environmental reporting about ecosystem collapse is not about opinion, did the six councillors vote on language that doesn't reflect the truth?
- 3) The climate emergency motion was not for and about the councillors and your agreement on an amended declaration omitting the words emergency, urgency and global so that you could all agree. The motion was to tell the citizens of Geelong the truth.
- 4) You 6 Councillors failed in your duty of care and I request your resignation.

Cr Harwood responded that the debate answered most of your questions.

In relation to Councillor resignation – that is entirely up to the individuals own discretion at Councillor election time.

Caroline Danaher asked why was it necessary to exclude the word emergency in Councillor Mansfield's motion. What scientific or empirical fact will it take for you to know and understand that we are facing the 6th extinction and the climate and ecological emergency before us now is almost to the point of no return, if we do not act today?

The Mayor thanked Ms Danaher for her comments and advised that Council has had the debate.

Tina Thorburn stated there are now 57 jurisdictions across Australia who have declared a Climate Emergency – which is 4 more than the last time I sat before you. 57 jurisdictions representing over 23% of our population. Disappointingly, the City of Greater Geelong is not included in that number.

- 1) Is Council prepared to cease all planning approvals that may cause further environmental destruction?

The Mayor responded Council has had the debate and thanked Ms Thorburn for her comments.

Brian Golland addressed Council as follows:

- 1) Today's meeting was mis-advertised in the Geelong Advertiser last Saturday – 3/39 Smithton Grove.
- 2) Keeping our footpaths and naturestrips clear and safe is communicated as a Council objective but is unattainable – planning is directly opposed to the objective.
- 3) The Ocean Grove Principal Pedestrian Network is not only overdue but is now into another round of meetings – 800 submitters in 2016 have never been contacted since that date.
- 4) Conversations with Council's customers is totally lacking.

The Mayor thanked Mr Golland for his comments and acknowledged it is an issue which will be further investigated.

David Phillips asked the following:

The City of Greater Geelong has a strategy to reduce greenhouse gas emissions by 50% by 2020 based on 2015 data.

- 1) What is the basis for the 2015 data? Please make this available.
- 2) What were the emissions in 2016, 2017 and 2018?
- 3) Please make this data available on the Council website? Despite my previous request this has not yet been provided.

The Mayor indicated the data will be provided on Council's website.

Sandra Gatehouse expressed her concern and disappointment in the quality of the live streaming at the last Council meeting.

Regarding the Barwon Heads Arts and Community Hub (BHA) I would like to confirm the following:

- a) This is meant to be a multi-purpose facility which has been lobbied for by a number of community groups;
- b) The BHA and the Barwon Heads Arts Council are working closely together;
- c) The funding of \$1m is a commitment to the community from the Member for the Bellarine and is meant to be utilised for the old kindergarten site in Clifford Parade;
- d) Can you confirm that this funding will be spent on infrastructure, not consultants and designers?
- e) Can you confirm that the community will be involved in all aspects of the evolution of this community project and that no decisions will be made without reverting to the community for input?

The Bellarine Councillors are aware that there is a draft scope for the Barwon Heads Parking and Traffic Study in the system.

- a) We seek confirmation that this study will take into account the growth in Barwon Heads, the significant number of day visitors, the number of car spaces that have been waived as part of planning permits and projected figure for future traffic;
- b) We seek confirmation that the Council will work closely with Regional Roads Victoria and Barwon Coast to ensure that this study is worthwhile and produces a clear plan for traffic and parking for the town and not just another dated document relying on five year old data?

The Mayor thanked Ms Gatehouse for her comments.

Victoria Strachan provided further comments in relation to the Barwon Heads Arts and Community Hub:

The Barwon Heads Arts Council was established in 2012 to establish a community space for people to come together and learn new skills. Also Barwon Heads is an arts town with no dedicated arts facilities. We now have 400 members and a highly committed, professional and enthusiastic committee. We run events all year around with the Bellarine Arts Trail. A needs analysis was undertaken in 2016 that concluded there was a need for a facility. A petition collected 900 signatures to support transitioning the vacant kindergarten to a hub.

Barwon Heads Arts Centre is working with BHA closely on this issue and other potential users. We are grateful for the \$1m election commitment and look forward to a positive and constructive relationship with Council.

The Mayor thanked Ms Strachan for her comments.

Phil Edwards addressed Council in relation to the Ocean Grove Principal Pedestrian Network

- 1) Mr Edwards expressed his frustration with the time it has taken to date as the community consultation was in 2015;
- 2) Option 2 for the PPN was an option put forward by the Ocean Grove Community Association in an effort to prioritise the PPN work and was not put forward to reduce the scope of the full PPN of 23.3km;
- 3) 2015 community consultation showed 56% of 800 people supported a shared payment model across all of Ocean Grove. This support for a shared payment model was again evident at a recent community forum.

The Mayor responded the comments will be addressed during debate of the item later this evening.

Sarah Roberts asked is working for a fossil fuel extraction company in some capacity, isn't it considered a Conflict of Interest in a climate emergency debate?

The Mayor responded that any declaration of a Conflict of Interest is up to the individual to declare.

PETITIONS: Nil.

1. OCEAN GROVE PRINCIPAL PEDESTRIAN NETWORK

Source: City Services - Engineering Services
Acting Director: Shaun Broadbent
Portfolio: Social and Infrastructure Planning

Purpose

1. To note the current progress of the development of the Ocean Grove Principal Pedestrian Network (PPN) and support additional engagement and community consultation to confirm the extent of works and a funding method.

Background

2. The Ocean Grove Town Centre Urban Design Framework (UDF) was adopted by Council on 24 June 2014.
3. The UDF recommended that a PPN for Ocean Grove be developed that includes concept design, costings and an implementation strategy for the delivery of a walking and footpath network for Ocean Grove.
4. Community consultation was undertaken in 2016 to confirm the locations of footpaths and the cost sharing model to fund the PPN. At that time, the majority of the community supported construction of footpaths as a PPN and that their contribution be a uniform amount for all impacted properties.

Key Matters

5. The total scope of the Ocean Grove PPN proposes 22.3 km of footpath at a cost of \$6.98m with a potential impact on 6,640 properties. (**Option 1 Attachment 2**). The minimum estimated delivery timeframe for Option 1 is 5 years with funding of \$1.725m per year commencing in 2020-21.
6. An alternative to Option 1 for the PPN was subsequently developed in consultation with the Ocean Grove Community Association. Option 2 proposes 11.3 km of priority footpaths at a cost of \$3.3m with a potential impact on 3,282 properties. (**Option 2 Attachment 3**). The minimum estimated delivery timeframe for Option 2 is 3 years with funding of \$1.65m per year commencing in 2020-21.
7. The cost of either option will be shared between Council and property owners.
8. There are four methods to apportion the cost for the construction of the PPN (Refer Table 1):
 - 8.2 Method 1 - Traditional frontage charge;
 - 8.2 Method 2 - Both sides of street share charge;
 - 8.2 Method 3 - Tiered charge based on the distance from the proposed PPN; and
 - 8.2 Method 4 - Equal charge.
9. Given the time passed since the original consultation in 2016, community consultation is now necessary to confirm the extent of works and preferred funding method.
10. A further report will be presented to Council with the findings of the community consultation.

Cr Asher moved, Cr Murrhiy seconded -

11. That Council:

- 11.2 Note the outcome of the previous community engagement supported construction of a comprehensive footpath network for Ocean Grove (option 1) delivered by a shared funding model (method 4);**
- 11.2 Support further community consultation to confirm the extent of the Ocean Grove Principal Pedestrian Network (options 1 or 2) and the funding method (methods 1 to 4); and**
- 11.2 Following community consultation, note that a report be prepared for Council on the findings and next steps.**

Carried.

Attachment 1

Financial Implications

1. **Table 1** shows the number of properties impacted and costs for the two options in relation to the following methods of cost apportionment:
 - 1.1 Method 1: One side where footpath is proposed (traditional);
 - 1.2 Method 2: Both sides where footpaths are proposed;
 - 1.3 Method 3: Ratio / sliding scale; and
 - 1.4 Method 4: Equal share – community preferred (2016 consultation).

Table 1 Options and methods for PPN cost apportionment

Funding Option Description		Standard	Community preferred		
		Traditional Scheme – Frontage Only	Street Access – Both sides,	Ratio / sliding scale originally proposed	All properties pay an equal contribution
		Method 1	Method 2	Method 3	Method 4
Option 1 Full list of PPN identified paths (Length 22.3 km)	Private Landholder Cost	2,955,708	3,051,185	3,310,941	3,279,012
	Council Share (includes Council properties)	4,020,466	3,924,988	3,665,232	3,697,162
	TOTAL PROJECT COST	\$6,976,174	\$6,976,173	\$6,976,173	\$6,976,174
	Number of Properties	1,389	2,938	6,640	6,640
	Benefit Cost Ratio (Council : Private)	58:42	56:44	53:47	53:47
	Maximum Charge	\$2,511	\$1,187	\$703	\$525
Option 2 Ocean Grove Community Association Priority 1 Footpaths (Length 11 km)	Private Landholder Cost	\$1,193,238	\$1,251,242	\$1,499,266	\$1,473,153
	Council Share (includes Council properties)	\$2,110,411	\$2,052,406	\$1,804,382	\$1,830,495
	TOTAL PROJECT COST	\$3,303,649	\$3,303,649	\$3,303,649	\$3,303,649
	Number of Properties	724	1,435	3,280	3,282
	Benefit Cost Ratio (Council : Private)	64:36	62:38	55:45	55:45
	Maximum Charge	\$2,282	\$1,151	\$700	\$503

2. In consultation with the community, the City has developed a 22.3 km footpath network in 40 sections. The initial estimate, prior to the community consultation in 2016, for 18 km of new footpath was \$6m. Since the completion of the consultation, the network has grown by another 4 km of footpath with additional safer crossing points further improving safety at pedestrian crossings. These inclusions and changes has increased the project estimate by \$0.9m to \$6.9m.

3. To deliver option 1 with method 1 (frontage), 774 properties will contribute \$2,511 each. The City's contribution would be \$4,020,466 and property owners' contribution would be \$2,955,708.
4. To deliver option 1 with method 4 (shared), 6640 properties will contribute \$525 each. The City's contribution would be \$3,697,162 and property owners' contribution would be \$3,279,012.
5. The Ocean Grove Community Association has assisted the project by prioritising proposed scheme footpaths in February 2019 and this has reduced the total footpath length to 11.3 km (option 2). This has reduced the total capital cost of the proposed PPN to \$3.3m and reducing the estimated delivery timeframe from 3 years to 1.5 years.
6. Option 2 has revised the PPN extent and significantly reduced the number of impacted properties. The reduced number of impacted properties significantly increases the individual landowners' contribution from \$700 for properties abutting the footpath to \$2,282 per property (326% increase). The table above lists the other funding methods. Method 2 where both sides of the street contribute, reduces the per lot cost to \$1,151, largely through doubling the number of contributing properties to 1,435 (an increase of 164%).
7. To deliver option 2 with method 1 (frontage), 774 properties contribute \$2,282 each. The City's contribution would be \$2,110,411 and property owner contribution would be \$1,193,238.
8. To deliver option 2 with method 4 (shared), 3282 properties contribute \$503 each. The City's contribution would be \$1,830,495 and property owner s' contribution would be \$1,473,153.
9. There are multiple payment options for property owners to minimise the financial impact of the scheme. A landowner has the option to pay their contribution in full one year after the footpaths are built or by instalments over a five year period, which includes interest, extending the timing of the landowner contributions to 2024.

Proposed Delivery Timeframes

10. Option 2 recommends delivery over 3 years, including 1 year planning and 2 years constructing the network. The following outlines the initial timeframes for the delivery of option 2:
 - 10.1 Community consultation: including Special Rates and Charges administration process, 6 months to complete, April 2020;
 - 10.2 Tendering for construction, including specification development: 4 months after community consultation, August 2020;
 - 10.3 Construction over two years to minimise disruption to the community: August 2021-2022 and 2022-23;
 - 10.4 First group of landowner contributions: commence July and August 2021;
 - 10.5 Contract finalisation and defect liabilities period: 12 months, August 2023; and
 - 10.6 Final group of landowner contributions: finish August 2023.



11. Given the above timeframes, budget phasing for the delivery of option 2 distributes the estimated \$3.3m cost over a two year period, requiring Council to commit \$1.65m for each year from 2020-21 to 2022-23, noting that once sections are completed, property owner contributions will commence and return 36% of the capital outlay.
12. Option 1 delivery timeframes extend over 5 years.

Community Engagement

13. The City commenced engagement with the Ocean Grove community in developing the PPN in 2016.
14. Overall, there were approximately 780 respondents to the engagement survey of the preferred funding model: refer attachment 4.

Funding Method	Count	Percent
Frontage only (method 1)	144	19%
Sliding Scale (method 3)	199	26%
Everyone Contributes (method 4)	434	56%

15. Note that method 2 was not included in the previous consultation.
16. Detail designs of the location of footpaths for both options are now complete and will be available for community feedback along with details of each method.
17. The proposed community engagement is to commence in October 2019 and run through to February 2020, with activities that include:
 - 17.1 Feedback online via Have your say;
 - 17.2 Drop in sessions; and
 - 17.3 Focus group workshops.

Social Equity Considerations

18. The development of the PPN considered pedestrian access to key destinations, such as schools, shops and recreation areas; the network considered that not all streets will have a footpath however users will be able to access paths that service a wider area within a very short walk.
19. Previous strategic plans have identified that the timely provision of a network of paths is important to many people within the community and the current infrastructure in many parts of the town does not meet community expectations.
20. The addition of these elements will create a high amenity path network that will encourage walking, particularly for short journeys, to diminish dependence on cars and create a culture of walking, both to get to a destination and as an end in itself.

Policy/Legal/Statutory Implications

21. Delivery of footpaths aligns with the special rates and charges provisions of the *Local Government Act 1989* (Act) and Councils Special Rates and Charges Policy.
22. The Act requires all apportionment methods to be tested as part of the special rates and charges process.

Alignment to Council Plan

23. This report links to our Clever and Creative Vision of a fast, reliable and connected transport network and aligns with Integrated Transport Connections by delivering better-connected walking, cycling and trail paths across our region.

Conflict of Interest

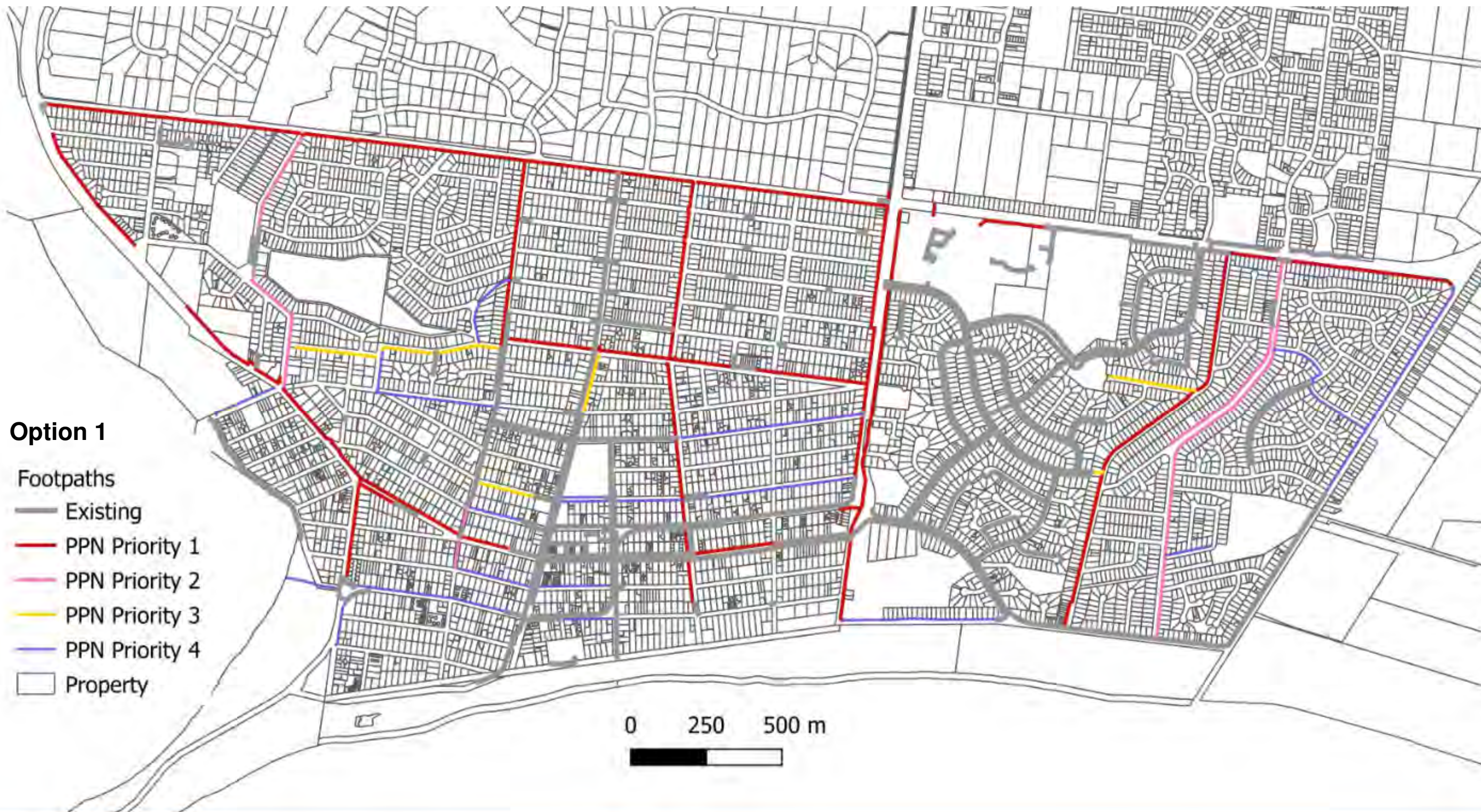
24. City staff have no direct or indirect interest in the contents or preparation of this report.

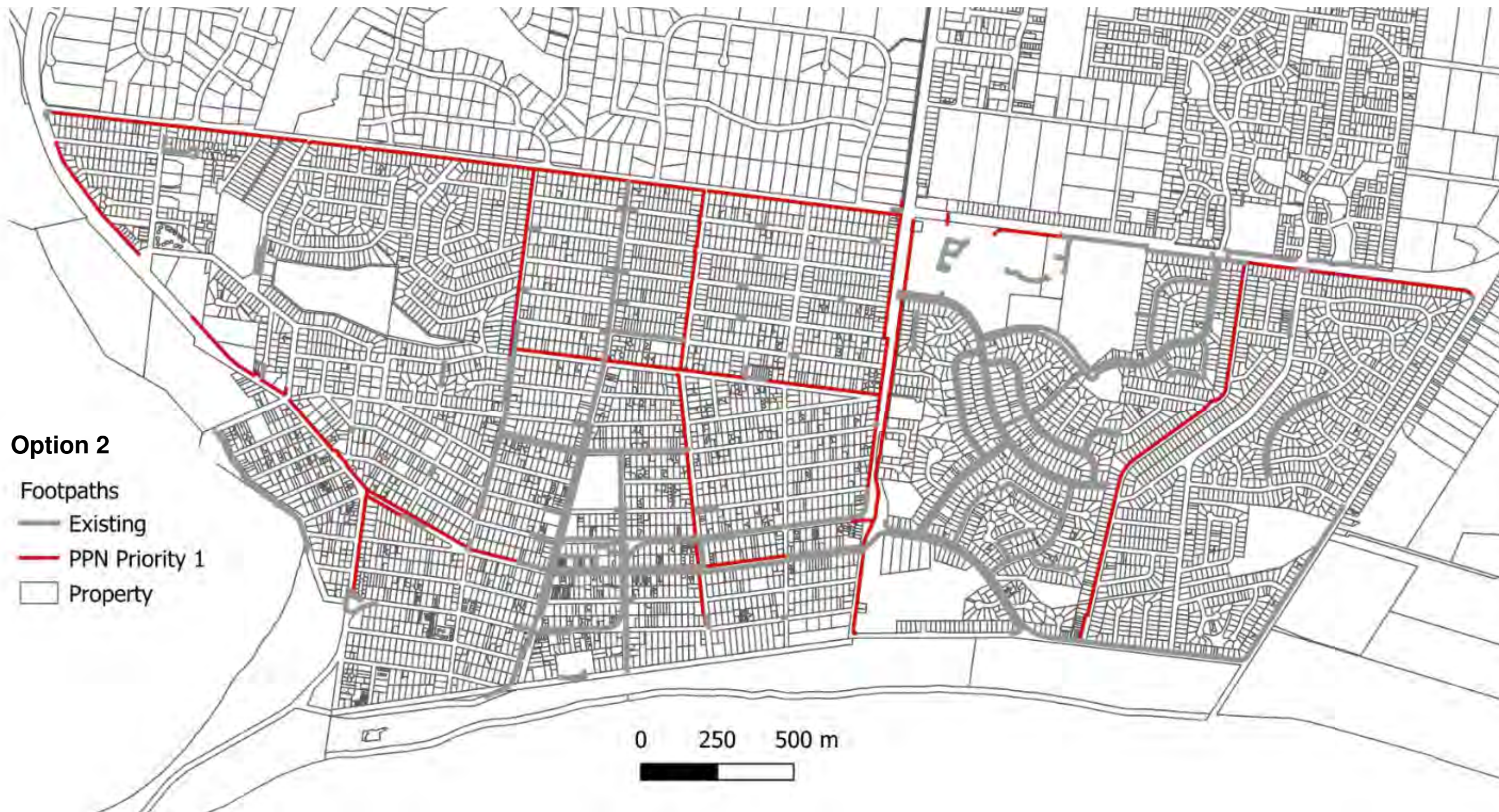
Risk Assessment

25. Construction of new footpaths and pedestrian safety improvements will lead to safer access for all.

Environmental Implications

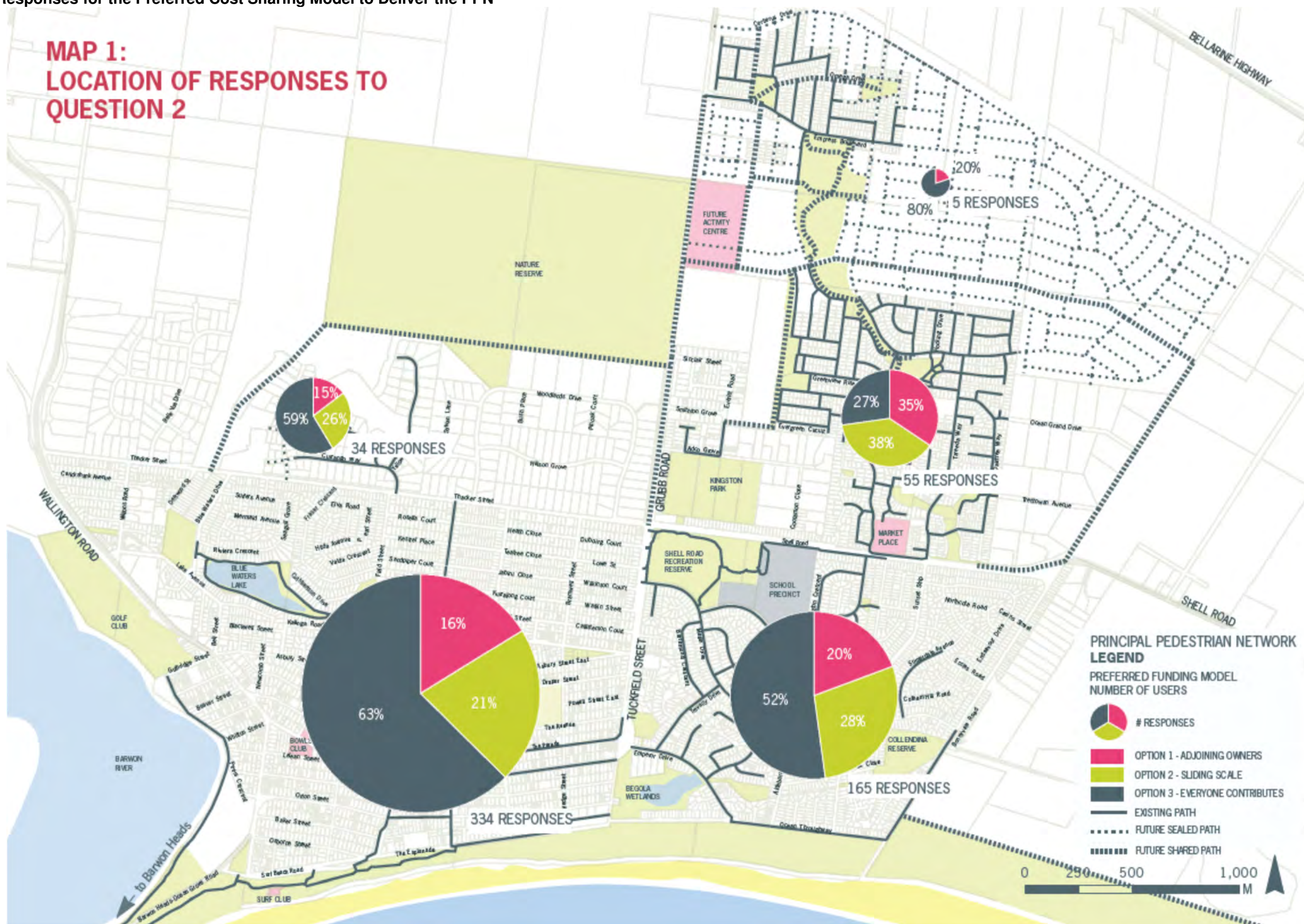
26. Construction methods will minimise disruption to vegetation in local streets and will include the use of recycled materials in the construction methodology.





Community Responses for the Preferred Cost Sharing Model to Deliver the PPN

**MAP 1:
LOCATION OF RESPONSES TO
QUESTION 2**



2. BARWON HEADS ARTS AND COMMUNITY HUB DEVELOPMENT

Source: Community Life – Social Planning & Investment
Director: Robyn Stevens
Portfolio: Social and Infrastructure Planning

Purpose

1. To seek Council approval to enter into a funding agreement with Regional Development Victoria to progress design and construction of an Arts and Community Hub in Barwon Heads.

Background

2. Prior to the 2018 State election, the State Government announced an election commitment of \$1m towards the development of an Arts Hub at 5-5A Clifford Parade in Barwon Heads. The site is owned (freehold) by the City of Greater Geelong.

Key Matters

3. There are currently two buildings on this Clifford Parade site being the Barwon Heads Senior Citizens Centre (Area A), which is currently home to the Barwon Heads Seniors Citizens and a number of other local groups. The other building (Area B) is a former kindergarten building that has been vacant for six years and is a surplus asset currently earmarked for demolition (**Attachment 2**).
4. The local community organisations represented in this process are Barwon Heads Arts Council and Barwon Heads Association and their preference is for the new Arts Hub to be built on the site of the vacant former kindergarten building.
5. The City's view is that although this site remains an option, it is too early in the design and development process to identify the former kindergarten site as the only option. The funding agreement between the State Government and the City needs to retain the potential for other options at the Clifford Parade location to be considered. This includes the potential for extension and redevelopment of the existing Barwon Heads Senior Citizens Centre into an Arts and Community Hub.
6. The key rationale for retaining these options is to ensure that development of this site is consistent with Council's existing policy position that includes the need to consider:
 - 6.1 Sustainability - the funding currently offered by the State is unlikely to be adequate for delivery of a stand-alone single purpose building. This report proposes that all options should be considered to enhance the prospect of developing a socially and financially sustainable outcome. This may include repurposing of the kindergarten site and/or its disposal for reinvestment of the proceeds into other community priorities; and
 - 6.2 Integration - for the purposes of this project consider all options including the extension and redevelopment of the Barwon Heads Senior Citizens Centre as an integrated Arts and Community Hub, that also retains the current uses and user groups.

Cr Mason moved, Cr Sullivan seconded -

7. That Council:

- 7.1 Authorise the Chief Executive Officer to enter into a funding agreement to the value of \$1m with the State Government for the design and development of an Arts and Community Hub at 5-5A Clifford Parade; and**
- 7.2 Note that a report will be presented to Council in early 2020 with options for the development of the Barwon Heads Arts and Community Hub at Clifford Parade, Barwon Heads.**

Carried.

Attachment 1

Financial Implications

1. The Barwon Heads Arts Council were successful in securing an election commitment from the Member for Bellarine, the Hon Lisa Neville MP for \$1m to construct an arts hub in Barwon Heads. At the request of the State Government a grant application has been submitted by the City to Regional Development Victoria (RDV) under the Regional Jobs and Infrastructure Fund for \$1m, but a funding agreement is yet to be signed.
2. The value of the land to be utilised will vary depending on the final option for delivery of an arts and community hub.
3. This project has not been identified previously as a strategic priority for the City. Council have no capital budget allocated for the project. The City has engaged with RDV to clarify the scope and potential obligations in relation to the grant. Council is not required to contribute funding to this project, however for the project to proceed Council will be required to utilise land at Clifford Parade, Barwon Heads. The Barwon Heads Arts Council Inc have identified the former Barwon Heads Kindergarten and Maternal Child Health Centre as their preferred location. This building is currently vacant and has been for approximately six years as the service previously provided at this location was transferred to the Bop Bop Karrong, Barwon Heads (Kornoo) Integrated Child and Family Centre.
4. The property has been identified as surplus to Council service delivery requirements and has been nominated as a potential site for asset sale.

Community Engagement

5. The Barwon Heads Arts Council engaged a consultant to complete a Needs Analysis report in 2016. Community Engagement was conducted as part of the project and included stakeholder engagement, online and face to face community survey and a community forum.
6. The following commentary in the foreword to the consultant report states “Barwon Heads could be described as a community with a strong arts presence, with many artists living and working in the community. A community survey undertaken for this study indicates that Barwon Heads has a strong arts supported base.”
7. Subject to the resolution of Council, community engagement would be conducted as part of the design and development process. Community stakeholders will be invited to participate in the Project Reference Group to inform the design development for an arts and community hub in Barwon Heads.

Social Equity Considerations

8. The development of an arts and community hub will facilitate increased access to community activity and creative expression

Policy/Legal/Statutory Implications

9. No policy, legal or statutory implications are anticipated in relation to this report.

Alignment to Council Plan

10. The development of an arts and community hub aligns with Council's strategic priorities including informed social infrastructure planning and vibrant arts and culture.

Conflict of Interest

11. No City officers who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Risk Assessment

12. Social – that an inadequate assessment of all options will potentially result in a lost opportunity to maximise the social return from the Clifford Parade site.
13. Financial – depending on the options, the financial implications of each vary widely. In the absence of a properly considered assessment of all site options there is the risk of undervaluing the financial return on the site, and the financial return to the community.

Environmental Implications

14. There are no environmental implications in relation to the recommendation of this report. Council's Sustainable Building Policy and One Planet Principles will be considered in the design and development of major social infrastructure projects.



5-5A Clifford Parade

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



3. BARWON HEADS FOOTBALL NETBALL CLUB – REQUEST FOR ASSISTANCE

Source: Community Life – Social Planning and Investment
Director: Robyn Stevens
Portfolio: Social and Infrastructure Planning

Purpose

1. To consider a request from the Barwon Heads Football and Netball Club (BHFNC) to subsidise the maintenance costs associated with Howard Harmer Reserve.

Background

2. Howard Harmer Reserve and all associated assets are the responsibility of the Victorian Government and managed by the Barwon Coast Committee of Management (BCCM) in accordance with the *Crown Land (Reserves Act) 1978*.
3. During the 2019-20 Council Budget process a submission was made by the BHFNC for Council to subsidise the club's cost for maintenance of the Howard Harmer Reserve, Barwon Heads.
4. Following the budget process, the BHFNC was informed that Council requested a report from officers by December 2019 to assess potential options for supporting the BHFNC. This report will also consider any other potential impacts for other public facilities on crown land not managed by Council.
5. In 2017, Council adopted the Fair Play Policy that, in part, determines the type and level of subsidy Council provides for the upkeep of public sporting club facilities and ovals. The policy applies to sports grounds, sports courts, pavilions at recreation reserves and other facilities (when used for active sport and recreation). In 2019, the application of the policy resulted in clubs receiving a subsidy of approximately 85% toward ground maintenance and club operations.

Key Matters

6. The BHFNC is the only local level, not for profit sporting organisation in the municipality that operates on public land that is not owned or managed by the City. Note that there are several sporting clubs across the municipality operating on privately owned land but this report does not apply to those clubs.
7. The Fair Play Policy allows the BHFNC to be considered by Council for services and subsidy, as it is a local sporting club operating on public land. The application of the policy is not limited to Council owned or managed public land.
8. The BHFNC's budget submission is based on an argument that the City provides a subsidy to support all other local sporting clubs that are on public land. BHFNC play in the same competition and BHFNC's submission is that their club delivers the same community outcomes as other clubs but does not receive support or subsidy from Council.
9. The BCCM have responsibility for the maintenance and upkeep of public land under its control. It is important that any decision of Council does not result in a shifting of responsibility or cost from BCCM to Council.
10. The total cost of maintenance is \$40,000 annually. It is proposed that BCCM and the City will contribute \$20,000 each.

Cr Sullivan moved, Cr Murrhiy seconded -

11. That Council:

- 11.1 Pre-commit \$20,000 in funding from the 2020-21 Budget to subsidise Barwon Heads Football Netball Club (BHFNC) for maintenance and watering of Howard Harmer Reserve;**
- 11.2 Direct the Chief Executive Officer to write to the Barwon Coast Committee of Management (BCCM) requesting the Committee contribute an equivalent amount to Council's contribution to offset the costs of BHFNC maintaining and watering Howard Harmer Reserve. This is consistent with the Committee's obligations to maintain other community assets under its control that are available for use by the general public;**
- 11.2 Subject to paragraphs 11.1 and 11.2 above, enter (under delegation) into a three-year funding agreement with BHFNC to the value of \$20,000 per annum for maintenance and watering of Howard Harmer Reserve; and**
- 11.2 Note that the subsidy is being provided as the BHFNC operates on public land (Howard Harmer Reserve) and as a matter of policy Council does not subsidise the operations or maintenance of sporting facilities on private land.**

Carried.

Attachment 1

Financial Implications

1. The annual forecast cost for the Barwon Heads Football and Netball Club (BHFNC) to maintain the reserve to a standard akin to Council managed sporting reserves is approximately \$40,000 per annum. This estimated cost is derived from a BHFNC quotation of \$32,646 for surface maintenance (dated 15 March 2018) and watering costs of \$8,343 paid to the Barwon Coast Committee of Management (BCCM) in 2018.
2. The cost to Council from adopting the recommendations of this report would be a maximum of \$60,000 over three years. This agreement will not be for the renewal or replacement of assets, which is the responsibility of BHFNC and BCCM.

Community Engagement

3. The BHFNC and the BCCM have both been consulted in the preparation of this report.

Social Equity Considerations

4. The funding subsidy will ensure the Fair Play Policy is more equitably applied across all local sporting clubs that operate on public land, noting the level of subsidy is limited by the fact that the BCCM retain a level of responsibility for the upkeep of the reserve as a piece of public open space when not being used for organised sport.

Policy/Legal/Statutory Implications

5. The funding agreement as a mechanism to support the BHFNC enables Council to support the Club, while not taking on any additional risk or responsibility associated with maintenance and operations of the Howard Harmer Reserve.
6. This subsidy proposed in this report does not expose Council to a precedent as there are no other sporting reserves and clubs within the municipality that operate from public land that is not owned or managed by Council.

Alignment to Council Plan

7. The proposal in this report is consistent with the Fair Play Policy.

Conflict of Interest

8. No City officers who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Risk Assessment

9. Financial - the approach proposed in this report aims to limit the risk to Council of financial cost shifting by ensuring that the responsibility between the maintenance of the Howard Harmer Reserve for the purposes of both a sporting field and public open space is shared between the land manager (BCCM) and Council.
10. Social – the approach proposed in this report aims to address the risk of the BHFNC being disadvantaged as a local community organisation.

Environmental Implications

11. There are no known environment implications arising from this report.

4. DRAFT TRANSPORT NETWORK OPERATING PLAN - COMMUNITY FEEDBACK

Source: City Services – Engineering Services
Acting Director: Shaun Broadbent
Portfolio: Transportation and Connections

Purpose

1. To seek Council endorsement to release the draft Transport Network Operating Plan (TNOP) and seek community feedback.

Background

2. The Revitalising Central Geelong Action Plan (2016) is the State Government's plan to drive change in Central Geelong through a concerted, coordinated effort between local, state and federal governments, the private sector and the local community.
3. A key short-term action of the plan is to "develop a transport and movement network operating plan, that aligns with the Regional Network Operating Plan, linking key precincts and supporting a functional and vibrant city centre, including reviewing bus routes and interchange location, connectivity between bus services and regional train services".
4. A Transport Network Operating Plan that identifies preferred transport routes between places where people live, work and visit. Prioritising particular modes of transport on preferred routes will result in smarter use of the road system.

Key Matters

5. The State Government has responsibility for the public transport network that is integral to the TNOP including buses and trains. The review of bus routes around central Geelong is being assessed by the Department of Transport at a high level and will not form part of Councils engagement. The TNOP has been developed with key stakeholders and technical experts but has not yet been provided to the community for their feedback.
6. The Department of Transport provided a technical review of Council's draft TNOP in 2019 and provided the additional appendices investigating CBD route options for the bus network with a range of options included for future consideration.

Cr Kontelj moved, Cr Nelson seconded -

7. That Council:

- 7.1 **Note the Draft Transport Network Operating Plan (Attachment 2);**
- 7.2 **Approve its release for community feedback for a period of 6 weeks; and**
- 7.3 **Note that a report will be presented to Council following the completion of the community feedback period.**

Carried.

Attachment 1

Financial Implications

1. There are no financial implications associated with community engagement about the TNOP.

Community Engagement

2. Stakeholder engagement with external agencies has informed the draft plan. Representatives included VLine, PTV, Public Transport Users Association, Regional Roads Victoria, Department of Transport, Bicycle User Groups and Community representatives from the disability access committee.
3. The draft TNOP will be released for a six week period for community feedback before returning to Council for endorsement.

Social Equity Considerations

4. Equitable access to services and offerings in central Geelong is an important consideration in the successful development of the TNOP.

Policy/Legal/Statutory Implications

5. It is important to note that the road network is managed by two agencies: VicRoads manage the arterial road network including McKillop Street, Latrobe Terrace and Ryrle Street and Council manages the local road network in the CBD grid.

Alignment to Council Plan

6. The report aligns to a fast reliable and connected transport network through the application of Integrated Transport Connections. It supports a focus on improving our public and active transport and better connecting our networks.

Conflict of Interest

7. No City staff have a conflict of interest in the preparation of this report.

Risk Assessment

8. The Transport Network Operating Plan will support increased safety and efficient movement for all transport network users.

Environmental Implications

9. This report does not propose any environmental implications.

THE CITY OF
GREATER GEELONG

TRANSPORT NETWORK OPERATING PLAN

—

CENTRAL GEELONG

DRAFT OCTOBER 2019

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Executive summary

In a city that is growing and revitalising, planning for the future of movement is fundamental to a successful outcome. The City's and State Government's partnership plan, Revitalising Central Geelong Action Plan (2016), is designed to encourage:

- People living and working in the city
- Permanent and construction job creation
- Demand for retail and services
- Creativity and vibrancy across the city day and night
- New development opportunities
- Private sector confidence to invest in Central Geelong

It is important how we use and operate our road network to support a functional and sustainable transport system for the city. We need a smarter approach to managing our road network – one that resolves competing interests for limited available road space, makes the best use of our existing roads and supports people to make alternate choices about what type of transport to use and when. While new infrastructure plays an important role in growing a City, we must also better manage our existing road network.

The Transport Network Operating Plan (TNOP) for Central Geelong is a long-term approach for operating the road network that makes it more efficient and safer, and supports the development of places where people live and work. By giving particular modes of transport priority on certain roads, the TNOP will encourage safer and a more considered approach to the development of the transport system.

The TNOP does not have all the answers. It provides the strategic direction for the city, providing direction on which streets have priority for different transport modes, to inform future projects and decision making. The TNOP does not provide particular designs of streets, or how they function. It is a framework for the future.

As a plan for the future, the TNOP cannot come to fruition straight away. The transition and changes to the road network cannot occur all at once.

A 10-year Implementation Plan will be developed to identify actions that can be applied in a staged and coordinated way to bring the TNOP to life.

This document does not contain direction or planning on bus movements in Central Geelong, as the management,

operation and planning of bus services is the responsibility of the Department of Transport.

The Department of Transport are currently reviewing bus services and routes through Central Geelong and their alignment with the initiatives outlined in the Revitalising Central Geelong Action Plan. Adoption and consultation on any changes to bus services are at the discretion of the Department of Transport.

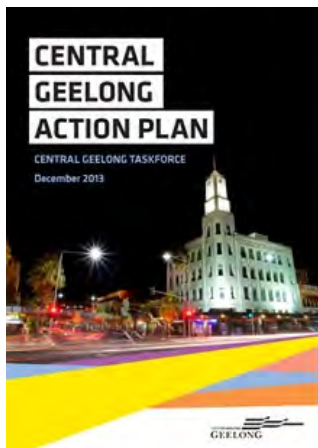
Central Geelong does contain roads that are arterial roads managed by the Department of Transport (including Ryrie Street, Latrobe Terrace, McKillop Street and Fyans Street) and have been involved in the development and review of this TNOP.

Strategic Alignment

Central Geelong is developing and evolving. The City first commenced its plans to revitalise Central Geelong in 2013 with the development and adoption of the Central Geelong Action Plan. The State Government then released the Revitalising Central Geelong Action Plan in 2016, which took the key actions from the Councils Central Geelong Action Plan and combined them with key State initiatives in a combined, partnership approach, to revitalising Central Geelong.

The Revitalising Central Geelong Action Plan (2016) is the state government's plan to drive change in Central Geelong through a concerted, coordinated effort between local, state and federal governments, the private sector and the local community. The plan is designed to encourage:

- People living and working in the city
- Permanent and construction job creation
- Demand for retail and services
- Creativity and vibrancy across the city day and night
- New development opportunities
- Private sector confidence to invest in Central Geelong



The Central Geelong Action Plan (2013) and Revitalising Central Geelong Action Plan (2016) both identify the TNOP as a key short-term action to develop and adopt.

The City of Greater Geelong's Council Plan 2018-22 outlines the City's key priorities and how intend to sustain and enhance the environment we live in, and how well manage and plan for growth. The plan identifies 11

strategic priorities that will be the focus for the four year period of the plan.

The Council Plan: Update 2019-20 further details key priorities and actions that will be progressed in the twelve months of 2019-20.



Council Plan 2018-22 and Council Plan Update 2019-20 identify one of the 11 strategic priorities as *Integrated Transport Connections* with the focus on improving our public and active transport, and better connecting our networks. The Plan's key priority and actions specifically outline working with State Government in the development and adoption of the Transport Network Operating Plan in 2019-20.

OUR FOCUS WILL BE ON IMPROVING OUR PUBLIC AND ACTIVE TRANSPORT, AND BETTER CONNECTING OUR NETWORKS.

During 2016 and 2017 the City undertook one of its largest community engagement activities, involving over 16,000 people in the development of Greater Geelong's Clever and Creative Future. From this 9 community aspirations were formed, one which specifically related to transport: *A fast, reliable and connected transport network*. From the engagement, the community valued sustainable, connected and networked walking, cycling and public transport services that allow all ability access into and across the city-region.



The engagement and finalisation of the Clever and Creative Future document identified that success of the transport aspirations and community values would be achieved by;

- a pedestrian and cycling network that cover the whole municipality;
- accessible transport options connecting people with the city-region;
- development of Greater Geelong as Victoria's major logistics and freight centre;
- diversion of road traffic around urban centres; and,
- cycling becomes a credible and safe on-road commuter option.

The Transport Integration Act also sets out the legislative framework for the various transport and land use authorities to work together to achieve a fairer, safer and more environmentally sustainable transport system. It enshrines the use of triple bottom line assessments of economic prosperity, social and economic inclusion and environmental stability. Ultimately, these aspects of the Act are expected to form part of the development of our transport planning and development options.

Background

Central Geelong is evolving, and it is important how we use and operate our road network so the CBD remains a functional and sustainable system. We need an intergrade approach to managing our road network – one that helps resolve competing interests and improve the safety of all road users.

The Transport Network Operating Plan (TNOP) for Central Geelong is a long-term framework for the road network that helps manage the conflict between different transport modes and supports the development of places where people live and work. By giving particular modes of transport priority on certain roads, the TNOP will encourage smarter use of the road system.

In the TNOP, certain routes will be prioritised to work better for cars while other routes will be managed to work better for public transport, cyclists and pedestrians; however, all road users will continue to have access to all roads. The TNOP seeks to provide a balance between competing interests for road space and managing congestion and safety on key arterial roads, while supporting the development of a sustainable transport system into the future.

INFLUENCING PROJECTS AND FACTORS

The Transport Network Operating Plan (TNOP) for Central Geelong also plays an important role in responding to and informing a significant number of projects.

As a key document that informs the modal priority for streets in Central Geelong, it is crucial to incorporate the outcomes of previous strategies and plans. These include Council developed and external agency documents that have been completed and are in development, such plans as;

- Central Geelong Freight Program – Implementation Plan
- Central Geelong Car Parking Strategy
- Commuter Car Parking Strategy
- Greater Geelong Growth Area Infrastructure Strategy
- Geelong-Warrnambool Rail Duplication

Figure 1 below illustrates the various key projects and factors that influence, or are influenced by, the TNOP.



Figure 1 - Central Geelong Influencing Projects

Central Geelong Freight Program

The Central Geelong Freight Program – Implementation Plan was developed in by the Department of Transport in May 2018, partnered with VicRoads and the City to ensure a whole of government approach to freight movement to, through and within Central Geelong.

Broadly, the plan implementation plan assess and identifies alternate routes to the south of Central Geelong (McKillop Street, Fyans Street, Breakwater Road and the future Bellarine Link) as the priority routes for east-west freight movement in the future. The plan identifies the key inhibitors along these southern routes that enable more reliable and accessible travel for freight.

The program also identifies a staged approach to potential restrictions to through-movement of freight that are not servicing the CBD.

Importantly, the plan involved data collection of traffic movement through Central Geelong. The key findings from the traffic data shows that;

- Ryrie Street carries 26,000 vehicles per day, of which 2,500 were recorded as through-vehicles (not stopping in Central Geelong).
- Of all the vehicles using Ryrie Street, 2,500 of those are trucks. Of which, 500 were recorded as through-trucks (not stopping in Central Geelong)

- A review of traffic volumes pre and post the Malop Street truck restrictions showed an increase of 293 trucks pre day on Ryrie Street.

The Plan identifies 13 key actions with timeframes short (0-1 years), medium (2-5 years) and long (5+ years).

The actions outlined in the Central Geelong Freight Program will contribute to the 10-year Implementation Plan, supporting with the direction and objectives set out in the TNOP.

Central Geelong Car Parking Strategy

The City is developing a revised Central Geelong Car Parking Strategy. The strategy aims to refresh the existing Central Geelong Car Parking & Access Strategy (adopted in April 2014) and consider how Central Geelong has evolved and how future parking will be planned, managed and catered for in the future.

A discussion paper was released for community consultation from December 2018 to March 2019. Consultation sought the communities feedback on key challenges and opportunities facing parking in Central Geelong, with the outcomes to help inform the draft strategy which is aimed to be released for public consultation in 2020.

The provision of car parking and role Council plays in providing car parking, particularly off-street parking, will be fundamental to the development and access of future land use. The TNOP considers the existing major off-street parking locations and will assist decision making around the appropriate locations of this type of land use development in the future.

Geelong Commuter Car Parking Strategy

In February 2019 the Department of Transport finalised the Geelong Commuter Car Parking Strategy. The strategy considered the parking availability and demands of trains stations on the Geelong-Warrnambool rail line between Lara and Waurnd ponds (excluding Corio Station).

The strategy summarised the existing conditions for each station, including station access, facilities and parking. The strategy also surveyed patrons to understand travel patterns, preferences and feedback on existing infrastructure and train services.

Considering future development prospects, modelling of potential patronage forecasts was undertaken considering changes to the way people access and the supply of parking at each station. The outcomes conclude how and where shortfalls in infrastructure exist to support future travel demands.

The TNOP considers the future access provision for Geelong Station. The Department of Transport's review of bus services and bus routes through Central Geelong will need to consider the future integration with train services and the Geelong Station, amongst the broader municipality.

Greater Geelong Growth Areas Infrastructure Strategy

The City recently commenced the development of the Greater Geelong Growth Areas Infrastructure Strategy in partnership with the Department of Transport and the Victorian Planning Authority. The strategy aims at developing a long term transport infrastructure plan for the municipality that will set the overarching framework for investment in state significant road and rail infrastructure projects to support the development of Geelong's three major growth areas, Armstrong Creek and the Northern and Western Geelong Growth Areas.

The project includes planning of Geelong's public transport network and the major road network. As the project includes the contributing movement associated with the growth areas as well as broader municipal growth, the outcomes of the project will give a clear picture of the constraints of the existing public transport and road network.

The project seeks to establish the "ultimate" transport infrastructure requirements generated by Geelong's growth areas at full build out, and then establish prioritisation and staging of infrastructure based on various growth scenarios.

The project seeks to achieve four key objectives:

1. To identify the major transport (road and rail) infrastructure requirements to support the ultimate development scenario in Geelong's three major growth areas.
2. To identify the requirements and staging of infrastructure based on modelled growth scenarios at intervals of: 2018 (base case), 2031, 2041 and 2051.

3. To deliver reporting material, communication material and advocacy documentation to facilitate state infrastructure funding and delivery.
 4. To form the basis for the identification of mechanisms that may secure a growth area infrastructure contribution for Geelong.
- legislative and safety requirements
 - operational and business structure of providers
 - enforcement of users and providers
 - integration with other users, particularly conflicts between transport modes and consideration of persons with disability and access requirements

Geelong-Warrnambool Rail Duplication

The Department of Transport has undertaken initial planning for the Geelong-Warrnambool rail line duplication, between South Geelong and Waurin Ponds station. The project would include construction of 12.6 kilometres of track between South Geelong and Waurin Ponds; construction of second platforms and car parking at Marshall and South Geelong rail stations; a new rail bridge over the Barwon River; and, grade separation of the level crossings at Fyans Street and the Surf Coast Highway.

The TNOP considers and responds to the future changes associated with the Geelong rail line duplication. Particular initiatives outlined in documents such as the Central Geelong Freight Program also contribute to the implementation of the TNOP.

Car Share

The City are currently investigating and developing a draft Car Share Policy. Currently the City do not have any car share providers operating on public land. As demands increase for flexible transport options across all modes of transport, car share will become increasingly in demand to allow more dynamic modal choice for the community.

Whilst car share does not directly influence the development of the TNOP, there are aspects of the implementation and operating considerations of car share that will be guided by the TNOP.

Bike and Scooter Share

New transport share developments are continuing to evolve and grow both in a local Geelong context, across Australia and internationally. There are number of considerations when investigating the adoption of these share services, including;

Automated Vehicles and Smart City design

While automated vehicles and other smart city infrastructure does not influence the TNOP prioritisation, it may influence the concepts and projects developed as part of the subsequent 10-year Implementation Plan. How the Central Geelong transport network evolves and changes over time to align with the TNOP can be achieved with many different design and infrastructure responses.

CURRENT MOVEMENT AND FUTURE GROWTH

Geelong is growing rapidly; our growth rate is currently 2.7% per annum and by 2041 is forecasted to have an additional 136,000 population. This growth is expected to occur within the existing urban areas of Geelong and is significantly contributed to by our three main growth areas of Armstrong Creek, Northern and Western Growth Areas.

How we manage and prioritise transport across the network will be crucial and the reliance of more sustainable movement will be fundamental to supporting growth across the municipality. The Greater Geelong Growth Areas Infrastructure Strategy will inform the major infrastructure and network challenges this growth will impose on the transport network across the municipality at broad. The TNOP will be a guiding strategy to assist in where and what transport modes are prioritised in Central Geelong. The supporting 10-year Implementation Plan will provide the detail of how Central Geelong will need to change to support the various transport modes.

Central Geelong Travel to Work

The Australian Bureau of Statistics shows us how people are currently choosing to travel to Central Geelong for work trips. We know that there is currently an extremely high reliance on private vehicles. This trend will not be sustainable with the volume of growth in population that is

facing Geelong, more sustainable means of active travel and public transport will play a pivotal role to access the city.

Figure 2 below shows the mode choice of people travelling to work in Central Geelong. The graph shows how this mode choice changes as the distance from Central Geelong increases from <2km, 0-2km, 2-4km through to 8-10km. The data shows that of the people living less than 2km from Central Geelong; 48% are choosing to travel to work by car; 1% are choosing to travel by public transport (transit); 47% are choosing to walk; and, 5% are choosing to ride. However, as we consider distances of 2-4km and beyond, the reliance of vehicles to travel to work dramatically increases to 83% and above.

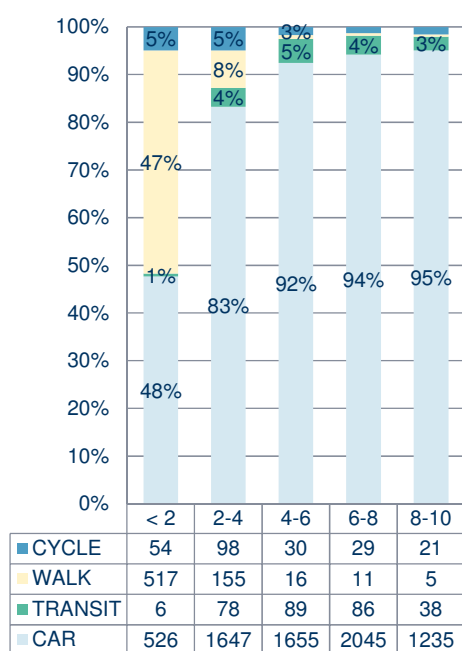


Figure 2 - Australian Bureau of Statistics: Travel to Work (Central Geelong)

Many factors contribute to people decision making of modal choice, that is why they choose private vehicle over walking, riding or public transport. Typically there are four aspects that influences this decision, they are;

- personal circumstances;
- safety;
- cost; and
- accessibility.

Individual personal circumstances are often difficult to change and can range from commitments for child pick-up

/ drop-off, disability provisions and after hours commitments/appointments.

Research tells us safety is a major factor that influences people’s choice of transport mode, particularly for people considering riding. Approximately 60% of people are interested in choosing to ride, but are concerned about their safety. This can be influenced by creating suitable infrastructure that supports all ages and ability and prioritising bike movement on appropriate streets.

Cost is a factor for everyone considering their mode of choice for travel. Cost is also considered not only in dollars, but also other cost factors such as time and physical effort. Careful consideration needs to be given to the impact cost can have.

Accessibility relates to how easily a transport mode can be used. Accessibility particularly influences peoples decision making for public transport, relating to how frequent a service runs, where the public transport routes go to and from and how people can get to and from the public transport service.

Transport Network Operating Plan

People come to Central Geelong for many different reasons: to work, to study, to live, to shop, to visit, to be entertained and to enjoy the Waterfront and public spaces.

Central Geelong as a place and as a destination is different for everyone. People interact with the city in different ways depending on their purpose for coming to Central Geelong. Whether people are coming to Central Geelong for work or to shop or to study, there are common themes that make their experience and interaction what it is.

From a transport perspective, the primary function of a road is to move people from their origin to their destination, ideally as safely, efficiently and easily as possible for the user. Whether that's travelling by car, by foot, bike, bus or moving goods via freight.

In reality roads play a far greater role in the experience we have as users of a city or a space – and so, our streets play an important movement and a place function.

URBAN STREETS DO MUCH MORE THAN SIMPLY PROVIDE THE INFRASTRUCTURE FOR VEHICLE-BASED TRANSPORT SYSTEMS – THEY ARE IMPORTANT PUBLIC PLACES.

- PETER JONES

With so many different aspects to transport, what makes our streets, the various elements to place making and complexities of a city centre, it's important to identify exactly what the TNOP does, and doesn't, tell us.

What does the TNOP tell us?

Ultimately, the TNOP is a framework for decision making. It is a high level strategy on how different transport modes interact with each other, and the streets and places they move within.

It is a strategy for how we manage the interaction of different transport modes (pedestrian, bike, vehicle and freight movement).

It does identify which modes of transport are prioritised in each street in Central Geelong.

It sets the framework for decisions when we implement projects and upgrade our streets.

What doesn't the TNOP tell us?

The TNOP doesn't tell us how or what to do, it doesn't have all the detailed answers for our street designs.

It doesn't exclude transport modes if they're aren't prioritised in that street. Certain routes will be prioritised to work better for cars while other routes will be managed to work better for public transport, cyclists and pedestrians; however, all road users will continue to have access to all roads.

It doesn't tell us the layout of the street, how many turning lanes, traffic lanes, pedestrian crossings, bike facilities and what parking etc. is needed in the street.

It doesn't tell us exactly how the street operates. As we progress the implementation plan and develop specific projects, these operational aspects will be resolved. The TNOP is a plan for the future.

Supporting Implementation Plan

A 10-year Implementation Plan is identified as a key action following the adoption of the TNOP and is identified in the Council and State Government *Revitalising Central Geelong Action Plan* as;

In conjunction with the network operating plan, develop a 10-year plan with an associated budget to deliver identified road network upgrades to the Geelong road network.

The 10-year Implementation Plan identifies the actions and projects required to transition today's road network to that identified in the TNOP. The Plan will identify the details that the TNOP does not, things such as changes to the streets layout, turning and traffic lane reconfigurations and upgrades, where and how pedestrians and bike riders will be catered for etc.

The transition and changes to the road network cannot occur all at once. That is why the Implementation Plan is a 10 year plan. There will be some actions that can be applied straight away, others may require other projects or network changes to occur prior to them being executed.

LAND USE & TRANSPORT

The TNOP considers and appreciates the relationship between transport and land use, to enable both elements to positively influence the other.

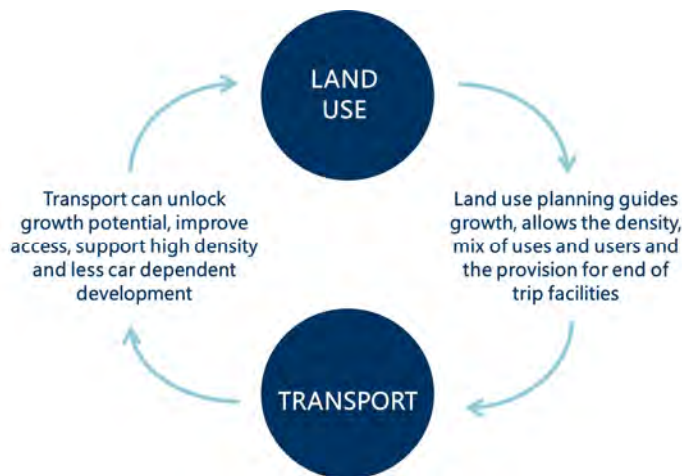


Figure 3 - Land Use & Transport Relationship

Figure 3 shows the iterative relationship between land use and transport planning. This process is the consideration of the movement function, and the place function, that streets provide. This relationship has been considered by professionals throughout the development and planning of cities, towns and villages across the world.

Movement and Place

Movement and Place in Victoria is a framework developed by State Government based on an exercise in London aimed at managing, and where possible, reconciling conflicts between urban place-values and wider network movement performance objectives. This framework was embedded within the TNOP design process to achieve a balance between the need to move people through and within Central Geelong, and the need for Central Geelong's streets to be great places.

Fundamental to movement and place thinking is recognising that streets perform multiple functions. Transport links not only move people from A to B, they also serve as key places and destinations in their own right. There is a natural tension between these two functions. As a movement corridor, every link aims to minimise travel time and keep people and goods moving. Contrarily as a destination, it aims to increase visitor dwell time. (Department of Transport, 2019)

TRANSPORT LINKS NOT ONLY MOVE PEOPLE FROM A TO B, THEY ALSO SERVE AS KEY PLACES AND DESTINATIONS IN THEIR OWN RIGHT.

The State Government's Movement and Place framework suggests the movement and place functions of streets should be considered in a matrix function, as illustrated in Figure 4 below.



Figure 4 - Movement and Place Matrix (Department of Transport, 2019)

Considering the place function of streets when undertaking transport planning, such as the development of the TNOP, allows the considerations of a whole of network approach. Some streets may trigger a high place value and a corresponding low movement value. Some streets may have a low place, but high movement value. Appreciating this at a network level allows for appropriate planning to be considered for adjacent streets, and the impact these have throughout the network.

TRANSPORT NETWORK OPERATING PLAN

The TNOP is the culmination of the various modal priorities, noting that buses are not displayed, as they are the subject to the Department of Transport's review. Buses and the bus network is owned, managed and the responsibility of the Department of Transport (formally Public Transport Victoria).

The following sections give overview to the streets where pedestrians, bikes, vehicles and freight are planned to be prioritised in Central Geelong.

The TNOP does not exclude transport modes if they're aren't prioritised in a particular streets. Certain streets will be prioritised to work better for cars while other streets will be managed to work better for public transport, cyclists and/or pedestrians; however, all road users will continue to have access to all streets.



Figure 5 - Transport Network Operating Plan

Pedestrians

Walkability is critical to ensuring a vibrant city. The pedestrian network is developed to enhance walkability in the locations where high volumes of people are required to support existing and future land uses – surrounding high density employment, retail and commercial areas. This is done by focussing on improving the permeability and accessibility of the network for pedestrians.

The pedestrian priority network classified within the TNOP covers most of the road network within the 'key places' in Central Geelong. The intent of the 'key place' streets shaded grey in Figure 6 is to create a low speed, low vehicle traffic volume environment where pedestrian experience is comfortable and amenable and pedestrian priority infrastructure is provided or assumed through street design.

High place value include the Waterfront, Moorabool Street and the Malop Street Green Spine. The pedestrian priority network has been designed to connect these key places within Central Geelong to the surrounding supporting land use.

Another key feature is the commitment to improve pedestrian connections from the city to the bay, with priority extending to the bay along Moorabool and Gheringhap Streets.

This priority pedestrian network will also complement the City's Laneways initiatives as priority for pedestrians is given to the roads within the vicinity.



Figure 6 - Pedestrian Movement Priority Network



Bike Riders

The priority bicycle network outlined within the TNOP is twofold in creating a connect network within itself, and to provide access to key place destinations within Central Geelong.

Consistent with State planning objectives, bike routes have been developed considering the need for them to be;

- direct, for riders to access destinations but to also move efficiently as to be attractive for use;
- connected to enable access to destinations and other bike routes;
- safe for the users, ensuring infrastructure supports riders of all ages and abilities; and,
- aligned, to other existing and proposed bike networks and transport planning.

The routes into the city are designed to provide direct access to and from the city, designed to provide great permeability and coverage of the city.

The network aligns with the broader existing and proposed bike routes as outlined in the adopted Strategic Cycling Corridors and Principle Bicycle Network, including the western and southern bicycle links (which includes the approved Building Better Bike Connections projects). When constructed, these strategic corridors will include key connections to, from and along Central Geelong to Waurn Ponds via Belmont; and, Herne Hill to Geelong West.

The network integrates with some existing bicycle infrastructure along Swanston Street, connections to the Bellarine Rail Trail, Barwon River, Eastern Garden and Geelong Waterfront.

As with other transport modes, on the streets where bike movements isn't prioritised, that movement can still be catered for to provide access to the surrounding land uses.



Figure 7 - Bike Movement Priority Network



Vehicles

The traffic priority routes established have two key functions under the TNOP;

1. to reduce the number of trips without a destination in central Geelong from passing through; and,
2. to provide access to off-street parking associated with key land uses and high activity areas.

This allows motorists who need to drive to be able to access Central Geelong, whilst not prioritising through-movement and the negative impacts associated with excessive through-traffic.

The overall aim of the traffic priority network outlined in the TNOP is to provide adequate access to key land uses and off-street parking facilities and maintain local traffic access.

The objective is to support through-movement on arterial corridors that are designated for through-traffic, and away from local roads and the city centre which have a high place value. There are some key aspects of the arterial corridors that can be improved to unlock capacity and improve efficiency and reliability for motorists. These enablers will be further developed and identified in the 10-year Implementation plan. This particularly relates to movement traveling through the city centre east-west. Consistent with previous planning, it is proposed these movements are prioritised to the south of Central Geelong to McKillop Street, Fyans Street, Breakwater Road and the proposed Bellarine Link (which connects Portarlington Road to the Ring Road).

It is important when implementing projects and initiatives to consider improving vehicle priority in high movement streets in balance with reducing vehicle priority in high place value streets.



Figure 8 - Traffic Movement Priority Network



LEGEND

- Traffic Movement
- Key Place
- Car Parking

Freight

The freight priority network outlined under the TNOP is designed to remove freight movements that are not destined for Central Geelong – this is particularly the focus for east-west movements.

This is aligned with the approach of the Central Geelong Freight Program which proposes that freight priority is encouraged on alternative, more southerly routes, and removing priority for through-movement from Central Geelong. The TNOP does not proposed to ban all truck movement into Central Geelong, those movements required for delivery and servicing will still be catered for. It is those movements that do not have a destination within Central Geelong that will not be prioritised through the city and will be prioritised along other identified freight movement streets.

Latrobe Terrace is proposed to remain as the priority freight route for north-south trips within Central Geelong.

Removing freight priority for through-traffic from Ryrie Street provides significant benefits to the aspirational high value places within Central Geelong.

As opposed to other modes within the TNOP, managing the freight network is often characterised by placing restrictions on streets, through truck bans or time restrictions. Through the development of the Central Geelong Freight Program, an effort has been made to ensure that strategic freight movements occur along the priority routes by providing reliable and efficient alternatives, prior to any restrictions being enforced. This is also supported by a greater level of regulatory control available to heavy vehicles.

Freight vehicles servicing central Geelong properties will not be restricted under these regulatory controls.

Infrastructure changes that improve the reliability for freight along priority networks should ensure the movement of goods is still catered for to support retail and commercial land uses within Central Geelong.



Figure 9 - Freight Movement Priority Network



Public Transport

Buses

Buses and the bus network is owned, managed and the responsibility of the Department of Transport (formally Public Transport Victoria).

As Greater Geelong's population is growing, along with increasing job density and retail activity, there will be more people needing to access the centre for employment, study and shopping.

The most efficient way for people to access central Geelong is through mass public transport. Therefore, it is critical that the city centre bus network does not compromise bus users' experience.

The Department of Transport need to develop a city centre bus network that supports the implementation of the Revitalising Central Geelong Action Plan's catalyst projects.

The bus network should be designed to support the broader objectives of the Revitalising Central Geelong Action Plan, and other state and local government strategies. A key part of this is ensuring that the bus network responds to, and supports, the land use aspirations for Central Geelong.

The Department of Transport have recently undertaken a Central Geelong Bus Services and Infrastructure Capabilities Review

As there are numerous and potentially competing objectives, a series of bus network alignment options should be developed and evaluated to inform the DoT in their decision making for the current and future bus network in Central Geelong. A preferred bus route through and into Central Geelong has not been confirmed is currently being investigated by DoT. The TNOP that has been developed for pedestrians, bike, vehicle and freight movement consider and respond to the possible variations to bus routes. Any proposed changes to bus routes in Central Geelong will integrate and do not conflict with the TNOP.

Trains

Historically Geelong's rail network played a limited role for trips into Central Geelong, due to limited network coverage and relatively low service frequency between Waurin Ponds station to the south, and Lara station to the north, and Geelong Railway Station. With recent changes

to the timetabling and frequency of train service, patronage of trips using the rail to access Central Geelong has increased. There are still timetabling improvements that can be optimised to assist and encourage movements, particularly to encourage people commuting to Central Geelong for work.

Currently the bus network is a centralised network. That is, that bus services originate and end in one point – Central Geelong. For some services, this can make routes onerous and time intensive. As Geelong grows and the demand to move more people, more efficiently, public transport services will play a big part in supporting movements into, around and within Central Geelong. Future changes and the consideration of a decentralised network that connects bus services to closer train stations along the railway between Lara and Waurin Ponds, may give users more flexibility in where they travel, and a quick and more reliable travel times. These changes and timetabling will need to be considered further and with consideration of the whole public transport network.

Next Steps

The Department of Transport are currently reviewing and considering the future routes for bus movements through Central Geelong. This review forms a key component and dovetails into Transport Network Operating Plans. The Department of Transport is responsible for the review and any associated changes to bus routes and services, including the approval process with State Government and any consultation with the community.

The Transport Network Operating Plan has been shown to be compatible with, and will deliver the network behaviour required to achieve, the vision for Central Geelong.

The implantation of the plan will require key actions and changes to the network, as proposed to be identified in the 10-year Implementation Plan. These key moves will assist Central Geelong to remain accessible, respond to growth and transition from today's road network to that identified in the TNOP. It will require a coordinated, sustained and concerted effort between local and State Government, key stakeholders and the local community.

5. GEELONG MAJOR EVENTS COMMITTEE – ANNUAL REPORT TO COUNCIL 2018-2019

Source: Economy, Investment & Attraction – Economic Development & Events
Acting Director: Tim Ellis
Portfolio: Tourism and Events

Purpose

1. To provide an overview of the Geelong Major Events Committee (GME) outcomes for the period 1 July 2018 to 30 June 2019.

Background

2. 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.
3. The continued success of GME to attract and support major events requires an ongoing funding commitment from Council. GME's focus is on attracting and sponsoring major events for the region, based on the economic and reputational outcomes they provide.

Key Matters

4. Between 1 July 2018 and 30 June 2019, 25 major events supported by GME were successfully hosted in the Geelong Region, including four new events.
5. The 25 major events stimulated economic activity and provided social benefits to our community. An estimated \$99.3million of event expenditure was generated in our region from local and non-local sources, which supports the equivalent of an estimated 794 full time jobs in the Greater Geelong region and represents a return on investment of 53:1.
6. The 2018-2019 GME sponsored events also provided additional social benefits for the local community through participation and spectator opportunities, with over 50 percent offering some free public access. Over 850,000 participants and spectators are estimated to have attended the 25 major events (Attachment 2 – Summary of Events Sponsored by GME 2018-2019).
7. GME's calendar of major events was enhanced in 2018-2019 by the biennial Australian International Airshow and the inaugural White Night Geelong. Geelong also welcomed the Archibald Prize Exhibition to the Geelong Gallery for the second and final year in 2018. These three extraordinary events are estimated to have generated an additional \$42million of event spending in our region this year.

Cr Murrhly moved, Cr Nelson seconded –

8. **That Council notes this report providing an overview and a summary of the Geelong Major Events Committee outcomes for the 2018-2019 year.**

Carried.

Attachment 1

Financial Implications

1. The total Council allocation of sponsorship funding of \$1,848,277 paid during the period was within budget. The event expenditure generated by the 25 events staged during the period 1 July 2018 to 30 June 2019 is estimated to be \$99.3m. This event expenditure is estimated to support the equivalent of 794 full-time jobs in Greater Geelong and represents a return on investment for our community of 53:1.

Community Engagement

2. GME meetings are currently held on the third Monday of each month commencing at 4.00pm at City Hall. Up to six ordinary 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.
3. 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.
4. GME consists of:
 - 4.1 Up to four members of Council;
 - 4.2 Up to six external representatives of the business/media/arts or events community;
 - 4.3 The CEO (or his proxy); and
 - 4.4 The Executive Director of Tourism Greater Geelong & The Bellarine Inc.
5. All members have full and equal voting rights.

Social Equity Considerations

6. 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.
7. 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.
8. The events staged within this reporting period provided social benefits for the local community through participation and spectator opportunities, with 14 of these major events offering some level of free public access to the event.
9. It is estimated that approximately 860,000 spectators attended the 25 events staged during the period ending 30 June 2019.

Policy/Legal/Statutory Implications

10. In August 1998, Council established GME as a section 86 Committee under the provisions of the Act to stimulate and encourage events within the municipality.
11. The objectives of GME are to:
 - 11.1 Strive to stimulate and encourage events that offer the best opportunity to provide measureable economic benefits, potential to market Geelong outside the municipality and enhance local community through participation of residents;

- 11.2 Support the development and improvement of hallmark, major and developing events while focusing its activities on a clearly defined strategic program;
- 11.3 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.
12. GME undertake a range of overarching actions to achieve their objectives including:
 - 12.1 A Geelong Major Events Strategy and Business Plan in accordance with terms of reference;
 - 12.2 Maintenance of a funding submissions and evaluation process;
 - 12.3 The development and attraction of new events;
 - 12.4 The continuous improvement of current events;
 - 12.5 Facilitation of state, federal government and private sector funding whatever possible; and
 - 12.6 Recommendations to Council regarding event infrastructure needs.

Alignment to Council Plan

13. This report aligns with the Council Plan as follows:
 - 13.1 At the heart of Greater Geelong; A Clever and Creative Future are a series of community-led aspirations focusing on the region's economy and employment, the environment, arts and culture, tourism and growth. One of the nine aspirations is for the Geelong region to be a destination that attracts local and international visitors through the securing of world class events and entertainment. This aspiration is supported by the objectives and activities of GME.
 - 13.2 In addition, Council Plan identifies its key partnerships in this area including events related groups such as Visit Victoria and the Victorian Events Industry Council, along with event owners and operators. These key relationships are maintained and enhanced through the actions of GME.

Conflict of Interest

14. No City officers involved in preparing this report have any direct or indirect interest in any matter raised in this report.

Risk Assessment

15. The management of risks associated with events is an important aspect to protect the community and Council's assets. 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.
16. 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 the 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, CFA and the Municipal Building Surveyor.

Environmental Implications

17. Each application for funding to GME is assessed against a range of criteria including environmental impact.
18. 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.
19. Council plays a leading role in working with external agencies and event organisers to ensure that environmental implications are appropriately managed.
20. 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.

Attachment 2

SUMMARY OF EVENTS SPONSORED BY GME 2018-2019

The following table provides a summary of the events sponsored during the period, including the estimated economic benefit from each event.

Event Name	Sponsorship Amount	Estimated Economic Benefit
2018 Australian Open Table Tennis Championships	\$10,000	\$1,717,021
2018 Archibald Prize @ Geelong Gallery	\$50,000	\$8,025,116
2018 International Para-Badminton Championships	\$14,000	\$511,795
2018 Word for Word Festival	\$12,500	\$334,441
2018 Toast To The Coast	\$25,000	\$564,780
2018 White Night Geelong	\$150,000	\$5,097,783
2018 Geelong Revival Festival	\$183,211	\$5,962,024
2018 Targa Floria	\$50,000	\$908,946
2018 – 2019 Melbourne Renegades @ GMHBA Stadium	\$50,000	\$1,686,282
2019 A League Soccer @ GMHBA Stadium	\$25,000	\$544,786
2019 Bay Cycling Classic	\$30,000	\$1,160,092
2019 Festival of Sails	\$206,045	\$10,599,917
2019 Ironman 70.3 Geelong	\$150,000	\$2,842,656
2019 Victorian Open Golf Tournament	\$80,000	\$3,455,506
2019 Great Australian Beer Festival	\$20,000	\$716,281
2019 Pako Festa	\$72,116	\$5,545,190
2019 Sidney Nolan's "Ned Kelly" Series @ the Geelong Gallery	\$20,000	\$1,007,801
2019 Geelong Highland Gathering*	\$12,000	\$300,000
2019 Head of the Schoolgirls Regatta	\$22,905	\$2,737,675
2019 Lara Food & Wine Festival	\$15,000	\$532,360
2019 NBL 3x3 Hustle	\$25,000	\$1,116,141
2019 Geelong After Dark	\$20,000	\$1,644,155
2019 National Celtic Festival	\$40,000	\$2,379,656
2019 Cadel Evans Great Ocean Road Race*	\$150,000	\$11,000,000
2019 Australian International Airshow	\$415,500	\$28,900,000

*Post-event evaluation to be finalised.

6. GEELONG MAJOR EVENTS COMMITTEE – AMENDED INSTRUMENT OF DELEGATION AND TERMS OF REFERENCE

Source: Economy, Investment & Attraction – Economic Development and Events
Acting Director: Tim Ellis
Portfolio: Tourism and Events

Purpose

1. To seek Council endorsement of the amended Geelong Major Events Committee Instrument of Delegation and Terms of Reference.

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 in October 1999.
3. It is Council policy to review committee terms of reference every three years.
4. Council's policy for grants, contributions, donations and sponsorships has been replaced with Council's new Community Investment and Support Fund (CISF).

Key Matters

5. The GME Terms of Reference are due to be reviewed in 2019.
6. The GME Committee has reviewed the Terms of Reference and made recommended changes to the document. Changes include acknowledgement of the new CISF Community Events funding which now supports small to medium sized events, and updating of the GME Event Matrix and Funding Criteria to remove duplication between the two programs.
7. The GME Event Matrix and Funding Criteria is also referenced in the GME Instrument of Delegation, therefore that document has been updated also.

Cr Murrhly moved, Cr Nelson seconded –

8. That Council:

- 8.1 **Adopt the amended Terms of Reference for the Geelong Major Events Committee (Attachment 2) and the Instrument of Delegation to the Geelong Major Events Committee (Attachment 3); and**
- 8.2 **Sign and seal the amended Instrument of Delegation to Geelong Major Events Committee (Attachment 3).**

Carried.

Attachment 1

Financial Implications

1. All GME funding allocations are made within the annual budget or are referred to Council or to CEO under financial delegation. There are no financial implications arising from this report.

Community Engagement

2. The amendments to the GME Terms of Reference will be incorporated into relevant GME documentation and updated on the City's website. The funding programs available to event organisers are regularly promoted via various platforms including social media, websites, public info sessions, press advertising and by officers regular contact with event organisers.

Social Equity Considerations

3. The GME Committee members are guided by the GME Terms of Reference, the GME Instrument of Delegation and the Geelong Major Events Strategy when making funding decisions. As a Section 86 Committee, there is a transparent governance process which sees the Committee meetings operate in a similar way to that of the full Council.
4. 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. The benefits derived from hosting major events is felt across the entire municipality.

Policy/Legal/Statutory Implications

5. Amendments to the GME Instrument of Delegation and GME Terms of Reference will be made in accordance with this Report.

Alignment to Council Plan

6. This report aligns with the Council Plan as follows:
 - 6.1 At the heart of Greater Geelong; A Clever and Creative Future are a series of community-led aspirations focusing on the region's economy and employment, the environment, arts and culture, tourism and growth. One of the nine aspirations is for the Geelong region to be a destination that attracts local and international visitors through the securing of world class events and entertainment. This aspiration is supported by the objectives and activities of GME.

Conflict of Interest

7. Officers involved in the preparation of this report, do not have a direct or indirect interest.

Risk Assessment

8. There are no identified risks in relation to this report.

Environmental Implications

9. There are no identified environmental implications arising from this report.

Attachment 2

COMMITTEE TERMS OF REFERENCE



GEELONG MAJOR EVENTS COMMITTEE	Document No:	D19-575860
	Approval Date:	Draft
	Approved By:	
	Review Date:	September 2019
Responsible Officer: Director, Economy, Investment & Attraction	Version No:	
Authorising Officer:	Chief Executive Officer	

1. SUMMARY

Geelong Major Events (GME) has been formed to coordinate all issues related to the attraction, assistance and funding of events (as defined by the terms of reference) on behalf of the Greater Geelong City Council.

2. OBJECTIVES

GME will 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 life through participation of residents,

GME will support the development and improvement of hallmark, major and developing events while focusing its activities on a clearly defined strategic program.

GME will 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.

Specific elements to the achievement of the objectives include –

1. A Geelong Major Events Strategy and Annual Business Plan in accordance with terms of reference.
2. Maintenance of a funding submissions and evaluation process.
3. The development and attraction of new events.
4. The continuous improvement of current events.
5. Facilitation of state, federal government and private sector funding wherever possible.
6. Recommendations to Council regarding event infrastructure needs.
7. Allocation of funds from the budget or make recommendations to the Chief Executive Officer or Council for funding of proposals that have satisfied the criteria and are in accord with the strategy.

In accordance with ~~Council's Policy for Grants, Contributions, Donations and Sponsorships and Council's Policy for the Community Investment Support Fund (CISF)~~ and the GME Guidelines, GME shall not fund the following activities:

- Capital or infrastructure works
- Events of a charitable nature – GME does not provide donations
- Religious, political or racial events
- Events that are not open to the general public, ~~for example conventions, conferences, or club events where access is restricted to members or delegates.~~
- Events not held in the Municipality

3. DEFINITIONS

Event – an occasion where people gather with a common purpose that aims to enhance community life through participation of residents, measurable economic benefits, and potential to market Geelong outside the municipality. Within the context of the operation of the Geelong Major Events Committee an event shall include Geelong signature events, hallmark major events and major events. ~~Developing major events and special major events~~ as provided by Schedule 1.

Act – Local Government Act 1989

4. TERMS OF REFERENCE

4.1. Expected / Definite life of the Committee

- This is an ongoing committee subject to review by Council from time to time.

4.2. Constituency of the Committee

Geelong Major Events' membership shall be constituted by:

- Up to four members of Council;
- The Chief Executive Officer;
- The Executive Director of Tourism Greater Geelong and The Bellarine; and
- Up to six (6) external representatives of the business/media/arts or events community. Each external representative shall be appointed for a term of up to four years, following the public advertising calling for expressions of interest every two years.

All members shall have full voting rights.

4.3. Authority of the Committee

- GME is a Special Committee of Council in accordance with Section 86 of the Local Government Act.
- The powers, duties and functions of the Committee are as described in the sealed Instrument of Delegation.

4.4. Chair

- The Committee shall elect a Committee Member to be the Chairperson.

4.5. Quorum

- A quorum of the Committee shall constitute a number equating to one more than 50% of the appointed members of the Committee.

4.6. Meeting Procedure

- It is the role of the Committee to establish a meeting regime, evaluate its effectiveness and to make adjustments as necessary.
- Minutes of key actions and decisions shall be recorded ~~and retained in a minute book which shall be available for public inspection~~ and published on Council's Website, except for those parts of the minutes for which the meeting has been closed to members of the public under section 89 of the Act.
- All members of the Committee shall be notified in writing not less than 48 hours before the meeting of the time, place and purpose of each meeting provided that where urgent circumstances exist, the Executive Officer may at the instruction of the Chair convene a meeting within a lesser timeframe following contact with members and circulation of any issues to be considered at the meeting.
- The Act requires that all members of the Committee be required to declare any interest or conflict of interest at each meeting as well as completing a return of pecuniary interest on an annual basis.

4.7. Reporting Requirements

- ~~Quarterly Update Annual~~ reports will be presented to Council ~~during the each~~ financial year and minutes of meetings will be distributed to all Councillors.

4.8. Secretariat

- An Executive Officer shall provide secretariat support to the Committee.

4.9. Facilities & Resources

- An Executive Officer as deemed appropriate by the Chief Executive Officer shall be appointed to support GME in the achievement of its objectives.
- Adequate resources shall be provided to ensure the effective operation of the GME Committee.

5. QUALITY RECORDS

Quality Records shall be retained for at least the period shown below.

Record	Retention/Disposal Responsibility	Retention Period	Location
Meeting Minutes	Corporate Records	Permanent	Geelong City Council

6. ATTACHMENTS

- Attachment 1: GME Event Matrix & GME Funding Criteria

Attachment 1: GME Event Matrix & GME Funding Criteria

The GME Event Matrix is a framework for identifying and classifying events that fall within the scope of GME.

Table 1

MATRIX OF GEELONG MAJOR EVENTS					
GME CATEGORIES:	GEELONG SIGNATURE EVENT	HALLMARK MAJOR EVENT	ANNUAL MAJOR EVENT	DEVELOPING MAJOR EVENT	SPECIAL MAJOR EVENT
ELIGIBLE FOR FUNDING TYPE:	SPONSORSHIP	SPONSORSHIP	SPONSORSHIP	SEED FUNDING OR UNDERWRITING	HOSTING FEE OR UNDERWRITING
FUNDING TERMS:	NO LIMIT	NO LIMIT	NO LIMIT	UP TO 3 YEARS	UP TO 3 YEARS

What will GME not fund:

GME will not provide funding to Community Events (refer below for definition).

GME will not provide funding to organisations which do not have an Australian Business Number (ABN). GME can only provide funding to legal entities, such as Incorporated Associations and Companies.

GME will not fund:

- Capital or infrastructure works
- Events (primarily) of a charitable nature – GME does not provide donations
- Religious, political or racial events
- Events that are not open to the general public.
- Events not held in the municipality

Events outside the scope of GME, including community events, may be eligible for financial support through ~~other areas of Council.~~ **Council's Community Investment & Support Fund.**

Table 2

COMMUNITY (GRASSROOTS) EVENTS – does not meet GME criteria
<p>Is an event that celebrates an aspect of community life in Geelong – Often run by volunteer groups.</p> <ul style="list-style-type: none"> • Does not usually attract participants or spectators from outside the Region • Limited likelihood of media exposure outside Geelong • Limited economic benefit expected (< \$500k) <p>Generally seeking sponsorship or in-kind support up to the value of \$10,000 per event</p>

Table 2 (Replace with new table)

COMMUNITY EVENTS
<ul style="list-style-type: none"> • May be an event that celebrates an aspect of community life in Geelong. • May be an event that features a singular cultural or sporting activity. • May be an event that showcases a strategic local industry sector. • May be a new event which aspires to develop into a Major Event. • May be a Special one-off Event – which requires a moderate hosting fee or seed funding for up to 3 years. • May not attract participants or spectators from outside the Region. • Limited likelihood of media exposure outside Geelong. • Generally seeking sponsorship under \$20,000 per event

The GME Funding Criteria is a framework to assess whether an event is eligible for funding from Geelong Major Events by allocating it to a GME Event Category.

Table 3

FUNDING CRITERIA FOR GEELONG MAJOR EVENTS					
GME EVENT CATEGORIES	GEELONG SIGNATURE EVENT	HALLMARK MAJOR EVENT	ANNUAL MAJOR EVENT	DEVELOPING MAJOR EVENT	SPECIAL MAJOR EVENT
CRITERIA	<p>Must be staged within the municipality of Geelong.</p> <p>Must be open to the public</p> <p>Occurs annually, biennially or one-off event.</p> <p>May be an International title or brand.</p> <p>Unique and exclusive to Victoria or Australia.</p> <p>May be a Geelong-grown event and synonymous only with Geelong.</p>	<p>Must be staged within the municipality of Geelong.</p> <p>Must be open to the public</p> <p>Occurs annually or biennially or one-off event.</p> <p>An Internationally recognised event.</p> <p>Unique to Victoria.</p>	<p>Must be staged within the municipality of Geelong.</p> <p>Must be open to the public</p> <p>Occurs annually or biennially.</p> <p>Nationally recognised (and may be internationally recognised) event.</p> <p>Event's unique benefits align with GME strategic plan and may position Geelong for other events.</p>	<p>Must be staged within the municipality of Geelong.</p> <p>Must be open to the public</p> <p>Occurs annually or biennially.</p> <p>Intends to become a National or internationally recognised event.</p> <p>Strong sporting, cultural or industry showcase.</p>	<p>Must be staged within the municipality of Geelong.</p> <p>Must be open to the public</p> <p>Single event or it rotates amongst different States or venues. To be hosted in Geelong for 1 to 3 years only.</p> <p>Sport, Cultural or Industry special event:</p> <ul style="list-style-type: none"> • State, National or International title event. • Satellite event of an International or National program. • A round of an International or National series.

<p>CRITERIA</p>	<p>Estimated Economic Benefit to \$5M to \$50M.</p> <p>Significant non-local attendance and extended visitation.</p> <p>Significant media exposure including television or web based broadcasts</p> <p>Exposure for Geelong's brand and reputation outside of the region.</p> <p>Strong alignment with CoGG's City Plan and GME strategic objectives.</p> <p>Aligns with Victoria's and Australia's events and tourism objectives and will attract State or Federal Gov't funding.</p> <p>Exclusive opportunity for local engagement through participation or spectating.</p> <p>Event is likely to continue indefinitely in Geelong.</p> <p>Event may contain a civic component.</p>	<p>Estimated Economic Benefit to be a minimum of \$5million.</p> <p>Significant interstate (and some international) visitation in Geelong Region for multiple nights.</p> <p>Significant media exposure outside of Geelong and television or web based broadcasts</p> <p>Exposure for Geelong's brand and reputation outside of the region.</p> <p>Strong alignment with CoGG's City Plan and GME strategic objectives.</p> <p>Aligns with Victoria's major event and tourism objectives and has the potential to also attract State or Federal Gov't funding.</p> <p>Exclusive opportunity for local engagement through participation or spectating.</p> <p>Legacy benefits to the region.</p>	<p>Demonstrated significant economic benefit generator up to \$5million.</p> <p>Significant interstate and intrastate visitation by participants and spectators.</p> <p>Likely to receive non-local media coverage.</p> <p>Exposure for Geelong's brand and reputation outside of the region.</p> <p>Event is of strategic value and may position Geelong for other events.</p> <p>Provide some opportunity for local engagement through participation or spectating.</p> <p>Can be hosted by a local Club, Group or Association or at a Council owned or Strategic venue.</p>	<p>Potential for strong economic benefit once established.</p> <p>Interstate and intrastate visitation by participants and spectators.</p> <p>Potential for non-local media coverage.</p> <p>Exposure for Geelong's brand and reputation outside of the region.</p> <p>Event is of strategic value and may position Geelong for other events.</p> <p>Has the potential to develop into another GME Event category.</p> <p>Provide some opportunity for local engagement through participation or spectating.</p>	<p>Provides strong sponsorship benefits in return for cash sponsorship.</p> <p>Significant interstate and intrastate visitation by participants and spectators.</p> <p>Local media coverage expected.</p> <p>Potential for exposure of Geelong's brand and reputation outside of the region.</p> <p>Event is of strategic value and may position Geelong for other events.</p> <p>Would be unlikely to be held/staged in Geelong, if a hosting fee was not provided.</p> <p>Can be hosted by a local Club, Group or Association or at a Council owned or Strategic venue.</p>
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FUNDING TERMS:	NO LIMIT	NO LIMIT	NO LIMIT	UP TO 3 YEARS	UP TO 3 YEARS
FUNDED BY:	GME OR COUNCIL	GME OR COUNCIL	GME	GME	GME
FUNDING TYPE:	SPONSORSHIP	SPONSORSHIP	SPONSORSHIP	SEED FUNDING OR UNDERWRITING	HOSTING FEE OR UNDERWRITING
EXPECTED ECONOMIC BENEFIT RANGE:	UPWARDS OF \$5M	UPWARDS OF \$5M	UP TO \$5M	NO LESS THAN \$500K — UP TO \$2M FUNDING RATIO MUST BE A MINIMUM OF 30:1	NO LESS THAN \$500K — UP TO \$2M FUNDING RATIO MUST BE A MINIMUM OF 30:1

Greater Geelong City Council Instrument of Delegation Geelong Major Events Committee

Greater Geelong City Council (**Council**) delegates to the special committee established by resolution of Council passed on 23 October 2018 and known as the Geelong Major Events Committee (**the Committee**), the powers and functions set out in the Schedule, and declares that:

1. this Instrument of Delegation is authorised by a resolution of Council passed on ~~23-8~~ October ~~2018~~2019;
2. the delegation:
 - 2.1 comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
 - 2.2 remains in force until Council resolves to vary or revoke it; and
 - 2.3 is to be exercised in accordance with the guidelines or policies which Council from time to time adopts; and
3. all members of the Committee will have voting rights on the Committee.

THE COMMON SEAL of GREATER)
GEELONG CITY COUNCIL was affixed)
hereto in the presence of:)

Mayor

Chief Executive Officer

Date: / /

SCHEDULE

Definitions

The following definitions apply:

1. **“the budget”** means the statement of anticipated receipts and proposed expenditure for the support of events for which a budget is set and approved at least annually by the Council.
2. **“the Committee”** means the Special Committee of the Council established pursuant to Section 86 of the Local Government Act 1989, known as Geelong Major Events, as it may be constituted from time to time during the period of operation of this Instrument and Authority.
3. **“the Council”** means Greater Geelong City Council.
4. **“event”**– an occasion where people gather with a common purpose that aims to enhance community life through participation of residents, measurable economic benefits, and potential to market Geelong outside the municipality. Within the context of the operation of the Geelong Major Events Committee an event shall include Geelong signature events, hallmark major events, ~~annual and major events, developing major events and special major events~~ as defined by the Geelong Major Events Terms of Reference.
5. **“strategy”** means a planned approach that outlines initiatives, intended outcomes and performance measures for a set period of time.
6. **“matrix of events”** is a framework for classifying the wide range of events held in the City of Greater Geelong. The matrix is a guide to those events that fall within the scope of GME (Geelong signature, hallmark major, ~~annual and major, developing major, and special major~~ events) and those Community Events which are not within the scope of GME but still may receive advisory and regulatory support from Council, and may be eligible for financial support through the other programs ~~such as the Community Arts & Festival Grants Program or the Councillor Community Grants Program of the Community Investment Support Fund.~~ (refer Appendix 1).

Powers and functions

To exercise Council's functions and powers to perform Council's duties in relation to the conduct and support of events in the City, and for those purposes:

1. to develop the Geelong Major Events Strategy and Annual Business Plan in accordance with the terms of reference;
2. to maintain a funding submissions and evaluation process;
3. to develop and attract new events;
4. to continuously improve current events;
5. to facilitate state, federal government and private sector funding wherever possible;
6. to make recommendations to Council regarding event infrastructure needs;
7. to allocate funds from the budget or make recommendations to the Chief Executive Officer or Council for funding of proposals that have satisfied the criteria and are in accord with the strategy;
8. to do all things necessary or convenient to be done for or in connection with the performance those functions, duties and powers.

Exceptions, conditions and limitations

The Committee is not authorised by this Instrument to:

1. exercise its functions, duties and powers outside the financial parameters set out in the budget;
2. enter into any contracts requiring the expenditure of funds unless such expenditure is provided for in the budget;
3. make recommendations for any funding outside of the current budget year to the Chief Executive Officer (under financial delegation) or refer to Council;
4. enter into any contracts, including leases, licences and like contracts which provide for the receipt of funds if the sum to be received falls short of (without necessarily having to be set out as a separate item in) the statement of anticipated income forming part of the budget;
5. exercise the powers which, by force of section 86 of the Act, cannot be delegated.

The Committee acknowledges that Council's Chief Executive Officer and staff are authorised to approve and/or incur expenditure or income or enter contracts or contract variations in relation to GME, up to a value as defined from time to time by "Council's Delegations – CEO to Staff".

The Committee shall, where pursuant to the provisions of any Act, there are conditions precedent to the exercise by Council of any of its functions, duties and powers, satisfy those conditions precedent prior to the exercise of its functions, duties and powers.

The Committee shall, in carrying out its functions, duties and responsibilities have appropriate regard to policies adopted by the Council or the Chief Executive as it relates to the administrative function of Council.

(Updated) GME Event Matrix

The GME Event Matrix is a framework for identifying and classifying events that fall within the scope of GME.

Table 1

MATRIX OF GEELONG MAJOR EVENTS			
GME CATEGORIES:	GEELONG SIGNATURE EVENT	HALLMARK MAJOR EVENT	MAJOR EVENT
ELIGIBLE FOR FUNDING TYPE:	SPONSORSHIP	SPONSORSHIP	SPONSORSHIP
FUNDING TERMS:	NO LIMIT	NO LIMIT	NO LIMIT

What will GME not fund:

GME will not provide funding to Community Events (refer below for definition).

GME will not provide funding to organisations which do not have an Australian Business Number (ABN). GME can only provide funding to legal entities, such as Incorporated Associations and Companies.

GME will not fund:

- Capital or infrastructure works
- Events (primarily) of a charitable nature – GME does not provide donations
- Religious, political or racial events
- Events that are not open to the general public.
- Events not held in the municipality

Events outside the scope of GME, including community events, may be eligible for financial support through Council's Community Investment & Support Fund.

Table 2

COMMUNITY EVENTS
<ul style="list-style-type: none"> • May be an event that celebrates an aspect of community life in Geelong. • May be an event that features a singular cultural or sporting activity. • May be an event that showcases a strategic local industry sector. • May be a new event which aspires to develop into a Major Event. • May be a Special one-off Event – which requires a moderate hosting fee or seed funding for up to 3 years. • May not attract participants or spectators from outside the Region. • Limited likelihood of media exposure outside Geelong. • Generally seeking sponsorship under \$20,000 per event

7. PLANNING AUTHORISATIONS – COUNCIL TO STAFF

Source: Planning, Design & Development – City Development
Director: Gareth Smith
Portfolio: Planning

Purpose

1. To appoint City officers as authorised officers under the *Planning and Environment Act 1987* (P&EA).

Background

2. City officers are appointed as authorised officers to exercise statutory powers under various Acts and regulations. Appointments as authorised officers are to individual staff members.
3. The P&EA regulates enforcement and is reliant on authorised officers acting on behalf of the responsible authority (Council).

Key Matters

4. Where there is a specific power within an Act, Council should appoint authorised officers pursuant to that Act. This is the case for the P&EA.
5. Planning staff members have recently been employed by the City and are required to be authorised under the P&EA.
6. Attachment 2 sets out the Instrument of Appointment and Authorisation under the P&EA and lists the staff members to whom this authorisation applies (instrument).

Cr Asher moved, Cr Mason seconded -

7. **In the exercise of the powers conferred by section 224 of the *Local Government Act 1989* and the other legislation referred to in the Greater Geelong City Council Instrument of Appointment & Authorisation - *Planning & Environment Act 1987* only (instrument) (Attachment 2), Greater Geelong City Council (Council) resolves that the:**

7.1 Members of City staff referred to in the instrument be appointed and authorised as set out in the instrument;

7.2 Instrument comes into force immediately upon the common seal of Council being affixed to the instrument, and remains in force until Council determines to vary or revoke it;

7.3 Instrument be sealed.

Carried.

Attachment 1

Financial Implications

1. There are no financial implications arising from the subject of this report.

Community Engagement

2. Relevant City managers have been consulted regarding this recommended appointment and authorisation.

Social Equity Considerations

3. There are no social equity implications arising from the subject of this report.

Policy/Legal/Statutory Implications

4. The recommended appointment and authorisation of the staff members complies with the relevant provisions of the P&EA and the *Local Government Act 1989*.

Alignment to Council Plan

5. The recommended appointment and authorisation of the staff members supports the delivery of Council planning services.

Conflict of Interest

6. No City officers who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Risk Assessment

7. There are no significant or high risks associated with the subject of this report.

Environmental Implications

8. There are no environmental implications arising from the subject of this report.

Greater Geelong City Council

Instrument of Appointment and Authorisation

(Planning and Environment Act 1987 only)

Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*)

In this instrument "**officer**" means -

Tom Hams	Senior Statutory Planner
Amelia Green	Principal Planner
Veronica Abbot	Planning Investigations Officer
Leigh Page	Senior Statutory Planner

By this instrument of appointment and authorisation Greater Geelong City Council -

1. under section 147(4) of the *Planning and Environment Act 1987* - appoints the officers to be authorised officers for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and
2. under section 232 of the *Local Government Act 1989* authorises the officers generally to institute proceedings for offences against the Acts and regulations described in this instrument.

It is declared that this instrument -

- (a) comes into force immediately upon its execution;
- (b) remains in force until varied or revoked.

This instrument is authorised by a resolution of the Greater Geelong City Council on 8 October 2019

THE COMMON SEAL of GREATER)
GEELONG CITY COUNCIL was affixed)
hereto in the presence of:)

Mayor

Chief Executive Officer

Date: / /

8. BEACH HOUSE LEASE AGREEMENT – NAME CHANGE

Source: Customer & Corporate Services – Property, Procurement and Assets
Director: Michael Dugina
Portfolio: Finance

Purpose

1. To seek approval to enter in an agreement with Eastern Beach House Pty Ltd as Trustee for Eastern Beach House Trust to operate the Beach House.

Background

2. At the meeting held on 25 September 2018, Council made a number of resolutions relating to the operation of the Beach House, including the below:
 - 2.1 Approves the lease of 95 Eastern Beach Road to TBOS Pty Ltd (tenant) for a total possible term of 21 years.
 - 2.2 Notes that any proposed building works to be carried out at the premises by the tenant will be subject to the tenant obtaining the required permits and permissions prior to any building operations commencing.

Key Matters

3. Since the meeting on the 25 September 2018, all relevant permits have been gained and approved heritage restoration and demolition works have commenced.
4. TBOS Pty Ltd and the Mulberry Group have created a new entity, Eastern Beach House Pty Ltd as Trustee for Eastern Beach House Trust. This new entity consists of the same directors as the Mulberry Group.
5. The Mulberry Group have requested that we enter into the lease agreement with Eastern Beach House Pty Ltd as Trustee for Eastern Beach House Trust.
6. A new resolution is required to enter into this agreement, as the entity name has changed from the original resolution.

Cr Murnane moved, Cr Murrhiy seconded -

7. **That Council:**
 - 7.1 **Approve the lease of 95 Eastern Beach Road (premises) to Eastern Beach House Pty Ltd as Trustee for Eastern Beach House Trust (tenant) for a total possible term of 21 years;**
 - 7.2 **Note that the directors of this entity are the same as that of the Mulberry Group and TBOS Pty Ltd; and**
 - 7.3 **Authorises the Chief Executive Officer to enter in to the lease agreement with the tenant on behalf of Council.**

Carried.

Attachment 1

Financial Implications

1. Future market valuations cannot be predicted, however current estimated rentals for the period reaching almost \$2m for the life of the lease on forward estimates. Therefore, to avoid future issues around appropriate delegations for approval, Council approval is sort.

Community Engagement

2. The City advertised its intent to enter into a lease agreement with TBOS Pty Ltd. TBOS and Mulberry Group recently created the business entity Eastern Beach House Pty Ltd as Trustee for Eastern Beach House Trust which is the company that will be signing the agreement.
3. The Eastern Beach House Pty Ltd as Trustee for Eastern Beach House Trust has the same directors and is simply a different business entity created for the operation of this venue.

Social Equity Considerations

4. The proposed lease will include a kiosk, event space and restaurant/café and will reactivate the space for access by the public.

Policy/Legal/Statutory Implications

5. The City has complied with the requirement to advertise its intent to grant a lease. The advertising occurred on 3 August 2018 and 4 August 2018 with submissions closing on 3 September 2018 as per section 190 of the *Local Government Act 1989*.

Alignment to Council Plan

6. The recommendation supports the key priority relating to Organisational Leadership, Strategy and Governance of "Proactively managing our assets, including land holdings".

Conflict of Interest

7. No City officers or contractors involved in this process have a direct or indirect interest in this matter.

Risk Assessment

8. The Mulberry Group provided the only viable submission for the lease of the Beach House. If Council elects not to enter into this lease, the Beach House will remain unoccupied and unavailable for public access.

Environmental Implications

9. Obligations in relation to environmental management, including waste management, are included in the lease terms. There are no other significant environmental impacts arising from this proposed lease.

CLOSE OF MEETING

As there was no further business the meeting closed at 8.57pm. Tuesday, 8 October 2019.

Signed: _____
Cr Bruce Harwood (Mayor)

Date of Confirmation: _____.