MINUTES

COUNCIL MEETING

TUESDAY, 15 DECEMBER 2020

7.00PM

HELD VIRTUALLY BY ZOOM AND BROADCAST ON THE CITY'S WEBSITE

COUNCIL:
Cr S Asher (Bellarine Ward)
Mayor
Cr T Sullivan (Bellarine Ward)
Deputy Mayor

Cr J Mason (Bellarine Ward)
Cr E Kontelj (Brownbill Ward)
Cr S Mansfield (Brownbill Ward)
Cr P Murrihy (Brownbill Ward)
Cr B Harwood (Kardinia Ward)
Cr B Moloney (Kardinia Ward)
Cr R Nelson (Kardinia Ward)
Cr A Aitken (Windermere Ward)
Cr K Grzybek (Windermere Ward

CITY OF GREATER GEELONG

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**MINUTES OF THE COUNCIL MEETING
OF THE GREATER GEELONG CITY COUNCIL
HELD VIRTUALLY BY ZOOM AND BROADCAST ON THE CITY'S WEBSITE
ON TUESDAY, 15 DECEMBER 2020
COMMENCING AT 7.00 PM**

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

Also present: M Cutter (Chief Executive Officer), R Leonard (Director Governance, Strategy and Performance

OPENING: The Mayor declared the meeting open at 7.00pm

ACKNOWLEDGEMENTS:

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

APOLOGIES: Nil.

LEAVES OF ABSENCE: Nil.

CONFIRMATION OF MINUTES:

Cr Mansfield moved, Cr Sullivan seconded -

That the Minutes of the Council Meeting held on 1 December 2020 be confirmed.

Carried.

DECLARATIONS OF CONFLICTS OF INTEREST:

Cr Mason declared a Conflict of Interest in Agenda Item 1, Amendment C363GGEE Central Road, Drysdale Rezoning – Consideration of Panel Report and Adoption of Amendment in that he has had connections with a landowner who also owns land within Amendment C363GGEE.

Cr Mansfield declared a Conflict of Interest in Agenda Item 3, Proposed Ministerial Planning Scheme Amendment – McKellar Centre in that her spouse is the Director of Mental Health Services at Barwon Health.

Cr Kontelj declared a Conflict of Interest in Agenda Item 3, Proposed Ministerial Planning Scheme Amendment – McKellar Centre in that his spouse is an employee of Barwon Health working at the McKellar Centre.

Cr Kontelj declared a Conflict of Interest in Agenda Item 13, Tender T2000051 Supply of Concrete and Concrete Works in that several of those noted interested parties in the report are customers of the business of which he is a Director.

PUBLIC QUESTION AND SUBMISSION TIME:

The following questions were submitted prior to the Council meeting from Andrew Keen, Suzanne Rus, John Verikios and Rebecca Miller. Responses addressing their concerns have been provided via email.

Andrew Keen submitted the following questions:

Council has known about the poor condition of Kees Road, Lara and the need for widening since before its approval of Manzeene Village and Lara West. (refer Council minutes 12/11/2013). Since that time, whenever questions regarding the improvement of Kees Road are asked they are met with the too brief answers "Investigate" or "ongoing maintenance".

The approval of Manzeene Village was conditional on the improvement and widening of Kees Road after the subdivision along Kees Road was complete. It is now complete.

Traffic volume is expected to increase to over 1000 vehicles per day, even before Lara West commences (see Manzeene Village Traffic Report).

1) Does Council accept that Kees Road is not suitable for the increase in traffic volume?

Thank you for your questions, Andrew.

The road currently has a narrow centre seal with some gravel shoulders. Our condition assessment acknowledges that the pavement needs an upgrade and drainage improvements. We are therefore planning for the upgrade of Kees Road to a full width seal for two-way traffic to cater for current and future community needs.

2) When is Council going to make a firm decision and rectify this problem?

The project is being funded from the City's Street Construction program with developer contribution between Windemere Road and Benjamin Drive. It is scheduled to commence construction this financial year (2020/21) with tenders for works to be advertised early in 2021.

Suzanne Rus submitted the following questions:

1) What are you going to do about the hoons, along Limeburners Road and especially the corner of Ryrie Street and Limeburners Road intersection?

   - Ryrie Street is becoming a nightmare to live on, with hoons doing burnouts, drifts and speeding;
   - The cars they use are extremely loud;
   - As of late a few of the vehicles have no number plates and have burnout tyres on the back 2 wheels;
   - This year they have become a problem, for 7 days of the week, starting in the afternoon and well into the early hours of the next morning; and
   - Ringing the police all the time is not the answer, the Council needs to address this issue and solve it. PLEASE!

Thank you for your questions, Suzanne.

The intersection of Ryrie Street and Limeburners Road is managed by Department of Transport.

The City does not have any proposals for this location as it is outside of our jurisdiction, however, we have focused on improving the car park at Limeburners to reduce hooning and anti-social activity. The improvements include placing wheel stops to reduce the open area and the installation of additional lighting and CCTV.

2) Why aren't trucks required to 'NOT' to use their air brakes, through the city of Geelong and especially, as far as I am concerned, Ryrie Street?

It is recognised that excessive truck noise can affect the amenity of residential dwellings and this is one of the reasons the Department of Transport installs signs at certain locations advising truck drivers to avoid using their engine brakes. Generally, these locations are where truck drivers' attention needs to be drawn to avoid the use of engine brakes. However, it should be noted that engine brakes are an integral part of a truck's braking system and it is not appropriate to restrict truck drivers from using their engine brakes in an area where braking may be essential or required to ensure safety. Truck engine brake signs are advisory only and have no regulatory authority.

The Department of Transport has developed a Guide to the Reduction of Traffic Noise, which provides advice to residents about measures they can take to assist in reducing traffic noise in their homes. The guide is available to download at www.vicroads.vic.gov.au/planning-and-projects/environment/noise.

3) Please address the problem of the large amounts of traffic traveling down Ryrie Street. For at least 2 hours in the morning 7-9am and late in the afternoon 4-6pm we find it extremely difficult to access our home by foot or car.

   Please don't give me the same old answers that Council have tried, in the past to shift more traffic to other main roads.

   I am convinced if any of you lived on Ryrie Street this traffic issue would be dealt with.

Ryrie Street is an arterial road under the management of the Department of Transport. The City is not aware of any immediate works the Department of Transport has in progress for reducing the volume of vehicles on Ryrie Street. To understand future plans for this road, the Department of Transport can be contacted on 13 37 78. We have also forwarded this request on your behalf.

John Verikios submitted the following questions:

In early 2019, I contacted council to express my concerns regarding the Better Bike Connection southern route with respect to the design and its interaction with my service station in South Geelong.

My concerns related to ease of access into and exit from my service station for customers and particularly for the B-double tankers servicing the site.

I received a response from [an officer in] the Engineering Department at that time acknowledging and noting my concerns and advised that the best course of action would be to meet on site to go over those concerns.

I never heard or received any further correspondence regarding this matter.

Viva Energy the operators of my service station also requested further formation at that time and have informed me that no response was forthcoming from the CoGG.

1) Is it possible for this meeting still to occur and would it achieve anything at this stage now that the works are being tendered?

Thank you for your questions, John.

Council officers will be in touch to provide a project update and look forward to the opportunity to discuss the detailed designs that are currently out for construction tender.

2) Also, would it be possible for me to view working drawings of the Moorabool Street section as artistic rendering often does not provide any real detail and can be quite different to the finished product?

Designs have been finalised and can be viewed online on the City's website:

https://www.geelongaustralia.com.au/betterbikeconnections

Rebecca Miller submitted the following questions:

Proposed Sale of Part 11 McHarry Court, Corio:

1) How will the loss of parkland be offset by the Council with the addition of other parkland?

Thank you for your questions, Rebecca.

Our analysis of open space in the broader Corio area indicates there is adequate supply of open space (land area), however the key issue is about the quality and activation of open space.

The City envisage that a masterplan for the balance of the open space in Connections Park would consider improvement to the open space to improve the quality and use of the site by community.

This parcel has been identified as surplus to the open space requirements in the area. The sale proceeds will go into a reserve, as per Section 24A (8) of the Subdivision Act, for improvements to other open space within the area.

2) How can homeowners in Geelong trust the Council not to scalp further parklands?

When Council identifies land as surplus to its various strategies, a public consultation process takes place, which did occur for this site. The City is always looking at its assets to determine their best value to the community. This process is supported by the Local Government Act.

3) What investments will the Council make in public transport and drainage to prevent noise/light/air pollution from increased private car use/density of living and to counteract loss of permeable soil?

Any development on the site into the future will be subject to satisfying the planning requirements, including environmental issues and traffic, as part of a subsequent planning permit process.

PETITIONS: Nil.

Cr Mason declared a Conflict of Interest in the following report and left the meeting room prior to discussion of the item at 7.06pm

1. AMENDMENT C363GGEE CENTRAL ROAD DRYSDALE REZONING – CONSIDERATION OF PANEL REPORT AND ADOPTION OF AMENDMENT

Source: **Planning, Design & Development – Strategic Implementation**
Director: **Gareth Smith**

Purpose

1. To consider the Amendment C363ggee Panel Report and adopt the Amendment.

Background

2. On 28 May 2019 Council resolved to prepare and exhibit Amendment C363 to the Greater Geelong Planning Scheme.

3. The Amendment seeks to rezone 28 Rural Living zoned properties on and near Central Road, Drysdale, to facilitate residential development. The Amendment includes overlay controls to manage orderly planning, subdivision design and developer contributions.

4. Exhibition of the Amendment in September and October 2019 resulted in 71 written submissions with opposition from local residents and community associations. Two out of the 20 directly affected landowners are known to object outright to the rezoning.

5. The main issues of objection included that the Amendment is contrary to planning policy and town character; traffic, environmental and drainage impacts; and landowner concerns with the proposed Development Contributions Plan.

Key Matters

6. On 28 January 2020 Council resolved to refer all the submissions to an Independent Panel appointed by the Minister for Planning.

7. The Panel Hearing was initially adjourned by the Panel due to coronavirus restrictions but was ultimately held by video conference on 24, 25, 26 and 27 August 2020.

8. The Panel Report was received on 9 October 2020 and released to the public on 27 October 2020. Under the *Planning and Environment Act* the Planning Authority (i.e. Council) must consider the Panel's report before deciding whether or not to adopt the Amendment.

9. The Panel recommends the Amendment be adopted subject to minor changes to the overlay controls. The Panel said strategic justification for the rezoning is long established and embedded in planning strategies and the planning scheme.

10. The Panel found the Amendment to be entirely consistent with the Drysdale Clifton Springs Structure Plan and emerging policy such as the City's Settlement Strategy.

11. On community concerns about traffic, vegetation, open space and stormwater drainage impacts, the Panel supported the proposed development framework plan (shown in Attachment 2). The Panel also supports the *Central Road Drysdale Development Contributions Plan* that was presented at the Hearing.

12. It is recommended that the Amendment be adopted and submitted to the Minister for Planning requesting approval. The recommended Panel Report changes are generally supported.

Cr Grzybek moved, Cr Harwood seconded -

13. That Council:

13.1 Adopt Amendment C363ggee (Attachment 5 of this report); and

13.2 Submit the adopted Amendment and prescribed information to the Minister for Planning requesting approval.

Carried.

Attachment 1

Financial Implications

1. The *Central Road Drysdale Development Contributions Plan* (DCP) forms part of the Amendment and will be an incorporated document in the Greater Geelong Planning Scheme. The DCP will legally bind Council to administer and deliver the plan. The DCP identifies $7.386 million in new local infrastructure:

    1.1 Five road projects including pedestrian signals on Jetty Road and an upgrade of the Central Road/ Wyndham Street intersection;

    1.2 Two drainage reserves and associated landscaping and revegetation; and

    1.3 Open space improvements to the two new parks and linear reserve including playgrounds and shared use cycle and walking trails.

2. Contributions towards the planned Drysdale Regional Community and Learning Hub in the town centre of more than $557,000 will also apply.

3. The DCP will enable the collection of levies to ensure the shared infrastructure is funded to enable the City and developers to provide the infrastructure. The City will act as the collecting agency and may deliver infrastructure or enter into agreements with developers to provide land and works in-kind.

Community Engagement

4. The Amendment was exhibited in accordance with Sections 17, 18 and 19 of the *Planning and Environment Act*. Landowners, local residents and the broader Bellarine community, including community associations, were familiar with the proposed Amendment reflected in the submissions received.

5. The Panel Hearing was convened by video using Microsoft Teams. All parties who requested to be heard at the Hearing successfully participated over the four hearing days. The Panel Report at Section 1.4 provides an overview of the procedural issues, correspondence and re-arrangements caused by the COVID-19 restrictions.

6. The Panel Report was published on the Geelong Australia C363 webpage on 27 October 2020 and all submitters to the Amendment were alerted to the publication. A further alert was provided to submitters of the date this report would be presented at a Council Meeting.

Social Equity Considerations

7. The Amendment has appropriately considered social equity issues. The City has engaged with directly affected landowners since 2014 about potential future rezoning and the proposed site framework plan shows how the area will develop.

8. The Amendment will deliver a range of social equity benefits including new road intersections, parklands, trails and footpaths. The DCP will ensure landowners pay their fair share for necessary new site infrastructure, as well as contributing to the planned Drysdale Regional Community and Learning Hub.

9. The City adopted a Social Housing Plan in February 2020. The subject land is located close to community services and Council officers have commenced discussions with the lead developer about how future development can contribute a social or affordable housing component. The rezoning itself will increase residential land supply within a constrained market and contribute to affordable housing.

10. There is legislation in place to ensure the owners of 164-168 Wyndham Street are adequately compensated when their land is eventually acquired for drainage and open space purposes. The City seeks a negotiated outcome and has commenced discussions with the owners.

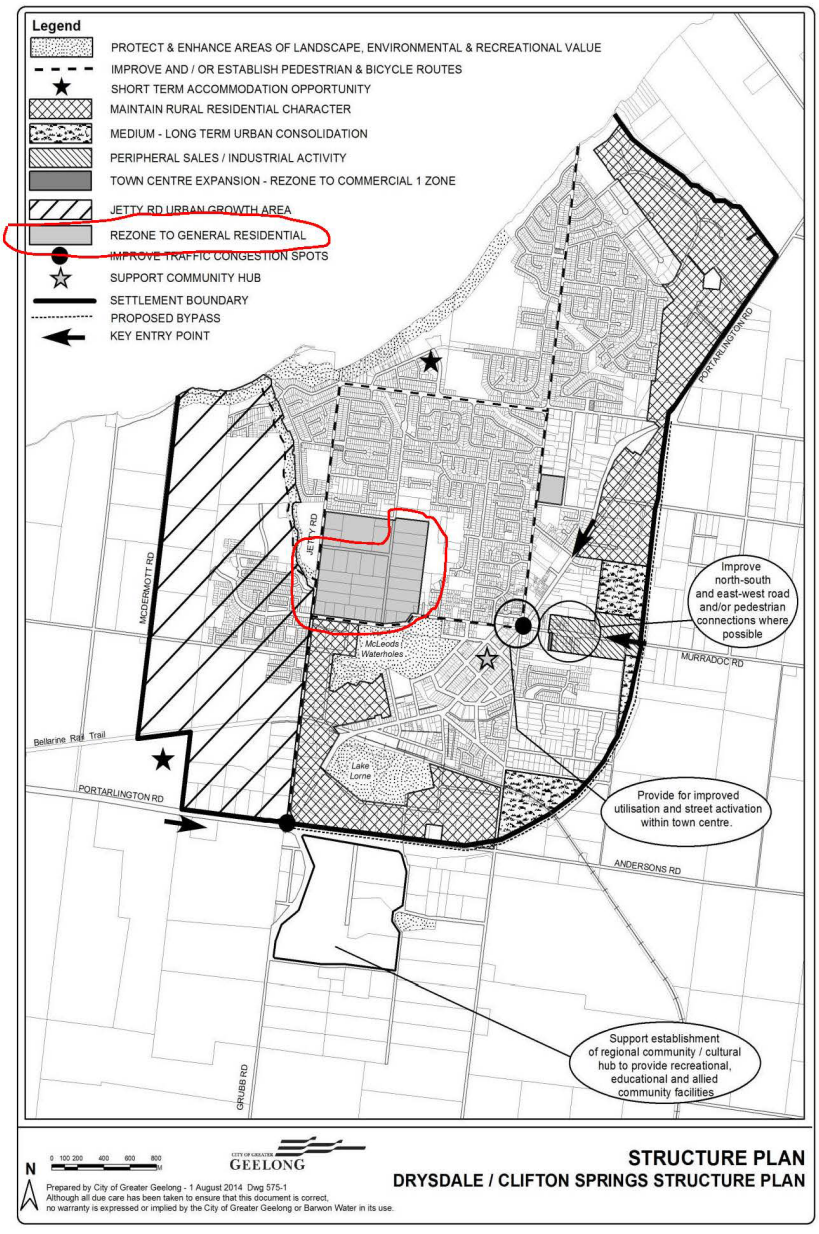
Policy/Legal/Statutory Implications

11. There is clear support for the Amendment in the planning scheme's Municipal Strategic Statement. Most notably, at Clause 21.14 *Bellarine Peninsula*, the subject land is designated for rezoning to the General Residential Zone (refer to Drysdale Clifton Springs Structure Plan map below).

GREATER GEELONG PLANNING SCHEME

21.14-11 Drysdale Clifton Springs Structure Plan map

31/01/2019
C376ptlggee



12. This area is located inside the Drysdale/Clifton Springs urban settlement boundary, close to the town centre, schools, parks, foreshore and developing housing estates at Jetty Road Curlewis, Ada Street and the retirement village on Central Road.

13. The Amendment is also consistent with the City's Settlement Strategy and the emerging State Government Bellarine Peninsula Distinctive Areas and Landscapes (DAL) policy. The Settlement Strategy and DAL seek to consolidate existing town boundaries. The subject land is located inside the Drysdale town boundary. Both policies support the directions for urban growth in the Drysdale/Clifton Springs Structure Plan.

Alignment to Council Plan

14. The Amendment aligns with the Sustainable, Built and Natural Environment and Growing our Economy strategic directions in the *Council Plan 2018-22*.

Conflict of Interest

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

Risk Assessment

16. Delay in deciding whether or not to adopt the Amendment is likely to cause uncertainty and distress for directly affected landowners given the land has long been designated in the Greater Geelong Planning Scheme for rezoning to the General Residential Zone. Many of the landowners have made financial and lifestyle decisions about their property based on a strong likelihood of a residential rezoning.

17. Furthermore, the Panel's report fully supports the rezoning and has recommended the Amendment be adopted (with only minor drafting changes to the overlay controls). An alternative decision risks litigation from affected parties. A decision made contrary to direct policy direction in the planning scheme could be open to administrative law challenge through the Court.

18. Delay in adopting the Amendment, and consequently, delay in the Minister approving the Amendment, risks the DCP not being an approved document by the time VCAT hears an appeal in June 2021 from Clifton Springs Holdings (retirement village owner) to strike out the DCP condition on their permit allowing construction of units at 103-111 Central Road. Without an approved DCP the likelihood of the permit condition being struck-out increases. Without the permit condition, there is no statutory mechanism to collect levies from the land and the shortfall in payments of $260,000 (in 2018 dollars) will be the responsibility of the City.

19. A petition was received in 2019 calling for the construction of pedestrian paths along Central Road which is estimated to cost $131,000. If residential development does not occur, the City would either fund the works or not proceed with the works.

Environmental Implications

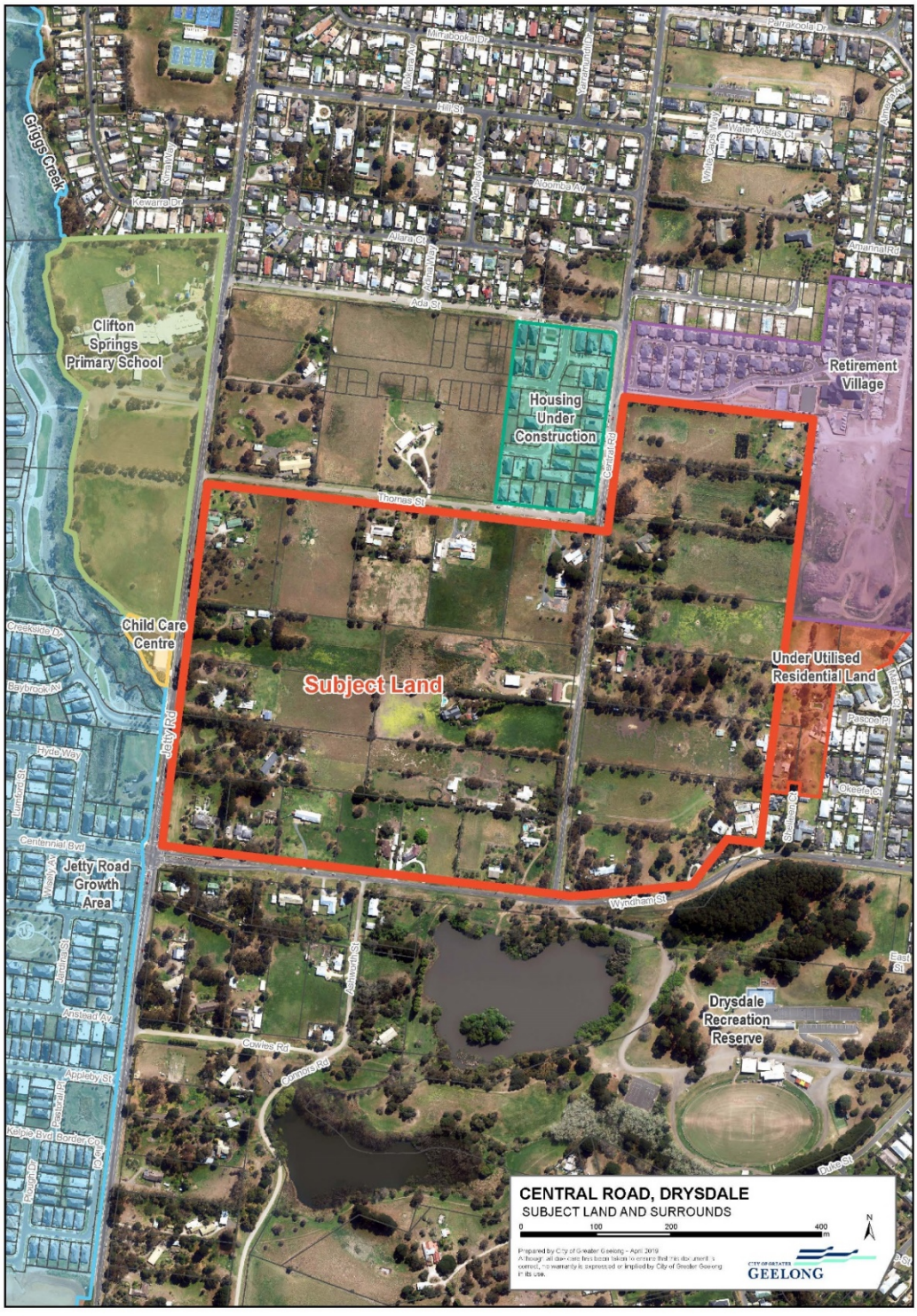
20. The Amendment is supported by technical assessments that address stormwater quantity and quality management, traffic management, vegetation and public open space. This information has informed the site's development framework plan.

Attachment 2

Background

1. In July 2017 the consultant acting for McLeods Developments Pty Ltd lodged a planning scheme amendment request to rezone 28 Rural Living Zone properties on either side of Central Road, Drysdale, to facilitate conventional residential development.

2. The Amendment land (red line and red shaded) is shown on the aerial map below:



3. Amendment C363 recommended for adoption in this report makes the following changes to the Greater Geelong Planning Scheme:

    3.1 Rezone the subject land (as shown on the above map) from Rural Living Zone to General Residential Zone Schedule 1;

    3.2 Rezone the retirement village land (already developed) at 91-101 Central Road, Drysdale, from Rural Living Zone to General Residential Zone Schedule 1;

    3.3 Apply a Development Plan Overlay to the land being rezoned, except 91-101 and 103-111 Central Road, Drysdale (both developed and vacant retirement village land);

    3.4 Apply a Development Contributions Plan Overlay to the land being rezoned, except 91-101 Central Road, Drysdale (developed retirement village land);

    3.5 Apply a Design and Development Overlay to 1-20 Sheileen Court and 23 Marsh Court, Drysdale (shown on the above map as 'under-utilised residential land');

    3.6 Insert associated schedules to the Development Plan Overlay, Development Contributions Plan Overlay and Design and Development Overlay; and

    3.7 Incorporate the document *Central Road Drysdale Development Contributions Plan November 2020 Post Panel Version 1.9*.

4. At its meeting on 28 May 2019 Council resolved to exhibit the Amendment subject to Ministerial authorisation, which was granted on 8 August 2019. The Amendment was placed on public exhibition between 5 September and 14 October 2019.

5. A total of 71 submissions were received. The submissions were categorised as follows:

    5.1 8 submissions from directly affected landowners (i.e. it is their land proposed to be rezoned). Of the eight, two objected to their land being rezoned, one sought clarifications, while the other submissions supported the Amendment.

    5.2 Barwon Water submitted that future residential development can be supplied with water and sewerage services.

    5.3 41 submissions from local residents and Bellarine Peninsula community groups objecting to the Amendment.

    5.4 21 submissions from Marsh Court and connecting court residents objecting to the proposed road connection to the proposed new estate.

6. Key issues raised in submissions were grouped under the following themes: (1) strategic planning policy and town character; (2) Marsh Court; and (3) directly affected landowners.

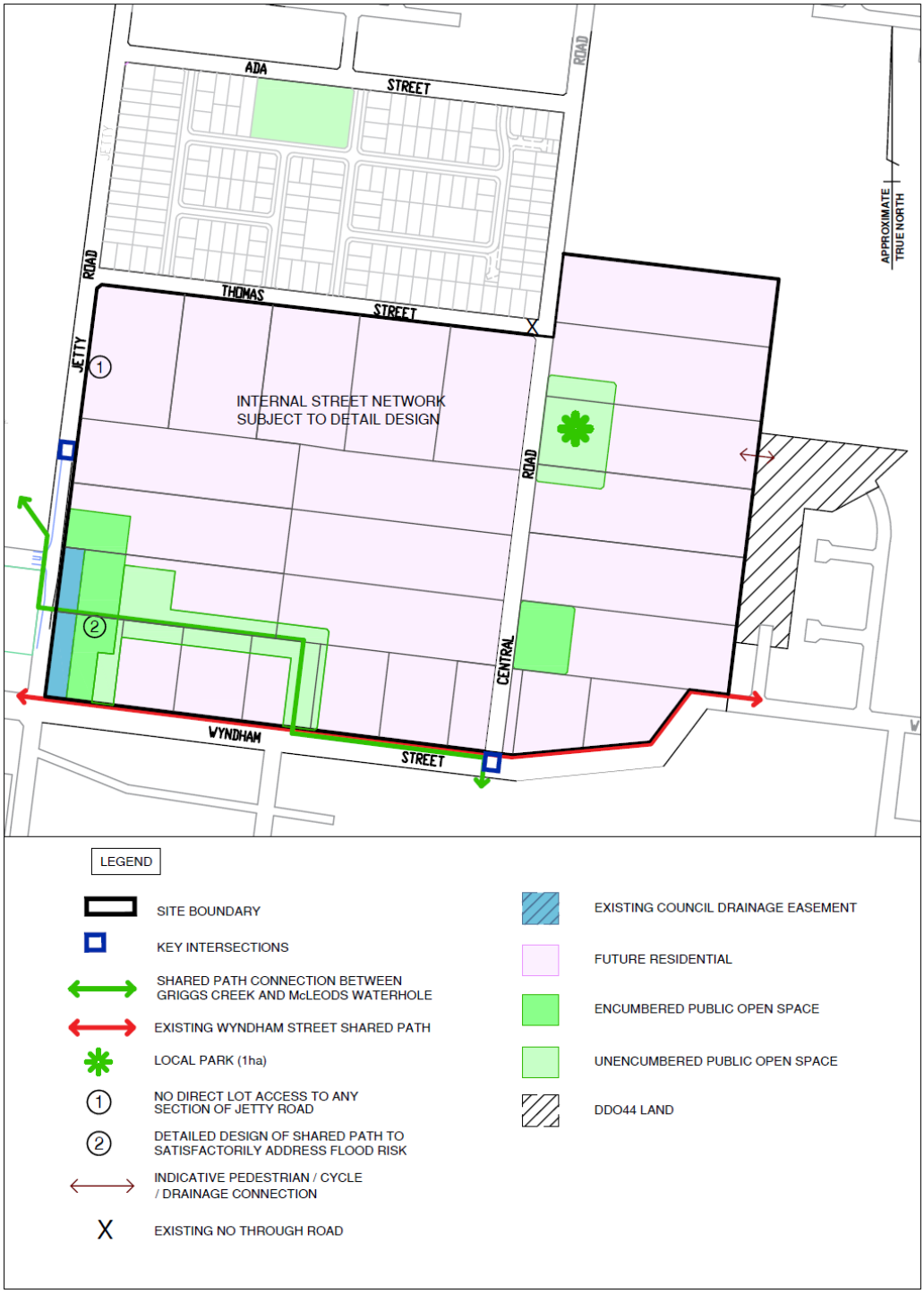
7. A report to the Council Meeting of 28 January 2020 both summarised all the submissions and provided an officer response to the issues raised. Council agreed with the Marsh Court objectors to remove the planned road connection and submissions for minor changes to the Development Contributions Plan. Other objecting submissions were not supported.

8. Council resolved to refer all the submissions to an Independent Panel appointed by the Minister for Planning under Section 23 of the *Planning and Environment Act* and submit to the Panel its response to the submissions generally as outlined in the council report.

9. The Amendment C363ggee Panel was appointed on 11 February 2020.

10. The Central Road Drysdale Framework Plan, which formed part of the Amendment documents referred to the Panel, shows the location of planned uses and infrastructure

(below). The rezoning will facilitate development of at least 550 dwellings, with a one-hectare park on the east side of Central Road and a linear open space and drainage reserve connecting Griggs Creek to the Drysdale Recreation Reserve.



11. Five late submissions were received after the Panel appointment. The submissions were accepted by the City, considered under delegation and referred to the Panel.

12. Four of these submissions were supportive; three from directly affected landowners, and one from a resident of the Bellarine Springs Retirement Village who in 2019 had organised a Central Road footpath petition. The Bellarine Catchment Network objected to the Amendment.

Discussion

13. The Panel Hearing, originally scheduled for early April 2020, was adjourned by the Panel due to coronavirus pandemic government restrictions. The Panel ultimately decided to conduct the Hearing by video conference, and a Hearing was held on 24, 25, 26 and 27 August 2020. All parties who requested to be heard at the Hearing (and others who preferred to observe only) successfully participated over the four hearing days.

14. The Panel considered all written submissions, undertook site visits and read a large volume of technical reports. At the Hearing, the Panel had the benefit of expert evidence in the fields of DCP economics and stormwater and drainage.

15. Parties to the Hearing included: Council officers; the proponent (represented by Maddocks Lawyers); the owners of 164-168 Wyndham Street; Clifton Springs Holdings (Bellarine Springs Retirement Village represented by Best Hooper); other directly affected landowners and the Drysdale Clifton Springs Curlewis Association.

16. There were no submissions from objectors to the exhibited future road connection to Marsh Court at the Hearing. This is because Council had agreed to remove reference to a vehicle link when the submissions were considered at the Council Meeting of 28 January 2020. This issue was however still considered by the Panel.

17. The Panel's report was received by Council officers dated 9 October 2020 and released to the public on 27 October 2020. Under Section 27 of the *Planning and Environment Act* the Planning Authority (i.e. Council) must consider the report before deciding whether or not to adopt the Amendment. The Panel recommended the Amendment be adopted.

18. This report recommends the Amendment be adopted and the adopted Amendment is shown in **Attachment 5**.

19. **Attachment 3** is the Executive Summary of the Panel Report and contains the consolidated panel recommendations (i.e. all the recommended changes to the Greater Geelong Planning Scheme). The full Panel Report is available on the City's amendment's webpage - www.geelongaustralia.com.au/amendments.

20. **Attachment 4** shows the consolidated Panel recommendations in table format and a brief response to each recommendation.

City response to Panel Report

21. This section of the report summarises the issues identified by the Panel and provides a City response to the Panel's conclusions and recommendations.

22. The Panel Report outlined the state, regional and local planning policy context in relation to the Amendment and proceeded to discuss the following issues:

    22.1 Strategic justification

    22.2 Drainage and open space

    22.3 Traffic and transport

    22.4 Marsh Court connection

    22.5 Development contributions

    22.6 Environmental and biodiversity impacts

    22.7 Social impacts

Strategic justification

23. The Panel considered whether the Amendment has sufficient strategic justification to progress. Council submitted the Amendment implements the Planning Policy Framework while the proponent said the strategic intent of the land has long been known.

24. Objecting submissions believed the Amendment to be contrary to the Drysdale Clifton Springs Structure Plan (the 'Structure Plan'), the Settlement Strategy and the distinctive areas and landscapes process. The Drysdale Clifton Springs Curlewis Association said the Amendment was premature, as the Structure Plan was at the end of its 10-year lifespan and should be reviewed prior to the rezoning going ahead. Submitters expressed concern about the loss of the town's rural lifestyle character and 'rural break' within the town which they say the Structure Plan seeks to protect.

25. The Panel accepted that the strategic justification for the rezoning is long established and has been embedded in planning strategies and the Planning Scheme for some time. The Panel said the Amendment is entirely consistent with the Structure Plan, which has been in place for some 10 years and reflects the 1992 Structure Plan. The Panel went on to say (p. 15):

> *"The subject land is within the town's settlement boundary, and clearly identified in the Structure Plan for urban growth and rezoning to General Residential Zone. This is in notable contrast to other areas within the town boundary, which the Structure Plan identifies as being retained for rural living."*

26. According to the Panel the Amendment is consistent with the Settlement Strategy. It found this Strategy directs growth on the Bellarine to three designated locations – one of which is Drysdale/Clifton Springs. The Panel said the Strategy builds on current policy directions that support growth within these towns in order to take the pressure off the sensitive coastal and rural environments in between townships. The Panel also found the policy directions about protecting rural breaks on the Bellarine refer to rural breaks between townships, not pockets of rural living within town boundaries.

27. The Panel accepted Council's submission that there is unlikely to be anything arising from the distinctive areas and landscapes process that fundamentally alters this policy position. The Panel anticipates that the Statement of Planning Policy for the Bellarine Peninsula will reinforce the policy of directing growth to within the three growth town boundaries in order to protect the valued landscapes in between townships.

28. Regarding review of the Structure Plan, the Panel did not consider it is necessary or appropriate to delay the Amendment. Despite its age, the Panel found the Structure Plan remains consistent with current and emerging policy in the Planning Scheme, including the Bellarine Peninsula Localised Planning Statement and the Settlement Strategy.

29. The Panel concluded that the Amendment should proceed and recommended adoption.

30. The City sees the Panel's findings as confirmation of the clear policy direction to rezone the subject land to facilitate residential development.

Drainage and open space

31. The proposed drainage and open space network within the subject land was the most contentious and sensitive issue considered by the Panel. The Panel Report at chapter 4.1 outlined the key issues, particularly the downstream retarding basins to be co-located with open space and their impact on the land at 164-168 Wyndham Street.

32. The Report included a map from the *Central Road Drysdale Development Contributions Plan* (DCP) of the downstream co-located drainage and open space land planned to connect to Griggs Creek and McLeods Waterholes via a linear link (shown below):



33. The Panel identified the main issues to be: (1) whether the Amendment has appropriately considered stormwater management; and (2) whether the downstream drainage retarding basins should be located as proposed. The Panel had the benefit of expert evidence on water and drainage from Mr Bishop of Water Technology.

34. The Panel noted that the owners of 164-168 Wyndham Street are directly impacted – their residence, a glass art studio and an extensive garden are identified in the Framework Plan as a co-located drainage and open space reserve.

35. The landowners objected to the Amendment, primarily on the basis that the destruction of their home is not required to construct the southern retarding basin. The footprint of the southern retardation basin sits just to the north of their dwelling. They questioned whether Council could consider a design that allowed for their dwelling to remain in place.

36. The landowners also submitted that the Amendment financially impacts them, and discriminates against them, as theirs is the only land designated as encumbered land for drainage and open space. Their property cannot be subdivided for housing like other properties within the subject land, making it "*unlikely that anyone will want to buy our property other than the developer driving the rezoning*". They questioned whether the real purpose for acquiring their land was for drainage, or for open space. They submitted that there is plenty of vacant land within the amendment area on which open space could be constructed, and it seemed particularly unfair and unreasonable to identify the land on which their home is located as open space.

37. The Panel considered whether it is possible to revisit the downstream retarding basin designs and provide an outcome that will impact less on the dwelling at 164-168 Wyndham Street. The Panel accepted that the general location of the downstream retarding basins takes advantage of the lowest point in the topography of the land, water

flows and existing conditions. The Panel was of the opinion that it is unlikely any basin design reduction would leave the property completely unimpacted.

38. The Panel agreed with Council's view that providing a co-located drainage reserve and parkland around the downstream retarding basins represents a good planning outcome. The Panel said the landscape and engineering plans that form part of the DCP show the area around the downstream basins to include a sediment drying area, wetland planting, scattered native tree planting and shared paths to link into the overall open space network.

39. The Panel noted this reserve will function in association with the existing 25-metre-wide drainage easement that runs north-south though the property at 164-168 Wyndham Street. The Panel pointed to a statement from Council's senior engineer that allowing dwellings between major flood control features presents safety and management risks and would result in a poor planning outcome.

40. The Panel further accepted that Council and the Proponent have made every effort to provide a reasonable, logical timeframe for when the land at 164-168 Wyndham Street may be required. The Panel accepted that it is Council's preferred approach for the acquisition of the land to be negotiated. The Panel said regardless of the eventual method of acquisition, the landowners are entitled to fair and reasonable compensation for their land, and there are legal processes in place to ensure this will occur.

41. In conclusion, the Panel supported the exhibited drainage and landscape plans. The Panel found that these plans provide for an appropriate drainage concept design and open space layout that utilises the best locations for drainage assets.

42. The Panel also provided comments in relation to the predicament faced by the owners of 164-168 Wyndham Street (p. 23):

> *"The Panel shares the landowners' concerns that they have little control over the timing of the acquisition of their land and will, in effect, be living in limbo until they are approached by a buyer for their property (be that a developer, or Council as the development agency responsible for delivering the retarding basins under the DCP). Ultimately, no real certainty can be provided as to when this can be achieved, being dependent on lot take up and developer interest in the area. It may be that COVID-19 slows the demand for new housing stock in the area, but that is difficult to predict.*
>
> *The Panel acknowledges that this creates much uncertainty for the landowners about their future, and that this is a cause of significant distress. It encourages Council and the Proponent to continue to maintain a constructive and sensitive dialogue with the landowners, and to provide them with as much information as possible about the likely staging of development, the timing of the construction of the downstream retarding basins and the timing of the need to acquire their land. At least this will enable the landowners to plan for their future in an informed way."*

43. The City agrees with the Panel's comments and has commenced discussions with the landowners. It is the City's intention to continue discussions and provide support and information to the landowners in a timely manner.

44. On the broader network, the Panel was satisfied the Functional Design Report and the Stormwater Management Plan appropriately demonstrate that the proposal will not result in adverse off-site flood or drainage impacts or increased flood risk, and that it meets water quality treatment targets.

45. The Panel did not agree with requests by CardnoTGM on behalf of two affected landowners to allow greater development staging flexibility in the Development Plan Overlay (DPO) Schedule. The Panel did however recommend a minor change to the overlay to provide clarity around the staging of infrastructure, which the City supports.

Traffic and Transport

46. The Panel considered whether the Amendment had appropriately considered any potential traffic impacts, noting the findings from the Traffic and Transport Assessment – a technical report submitted with the Amendment.

47. The Panel summarised objecting submissions generally as being concerned about the impact of additional dwellings on traffic and congestion in the local area, and the potential to create a safety hazard for school children, pedestrians and residents of the Bellarine Springs Retirement Village. The Drysdale Clifton Springs Curlewis Association said the traffic assessment was overly conservative and further analysis should be undertaken.

48. A resident of the Bellarine Springs Retirement Village submitted that most petitioners (to an earlier July 2019 petition advocating for a footpath along Central Road) and retirement village residents strongly support the rezoning of the subject land, as this is the essential pre-cursor to the construction of a footpath.

49. CardnoTGM submitted that the Framework Plan in the DPO Schedule should include an internal road layout concept to assist with staging and future interconnection with individually owned land holdings. Neither Council nor the Proponent supported this request.

50. The Panel found that the Traffic and Transport Assessment included a comprehensive analysis of the impact that development traffic would have on the local network, including Signalised and Unsignalised Intersection Design and Research Aid (SIDRA) analysis.

51. The Assessment concluded that, based on the modelling, the predicted increase in traffic generated by the development can be easily accommodated on the local road network without any unacceptable impacts on congestion. The Panel concluded that even if the estimates of dwelling density on the subject land are overly conservative as the Drysdale Clifton Springs Curlewis Association suggested, the modelling demonstrated that there is more than enough capacity in the local network to absorb higher increases in traffic than those assumed in the Assessment.

52. The Panel agreed with Council that the road upgrades and other transport related projects identified in the Assessment, which will either be funded under the DCP or delivered as part of developer works as the subject land is developed, will benefit not just the residents of the new development but also the broader community.

53. The Panel also concluded there is no justification for showing an indicative internal road network on the Framework Plan in the DPO Schedule.

54. The City supports the conclusions of the Panel.

Marsh Court connection

55. The Amendment proposes to apply Design and Development Overlay Schedule 44 (DDO44) to properties at 1 Sheileen Court, 2-20 Sheileen Court and 23 Marsh Court, to provide for a connection between land in Marsh Court and Sheileen Court and the subject land. The exhibited DDO44 provided for a road and drainage link, but in response to submissions Council proposes to amend this to require a linear reserve for pedestrian, bicycle and drainage use only.

56. The Panel accepted Council's assessment that the road link would have unacceptable impacts on the amenity of residents in Marsh Court, and that the necessary drainage connection can be provided through a linear municipal reserve.

57. The Panel concluded that it supports Council's proposed post-exhibition change.

58. The Panel further recommended associated changes to the DPO Schedule and DDO44, which are accepted by the City. The Panel Report did not comment on a further proposed change to the DPO Schedule by Council in its Part B panel hearing submission. The change related to off-site drainage works (if required) prior to preparation of the DPO Schedule development plan and there were no opposing submissions at the hearing.

59. All the changes agreed and adopted by the City are shown in Attachment 5.

Development contributions

60. The Panel provided an overview of the proposed Central Road Drysdale Development Contributions Plan (DCP) and supporting overlay (DCPO8), including post-exhibition changes proposed by Council and supported by the Proponent.

61. The Panel accepted changes relating to:

    61.1 The removal of GST from project costings

    61.2 The removal of public open space land and cash contributions, and instead collect open space contributions under Clause 53.01 of the Planning Scheme (noting open space improvements such as playgrounds and trails will be retained)

    61.3 Other minor corrections as identified at the Panel Hearing.

62. None of these changes were contested. The Panel then recommended changes to the DCP, which are accepted by the City as shown in Attachment 5.

63. Most of the DCP discussion at the Hearing centred on the objecting submission from Clifton Springs (Holdings) Pty Ltd, which operates the Bellarine Springs Retirement Village on Central Road.

64. The last remaining part of the retirement village to be developed is at 103-111 Central Road. The Amendment proposes to rezone and apply the DCPO8 to 103-111 Central Road. The Panel Report notes that by the time of the Hearing, Council had issued a Notice of Decision (NOD) to Grant a Permit for development of this vacant land for an extension of the retirement village. The NOD includes a condition requiring the payment of a Development Infrastructure Levy in accordance with any approved DCP prior to occupation of any building authorised by the planning permit. In effect, the condition means the retirement village owner will be bound by the DCP in the same way as the adjoining housing developer.

65. Clifton Springs Holdings' primary submission was that the DCP and DCPO8 should not apply to 103-111 Central Road. It submitted that condition 6 of the NOD was unlawful insofar as it seeks to retrospectively apply the DCP, and that it was proposing to appeal against the condition at VCAT *(which it has since commenced)*.

66. Clifton Springs Holdings submitted that there was insufficient nexus between the extension of the retirement village and the infrastructure items listed in the DCP – village residents are unlikely to use the infrastructure to be funded under the DCP, so they shouldn't be required to pay for it. They also submitted that 'retirement village' is a different land use to 'dwelling' that generates less demand for off-site infrastructure. If the DCP is applied to the retirement village, it should not be levied at the same rate as dwellings in the new estates.

67. Council rejected the submissions of Clifton Springs Holdings as did Mr Shipp, who provided development contributions expert evidence at the Hearing.

68. In its findings, the Panel said it was not persuaded that the DCP and DCPO8 should not apply to the retirement village land. Nor was the Panel persuaded that there is insufficient nexus between the retirement village and the need for the infrastructure that will be funded under the DCP to justify exempting the retirement village from the DCP. In the Panel's opinion residents of a retirement village are independent, mobile and able to use community infrastructure and facilities just as they would if they were living in the adjacent residential subdivision.

69. Regarding the permit condition, the Panel said questions about the legality of seeking to retrospectively apply a DCP are not matters before the Panel. The Panel also concluded that the retirement village should be subject to the same Community Infrastructure Levy rate as the surrounding development.

70. The City agrees with the findings of the Panel, other than the recommendation to exempt any future subdivision of pre-approved development from the DCP and DCPO8 (refer to pages 34-35 of the report for the Panel's reasons).

71. The Panel agreed with Clifton Springs Holdings that a future subdivision of a previously approved development should be exempt, contrary to the evidence of Mr Shipp that this is standard practice. Mr Shipp said it is appropriate for any subdivision which occurs following gazettal of the Amendment to make a development contribution in accordance with the DCP, regardless of whether a planning permit for the use and/or development has been previously issued.

72. The City agrees with the evidence of Mr Shipp. Such an exemption is not stated in either the 2007 DCP Guidelines or the development contributions Ministerial Direction. The reason for the Panel recommending the exemption is to avoid double dipping should the retirement units be constructed, a levy paid and then at some later point the units are subdivided (and a second levy sought). This scenario is highly unlikely but equally important, the exemption would apply to all the Amendment land – not just 103-111 Central Road. This means that other land parcels where buildings and works are constructed in accordance with a permit approved before the DCP takes effect, may also be exempt. This situation would undermine the DCP finances.

73. The City as administrator of the DCP, is responsible for record keeping and ensuring there is no 'double-dipping' when land is subdivided and a Development Infrastructure Levy paid. This responsibility extends to all DCPs applied in the Greater Geelong Planning Scheme. The Panel's concerns are unfounded and not supported.

Environmental and biodiversity impacts

74. The Panel considered whether the biodiversity impacts of the proposed Amendment are acceptable. Their report outlined the key findings of the ecological (Okologie Consulting) and arboricultural (Let's Talk About Trees) assessments.

75. Chapter 4.5 of the Panel Report referred to several community submissions that raised environmental and biodiversity concerns:

    75.1 lot sizes and open space areas were not enough to allow large trees to be planted to replace those that will be lost when the land is developed

    75.2 Bellarine Catchment Network submitted the Amendment would limit opportunities for connectivity through the landscape, and opportunities for revegetation and restoration projects

    75.3 reduced local biodiversity by destroying wildlife habitats and turning open green spaces into housing

75.4 additional dwellings would result in increased pollution and contribute to climate change, and that it is imperative that 'green belts' through residential areas are protected.

76. In its discussion, the Panel said it acknowledges local community concerns about environmental and biodiversity impacts, but no evidence was presented that the subject land contains significant ecological values or performs any significant biodiversity function. According to the Panel, while the assessments conducted to date are preliminary, they have identified no protected species or native vegetation of significant value on the land – and have concluded that the presence of protected species is unlikely due to an absence of suitable habitat.

77. The Panel agreed with Council that the land is not subject to any overlay that protects environmental values, nor is it identified in any Structure Plan, study or other strategic document as having any significant environmental values.

78. The Panel further considered (p. 40):

> *"…that the creation of the linear open space linking Griggs Creek and McLeods Waterholes will generate an environmental benefit for the community. It will extend an existing corridor along the creek to the foreshore, and will link existing water features, providing possible habitat links as well as recreational links for the community to enjoy. If the linear open space is properly planned and vegetated, it will provide more suitable habitat and greater connectivity than currently exists on or through the subject land."*

79. The Panel therefore concluded that there is no basis on which the Amendment should not be supported on environmental or biodiversity grounds.

80. The City supports this finding and believes the delivery of 2.739 hectares of public open space (not counting the drainage reserves) provides a real opportunity to retain canopy trees and recreate natural habitat.

Social impact

81. The owners of 164-168 Wyndham Street have constructed a glass art studio on their property. This property is designated as a drainage and open space reserve, and ultimately the house, garden and glass studio will need to be removed. The owners open the studio to the local community and to visiting artists, donating their time and materials and providing mentorship to students and local artists.

82. The Panel Report quoted directly from the owners of 164-168 Wyndham Street and the Drysdale Clifton Springs Curlewis Association about the important role the studio plays in community arts and cultural activities, including the Festival of Glass.

83. The Panel was in no doubt that the glass art studio makes a significant contribution to the cultural life of the Drysdale/Clifton Springs community. The Panel found that notwithstanding the value of this asset to the landowners and the community, it is not enough justification to halt the Amendment.

84. It is the opinion of the Panel that the loss of the studio does not alter the overall finding that, on balance, the Amendment will deliver net community benefit. The Panel noted that the land at 164-168 Wyndham Street may not be required for some years and encouraged the landowners to relocate the studio to another suitable location in Drysdale with Council support.

85. The City agrees with the findings of the Panel.

86. The rezoning will not impact on the ability of the owners to continue with their glass art home business or participate in community activities for several years to come. As noted

in an earlier section of this report, Council officers have commenced discussions with the landowners.

Attachment 3

C363ggee Panel Report Executive Summary

Executive summary

Greater Geelong Planning Scheme Amendment C363ggee (the Amendment) seeks to rezone land in Central Road, Drysdale from Rural Living Zone to General Residential Zone, apply overlays and make associated changes to the Greater Geelong Planning Scheme to enable conventional residential development of the land.

The Amendment was exhibited from 5 September to 14 October 2019 and received 76 submissions (including 5 late submissions). While the Amendment received some support from landowners within the subject land, the majority of submissions objected to the Amendment or parts of it.

Key issues raised in objecting submissions included:

- the Amendment is inconsistent with key policies relating to the Bellarine Peninsula, including the *Drysdale and Clifton Springs Structure Plan* September 2010 (the Structure Plan)
- the Structure Plan is out of date and the Amendment should be postponed until the Structure Plan is reviewed
- concerns about the impacts of the proposed development on the rural character of Drysdale/Clifton Springs
- concerns in relation to the location of proposed drainage retarding basins and the associated co-located open space, in particular its impact on 164-168 Wyndham Street
- traffic and transport concerns (both local and regional)
- concerns with the proposed road connection between the subject land and residential land to the east in Marsh and Sheileen Courts
- concerns over whether there was enough nexus between the Bellarine Springs Retirement Village and the planned infrastructure to warrant including the retirement village land in the Development Contributions Plan Overlay
- environmental and biodiversity concerns, including the loss of vegetation, green open spaces and habitat for wildlife
- concerns over the loss of a glass art studio, an important asset that contributes to the artistic and cultural life of the local community (as well as its owners).

After careful consideration of the submissions, evidence and other material provided to it, the Panel concludes that the Amendment should be supported. The strategic justification for the rezoning is long established and has been embedded in planning strategies and the Planning Scheme for some time. The Amendment is entirely consistent with the Structure Plan, as well as the Bellarine Peninsula Localised Planning Statement and emerging policy such as the Settlement Strategy which seeks to direct growth on the Bellarine Peninsula to three designated growth locations (one of which is Drysdale/Clifton Springs) in order to take the pressure off the sensitive coastal and rural environments in between townships.

The Stormwater Management Plan and accompanying landscape masterplan provide for an appropriate drainage concept design and open space layout that utilises the best locations for drainage assets. The Panel is satisfied that the Proponent has thoroughly investigated the drainage issues, and there is no other logical location for the southern retarding basin proposed to be located at 164-168 Wyndham Street.

While the southern retarding basin may not be required for some years, the retention of the existing dwelling and glass art studio at 164-168 Wyndham Street will not be possible when the subject land is fully developed. This is clearly distressing for the landowners and creates much uncertainty for them. Legislation is in place to ensure that the landowners will be adequately compensated when their land is eventually acquired. In the meantime, the Panel strongly encourages Council and the Proponent to continue to maintain a constructive and sensitive dialogue with the landowners, and to provide them with as much information as possible about the likely staging of development, the timing of the construction of the retarding basins and the timing of the need to acquire their land. This will enable the landowners to plan for their future in an informed way.

Traffic modelling demonstrates that local traffic impacts of the development can be appropriately managed, and there is no basis on which the Amendment should not be supported on traffic or transport grounds. General concerns about congestion on the Bellarine Peninsula because of Bellarine townships being designated in local policy as commuter towns is beyond the scope of the Amendment and this Panel's remit.

The Panel supports Council's proposed post-exhibition change to convert the Marsh Court connection from a road and drainage connection to a pedestrian, cycling and drainage connection. It accepts Council's position that a road connection would have unacceptable amenity impacts on the residents of Marsh Court.

The Panel supports the application of the Central Road Development Contributions Plan (the DCP) to the subject land, and considers that the DCP has been prepared in accordance with the appropriate principles and guidelines. It supports Council's proposed post-exhibition changes to the DCP, including removing GST from some of the infrastructure costings, and removing open space land and cash in lieu contributions from the DCP and instead collecting these under Clause 53.01 of the Planning Scheme.

The Panel was not persuaded that there is insufficient nexus between the retirement village and the infrastructure to be provided under the DCP to justify removing the undeveloped portion of the retirement village from the DCP Overlay. That said, the Panel does consider that a future subdivision of retirement village units constructed in accordance with a permit approved before the DCP takes effect should be exempt from levies. This is because the demand for infrastructure is created by the construction and occupation of the units, not subsequent changes to the title arrangements.

There is no basis on which the Amendment should not be supported on environmental or biodiversity grounds. There was no evidence that the subject land supports particularly high quality native vegetation or suitable habitat for listed or threatened flora or fauna. Existing high value trees have been identified and are sought to be retained in the design of the development where practicable. Trees and native vegetation will be subject to further assessment as a development plan is prepared.

While the eventual loss of the glass art studio at 164-168 Wyndham Street will represent a significant loss to the landowners and to the artistic and cultural life of the Drysdale community more broadly, it is not a sufficient justification to halt the Amendment. It does not, in the Panel's opinion, alter the overall finding that on balance, the Amendment will deliver net community benefit.

Consolidated recommendations

Based on the reasons set out in this Report, the Panel recommends:

1. **Adopt Amendmet C363ggee to the Greater Geelong Planning Scheme as exhibited subject to the following changes.**

Changes to the Development Plan Overlay Schedule 37

2. **Amend the exhibited Development Plan Overlay Schedule 37 to:**
   a) **as shown in Council's Part A version, to convert the road and drainage link between the residential land in Marsh and Sheileen Courts and the land in the Development Plan Overlay Schedule 37 to a municipal reserve with a pedestrian, cycling and drainage link**
   b) **replace the final dot point under Urban Design Masterplan with the following:**
      - **The stages by which the development of the land is to proceed, including the staging of the drainage and road infrastructure required to service the stages of development.**
   c) **replace the first dot point under Open Space and Landscape Masterplan with the following:**
      - **Public open space generally in accordance with the Framework Plan that forms part of this Schedule. Encumbered land shall not be credited as Public Open Space including land required for the future stormwater retarding basins.**

Changes to the Design and Development Overlay Schedule 44

3. **Amend the exhibited Design and Development Overlay Schedule 44 to:**
   a) **replace the dot point in Clause 3.0 with the following:**
      - **A linear municipal reserve (or reserves) suitable to carry overland flow paths must be created and connect to the boundary of Development Plan Overlay Schedule 37 (Central Road, Drysdale) at a suitable location approved by the Responsible Authority.**
   b) **include the other changes shown in Council's Part A version.**

Changes to the Development Contributions Plan and Development Contributions Plan Overlay

4. **Amend the exhibited Central Road Drysdale Development Contributions Plan to:**
   a) **remove Goods and Services Tax from the costings for the following projects:**
      - **DI_DR_1a (Central Road Basin – Construction)**
      - **DI_DR_2a (Jetty Road Downstream Basin – Construction (interim))**
      - **DI_DR_2b (Jetty Road Downstream Basin – Construction (ultimate))**
   b) **remove the following Public Open Space items:**
      - **DI_LA_5 (Central Road 1Ha reserve – Land)**
      - **DI_LA_6 (Linear Open Space – Land)**
      - **DI_LA_7 (Co-Located Open Space – Land)**
      - **DI_OS_6 (Public Open Space Cash Contribution)**

c) **make various consequential changes to the text and Tables 5 and 6 as shown in Council's Part A version**
d) **replace 'Central Road RB' with 'Jetty Road RB' in the delivery trigger for DI_LA_3 in Table 3**
e) **replace 'interim' with 'ultimate' in the description of DI_DR_3a in Table 3 and Appendix B**
f) **remove 'Land' from the heading 'Public Open Space - Land, Improvements and Landscaping' in Table 5**
g) **amend section 7.5 (Collection of levies) to replace the first dot point with the following:**
   - **Subdivision of land (except subdivision of buildings and works constructed in accordance with a permit approved before this Development Contributions Plan takes effect).**
h) **include the other changes shown in Council's Part A version.**

5. **Amend the exhibited Development Contributions Plan Overlay Schedule 8 to:**
   a) **include the changes shown in Council's Part A version, consequential on the changes referred to in Recommendation 4(a), 3(b) and 3(c)**
   b) **add the following provision to Clause 4.0:**
      The Development Contributions Plan does not apply to the following type of development:
      - **Subdivision of buildings and works constructed in accordance with a permit approved before the gazettal of Amendment C363ggee to the Greater Geelong Planning Scheme.**

Attachment 4

Panel Recommendations and Response

No.	Panel Recommendation Greater Geelong Planning Scheme Amendment C363	City Response	Reference
1	Adopt Amendment C363ggee to the Greater Geelong Planning Scheme as exhibited subject to the following changes.		
2	Changes to the Development Plan Overlay Schedule 37 Amend the exhibited Development Plan Overlay Schedule 37 to:		Attachment 5
	a) as shown in Council's Part A version, to convert the road and drainage link between the residential land in Marsh and Sheileen Courts and the land in the Development Plan Overlay Schedule 37 to a municipal reserve with a pedestrian, cycling and drainage link.	Agreed	
	b) replace the final dot point under Urban Design Masterplan with the following: •The stages by which the development of the land is to proceed, including the staging of the drainage and road infrastructure required to service the stages of development.	Agreed	
	c) replace the first dot point under Open Space and Landscape Masterplan with the following: • Public open space generally in accordance with the Framework Plan that forms part of this Schedule. Encumbered land shall not be credited as Public Open Space including land required for the future stormwater retarding basins.	Not agreed. This change was proposed by the proponent at the hearing & not supported by Council in its closing submission, for the following reasons: • the 10 per cent open space provision should remain consistent with other similar DPOs applied in the Greater Geelong Planning Scheme; • reference to being generally in accordance with the framework plan is already mentioned in the second last DPO37 provision.	
	No panel recommendation on Council's submission to add a drainage provision in section 2.0.	Consistent with Council's Part B submission, amend the exhibited Development Plan Overlay Schedule 37 Section 2.0 by adding the following provision: 'Drainage works in association with development of 1 Sheileen Court, 2-20	

No.	Panel Recommendation Greater Geelong Planning Scheme Amendment C363	City Response	Reference
		Sheileen Court and 23 Marsh Court, Drysdale.'	
	No panel recommendation on the proponent's submission to change the vegetation assessment provision.	This change was proposed by the proponent at the hearing. Consistent with Council's closing submission, amend the exhibited Development Plan Overlay Schedule 37 by adding the following sentence at the end of the vegetation assessment provision: 'Assessment can be undertaken in stages as site access permits.'	
	No panel recommendation on Council's verbal hearing submission to remove the DPO37 map from 103-111 Central Road, Drysdale.	This parcel is owned by Clifton Springs (Holdings) and a NOD permit has been issued allowing use & development of a retirement village.	
3	Changes to the Design and Development Overlay Schedule 44 Amend the exhibited Design and Development Overlay Schedule 44 to:		Attachment 5
	a) replace the dot point in Clause 3.0 with the following: • A linear municipal reserve (or reserves) suitable to carry overland flow paths must be created and connect to the boundary of Development Plan Overlay Schedule 37 (Central Road, Drysdale) at a suitable location approved by the Responsible Authority.	Agreed, with the inclusion of the words "and a shared pedestrian/cycle path" after the word "paths".	
	b) include the other changes shown in Council's Part A version.	Agreed	
4	Changes to the Development Contributions Plan and Development Contributions Plan Overlay		Attachment 5
	a) remove Goods and Services Tax from the costings for the following projects: • DI_DR_1a (Central Road Basin – Construction) • DI_DR_2a (Jetty Road Downstream Basin – Construction (interim)) • DI_DR_2b (Jetty Road Downstream Basin – Construction (ultimate))	Agreed	
	b) remove the following Public Open Space items: • DI_LA_5 (Central Road 1Ha reserve – Land) • DI_LA_6 (Linear Open Space – Land) • DI_LA_7 (Co-Located Open Space – Land) • DI_OS_6 (Public Open Space Cash Contribution)	Agreed	

No.	Panel Recommendation Greater Geelong Planning Scheme Amendment C363	City Response	Reference
	c) make various consequential changes to the text and Tables 5 and 6 as shown in Council's Part A version	Agreed	
	d) replace 'Central Road RB' with 'Jetty Road RB' in the delivery trigger for DI_LA_3 in Table 3	Agreed	
	e) replace 'interim' with 'ultimate' in the description of DI_DR_3a in Table 3 and Appendix B	Agreed	
	f) remove 'Land' from the heading 'Public Open Space - Land, Improvements and Landscaping' in Table 5	Agreed	
	g) amend section 7.5 (Collection of levies) to replace the first dot point with the following: • Subdivision of land (except subdivision of buildings and works constructed in accordance with a permit approved before this Development Contributions Plan takes effect).	Not agreed as explained in the *Discussion* section of this report.	
	h) include the other changes shown in Council's Part A version.	Agreed	
5	Amend the exhibited Development Contributions Plan Overlay Schedule 8 to:		Attachment 5
	a) include the changes shown in Council's Part A version, consequential on the changes referred to in Recommendation 4(a), 3(b) and 3(c).	Agreed, noting the reference '3(b) and 3(c)' is an error and should read: '4(b) and 4(c)'.	
	b) add the following provision to Clause 4.0: The Development Contributions Plan does not apply to the following type of development: • Subdivision of buildings and works constructed in accordance with a permit approved before the gazettal of Amendment C363ggee to the Greater Geelong Planning Scheme.	Not agreed as explained in the *Discussion* section of this report.	

Attachment 5

Amendment C363ggee Adoption Documents

Planning and Environment Act 1987

GREATER GEELONG PLANNING SCHEME

AMENDMENT C363ggee

INSTRUCTION SHEET

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

The Greater Geelong Planning Scheme is amended as follows:

Planning Scheme Maps

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

Zone Maps

1. Amend Planning Scheme Map No. 59 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme - Local Provision, Amendment C363".

Overlay Maps

2. Amend Planning Scheme Map No. 59DDO in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme - Local Provision, Amendment C363".

3. Amend Planning Scheme Map No. 59DPO in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme - Local Provision, Amendment C363ggee".

4. Amend Planning Scheme Map No. 59DCPO in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme - Local Provision, Amendment C363".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

5. In Overlays – Clause 43.02, insert a new Schedule 44 in the form of the attached document.

6. In Overlays – Clause 43.04, insert a new Schedule 37 in the form of the attached document.

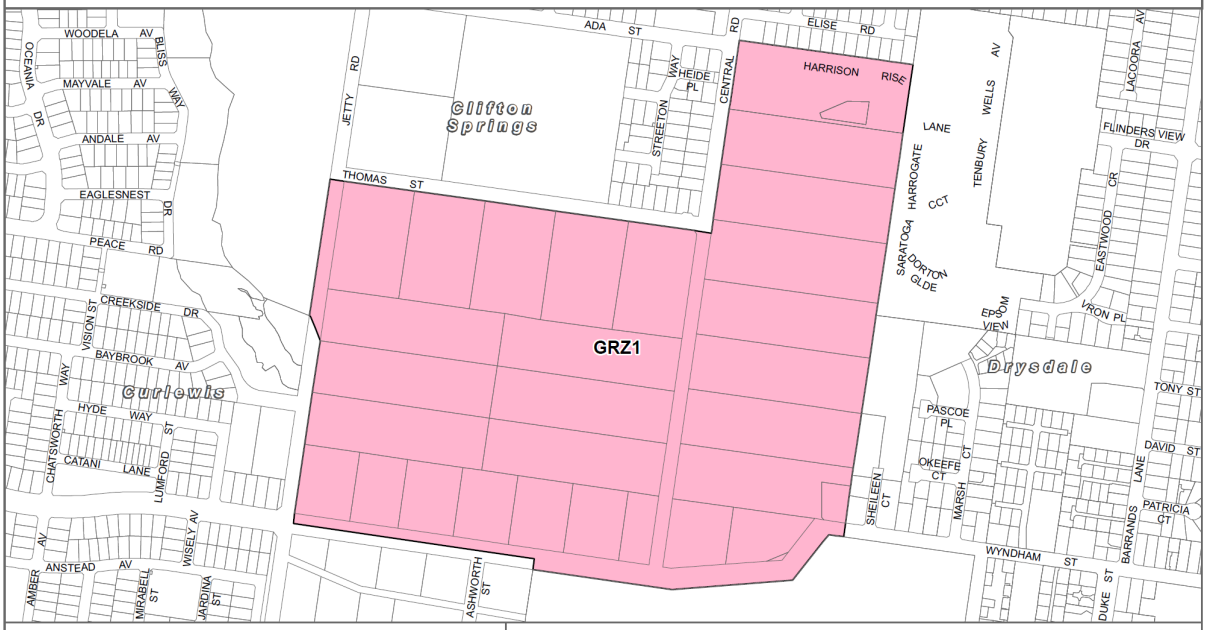
7. In Overlays – Clause 45.06, insert a new Schedule 8 in the form of the attached document.

8. In Operational Provisions – Clause 72.04, amend the Schedule in the form of the attached document.

End of document

GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION

AMENDMENT C363



LEGEND

GRZ - General Residential Zone

Local Government Area

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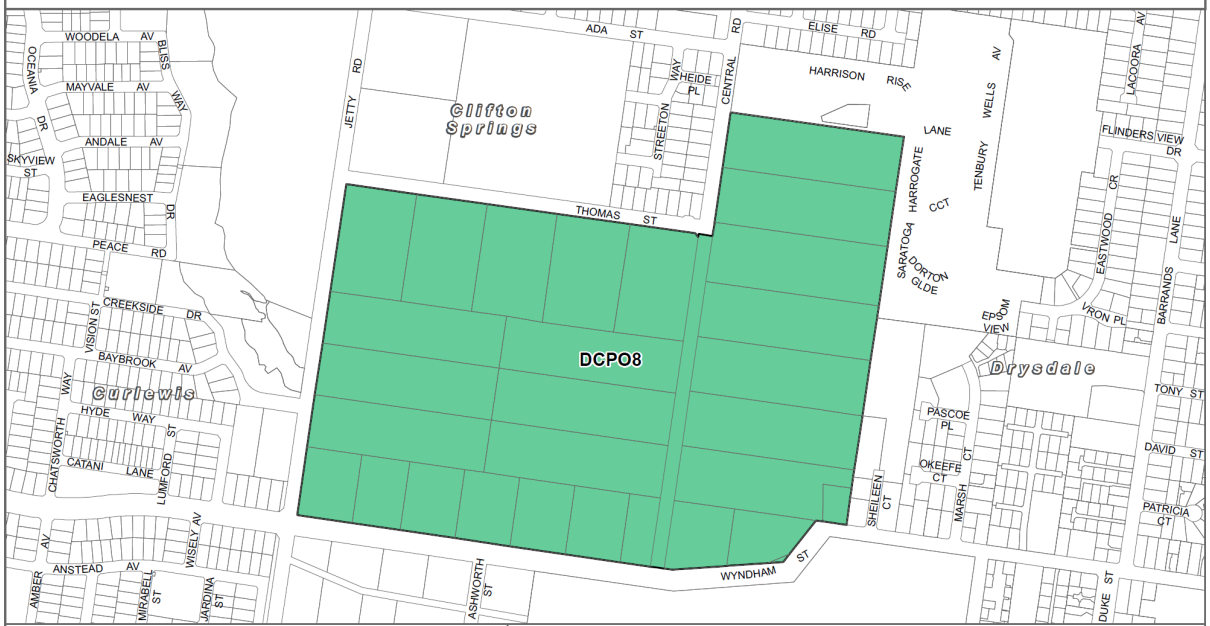
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Part of Planning Scheme Map 59



GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION

AMENDMENT C363



LEGEND

DCPO8 - Development Contributions Plan Overlay - Schedule 8

Local Government Area

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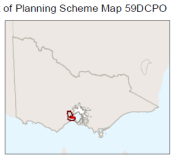
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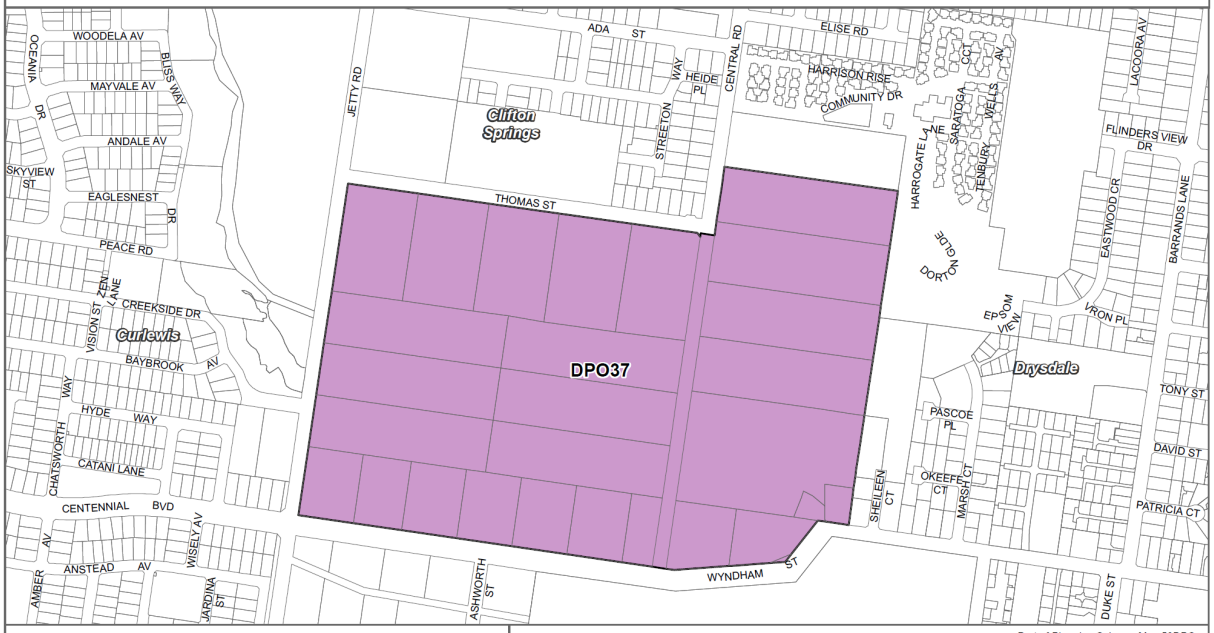
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Part of Planning Scheme Map 59DCPO



GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION

AMENDMENT C363ggee



LEGEND

DPO37 - Development Plan Overlay - Schedule 37

Local Government Area

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Amendment Version: 4

NORTH

0 150 300
Metres

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Part of Planning Scheme Map 59DPO



GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION

AMENDMENT C363





Part of Planning Scheme Map 59DDO

LEGEND

DDO44 - Design and Development Overlay - Schedule 44

Local Government Area

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NORTH

0 70 140
Metres

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DD/MM/YYYY
Proposed C363

SCHEDULE 37 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO37**.

CENTRAL ROAD DRYSDALE

1.0 Objectives

DD/MM/YYYY
Proposed C363

To facilitate coordinated site development and connectivity to the surrounding area.

To implement the Central Road Drysdale Framework Plan that forms part of this Schedule.

To facilitate the efficient delivery of shared infrastructure identified in the Central Road Drysdale Development Contributions Plan.

2.0 Requirement before a permit is granted

DD/MM/YYYY
Proposed C363

A permit may be granted before a development plan has been approved for the following:

- One dwelling on an existing lot, including outbuildings, provided it is the only dwelling on the lot;
- Extensions, additions or modifications to any existing buildings and works or development.
- Drainage works in association with development of 1 Sheileen Court, 2-20 Sheileen Court and 23 Marsh Court, Drysdale.

3.0 Conditions and requirements for permits

DD/MM/YYYY
Proposed C363

The following conditions and/or requirements apply to permits:

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

4.0 Requirements for development plan

DD/MM/YYYY
Proposed C363

A Development Plan must include the following requirements:

An **Urban Design Masterplan** that includes:

- A general subdivision layout that includes the location and general distribution of lots showing a variety of lot sizes and densities to encourage a variety of housing types.
- The location of all proposed land uses including, but not restricted to, roads, open spaces, drainage reserves, and medium density housing.
- Contours of land at 0.5m intervals.
- A subdivision design which provides a positive identity and contributes to the amenity and safety of all surrounding roads by ensuring all development addresses these road frontages and does not back onto or provide screen fencing along these roads.
- Within the development area, provide an interconnected and continuous network of safe and efficient conventional footpaths, shared paths and cycle lanes.
- The provision of land east of the Central Road Local Park to enable future pedestrian, bicycle and stormwater drainage connection to the residential land applied with Design and Development Overlay Schedule 44.
- The limiting of non-dwelling uses (subject to permit) to locations that have frontage and vehicle access to/from Jetty Road or Central Road or Wyndham Street.

- The stages by which the development of the land is to proceed, including the staging of the drainage and road infrastructure required to service the stages of development.

An **Integrated Water Management Plan** that takes an integrated approach to flooding, stormwater and drainage management, is designed with reference to the whole of the catchment, and includes:

- Reference to:
  - WSUD Engineering Procedures: Stormwater CSIRO Publishing 2005.
  - Clause 56.07 of the Greater Geelong Planning Scheme.
  - City of Greater Geelong Stormwater Management Plan, 2002.
  - The Infrastructure Design Manual and associated Design Notes.
- A Drainage Strategy that addresses:
  - Drainage Feasibility.
  - Stormwater Quality Management.
  - Peak Discharge Management.
  - Functional Peak Flood Level Determination.
- Identification of all land to be set aside for drainage purposes, detailing the approximate size and location of all drainage reserves and system components, including retarding basins to meet peak discharge limits and WSUD elements to meet Best Practice Environmental Management Guidelines.
- Drainage network connection to the residential land applied with Design and Development Overlay Schedule 44 east of the site.
- Easement creation and/or widening and realignment as necessary to ensure adequate provision for pipe-laying and maintenance, both within the development area, and to external affected properties.
- A stormwater management system that ensures peak discharge rates, pollutant loads of all stormwater leaving the site post development are no greater than pre-development and that ensures no adverse impacts to any surrounding area, upstream or downstream.
- Consideration of development staging.

A **Road Network and Traffic Management Plan** that includes:

- An internal road network with a high level of access for all vehicular and non-vehicular traffic and which responds to the topography.
- Safe sight lines to all property access and internal roads.
- No new lot access to Jetty Road and identification of any areas where new lot access to Central Road is not desirable due to sight lines or proximity to intersections.
- Details of all necessary upgrades to the surrounding road network to urban standards including any required upgraded intersection treatments.
- The widening of Central Road by 1 metre on both sides, and including the provision of a footpath, landscaping and curb & channel at the Thomas Street no through road reserve/ Central Road intersection.
- Provision of on-road bicycle lanes to Jetty Road, Wyndham Street and Central Road that connect to the existing network.
- Pedestrian and bicycle connection to the residential land applied with Design and Development Overlay Schedule 44 east of the site.
- Traffic management controls for the internal road network.

An **Open Space and Landscape Masterplan** that includes:

- An open space contribution equal to 10% of the developable residential land or in-lieu cash payment or combination of both. Encumbered land

shall not be credited as Public Open Space including land required for the future stormwater retarding basins.

- All public open space to be a useable size, configuration and location.
- An open space link between the Griggs Creek open space reserve on the western side of Jetty Road and McLeods Waterholes on the southern side of Wyndham Street. The link must be at least 30 metres wide and incorporated into parkland (minimum area of 0.5 hectares) and drainage reserves. The link shall be fronted by road and drainage reserves on 3 sides.
- A local park on the eastern side of Central Road to have an area not less than 1 hectare and bounded by roads on all sides.
- An assessment of existing vegetation within the DPO37 map area and the abutting road reserves and identification of all vegetation to be retained and those trees to be removed. Such vegetation may influence road alignments, overland flow paths for stormwater or open space siting. Where possible, trees of high arboricultural value will be retained within the public open space and road reserve network. Assessment can be undertaken in stages as site access permits.
- Concept plans for areas of public open space including drainage reserves consistent with the Central Road Drysdale Development Contributions Plan.
- The use of local indigenous plant species throughout the development site where possible.

An **Environmental Assessment** that includes:

- Assessment of the land by a suitably qualified environmental professional detailing the level and location of any soil contamination. If the Responsible Authority is satisfied that significant levels of contamination have been found:
  - A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970; or
  - An environmental auditor appointed under the *Environment Protection Act* 1970 must make a statement in accordance with Part IXD of the *Environment Protection Ac*t 1970 that the environmental conditions of the land are suitable for the sensitive use.

  Assessment can be undertaken in stages as site access permits.

A Development Plan must be generally in accordance with the Central Road Drysdale Framework Plan that forms part of this Schedule.

One Development Plan may be prepared and approved for the land east of Central Road and one Development Plan may be prepared and approved for the land west of Central Road.

CENTRAL ROAD DRYSDALE FRAMEWORK PLAN



DD/MM/YYYY
Proposed C363

SCHEDULE 44 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO44**.

1 SHEILEEN COURT, 2-20 SHEILEEN COURT AND 23 MARSH COURT, DRYSDALE

1.0 Design objectives

DD/MM/YYYY
Proposed C363

To provide pedestrian, bicycle and drainage connection to the future Central Road, Drysdale residential development to the west.

2.0 Buildings and works

DD/MM/YYYY
Proposed C363

The following buildings and works requirements apply to an application to contruct a building or construct or carry out works:

- If multi dwellings are proposed without subdivision, any permit issued must include a plan of subdivision in accordance with Clause 3.0 of this Schedule.

A permit cannot be granted to vary this requirement.

3.0 Subdivision

DD/MM/YYYY
Proposed C363

A permit to subdivide land must meet the following requirements:

- A linear municipal reserve (or reserves) suitable to carry overland flow paths and a shared pedestrian/cycle path must be created and connect to the boundary of Development Plan Overlay Schedule 37 (Central Road Drysdale) at a suitable location approved by the Responsible Authority.

A permit cannot be granted to vary this requirement.

4.0 Signs

DD/MM/YYYY
Proposed C363

None specified.

5.0 Application requirements

DD/MM/YYYY
Proposed C363

None specified.

6.0 Decision guidelines

DD/MM/YYYY
Proposed C363

None specified.

DD/MM/YYYY
Proposed C363

SCHEDULE 8 TO CLAUSE 45.06 DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

Shown on the planning scheme map as **DCPO8.**

CENTRAL ROAD DRYSDALE DEVELOPMENT CONTRIBUTIONS PLAN

1.0 Area covered by this development contributions plan

DD/MM/YYYY
Proposed C363

This Development Contributions Plan (DCP) applies to the Central Road Drysdale Precinct. The Main Catchment Area and Charge Areas are shown below.



2.0 Summary of costs

DD/MM/YYYY
Proposed C363

Item	Total cost $	Actual cost contributions attributable to development $	Proportion of cost attributable to development %	Time of provision
Roads and Trails	$1,240,416.12	$1,240,416.12	100%	Refer to DCP
Drainage	$3,354,667.98	$3,354,667.98	100%	Refer to DCP
Public Open Space	$1,969,578.60	$1,969,578.60	100%	Refer to DCP
Other Items	$265,000.00	$265,000.00	100%	Refer to DCP
Community Infrastructure	$9,100,000.00	$557,039.51	6.1%	Refer to DCP
TOTAL	**$15,929,662.70**	**$7,386,702.21**	**46%**	

Note: Contributions are listed in September 2018 values. Under the DCP the contributions are to be adjusted following annual indexation. These figures exclude GST.

3.0 Summary of contributions

DD/MM/YYYY
Proposed C363

Levies Payable By The Development			
	Development Infrastructure Levy		Community Infrastructure Levy
	Charge Area 1	Charge Area 2	Residential
Roads and Trails	$33,739.05	$33,739.05	$0.00
Drainage	$116,671.93	$0.00	$0.00
Public Open Space	$53,572.11	$53,572.11	$0.00
Other Items	$7,207.94	$7,207.94	$0.00
Community Infrastructure	$0.00	$0.00	$1,012.80
TOTAL	**$211,191.03**	**$94,519.10**	**$1,012.80**

Note: Contributions are listed in September 2018 values. Under the DCP the contributions are to be adjusted following annual indexation. These figures exclude GST

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

- In relation to the costs associated with all infrastructure items other than land, the cost must be adjusted and the contribution amounts recalculated according to the following method:
  - The capital costs of each infrastructure item must be adjusted by reference to the Building Price Index (Melbourne) published by Rawlinsons, or similar index if not available.
  - The revised infrastructure costs and the adjustment of the contributions must be calculated as at 1 July in each year.
- In relation to the cost of land to be acquired under the DCP, the land value must be adjusted by adopting a revised land value for each parcel to be acquired based on the same valuation principles.

- The revised land value and the adjustment of the contributions must be calculated as of 1 July in each year.
- Within 14 days of the adjustments being made, the responsible authority must publish a notice of the amended contributions on its website.

The CIL is capped (currently $1,210 per dwelling for the 2020-21 financial year). The cap is indexed annually on July 1 by the Minister for Planning and is published on the department website. Council will increase the CIL to allow for cost escalation in accordance with the indexation method in the DCP up to any new CIL cap. The higher levy will be collected from the date the new CIL cap is introduced.

4.0 Land or development excluded from development contributions plan

DD/MM/YYYY
Proposed C363

The Development Contributions Plan applies to all land in the Central Road Precinct for a period of 20 years from the date of gazettal.

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

31/01/2019
~~C375pt1ggee~~
Proposed C363

SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME

1.0 Incorporated documents

09/07/2020
C415ggee
Proposed C363

Name of document	Introduced by:
3 Bridge Road, Barwon Heads, June 2020	C415ggee
14 Shepherd Court, North Geelong, Cotton On Office Redevelopment, July 2011	C257
Adventure Park Comprehensive Development Plan, May 2014	C288
Advertising Sign Guidelines, City of Greater Geelong, November 1997, Amended October 2014	C296
Anakie, Lara & Lovely Banks Heritage Places Incorporated Plan, May 2016	C316
Armstrong Creek East Native Vegetation Precinct Plan, May 2010	C206
Armstrong Creek East Precinct Structure Plan, May 2010 Amended November 2011	C214
Armstrong Creek East Precinct Development Contributions Plan, Version 4.1 Alternate Version November 2011	C214
Armstrong Creek Horseshoe Bend Precinct Structure Plan September 2014	C259
Armstrong Creek North East Industrial Precinct Development Contributions Plan, May 2010	C207
Armstrong Creek North East Industrial Precinct Growling Grass Frog Conservation Management Plan, May 2010	C207
Armstrong Creek North East Industrial Precinct Native Vegetation Precinct Plan, May 2010	C207
Armstrong Creek North East Industrial Precinct, Precinct Structure Plan, May 2010	C207
Armstrong Creek South Precinct Structure Plan, February 2016	C301
Armstrong Creek Town Centre Precinct Structure Plan, March 2014	C267
Armstrong Creek Town Centre Development Contributions Plan, March 2014	C267
Armstrong Creek Town Centre Native Vegetation Precinct Plan, March 2014	C267
Armstrong Creek Urban Growth Plan Framework Plan, November 2008, updated September 2012 and June 2015	C301
Armstrong Creek West Precinct Development Contributions Plan, February 2013	C240
Armstrong Creek West Precinct Native Vegetation Precinct Plan, November 2012	C240
Armstrong Creek West Precinct Structure Plan, September 2012	C240
Australian Standard AS 2021-1994, Acoustics - Aircraft Noise Intrusion - Building Siting and Construction. Standards Association of Australia 1994	NPS1
Batman Park, Indented Head Incorporated Plan, June 2015	C274
BUPA Aged Care Facility, Bellarine Lakes, May 2016	C336

Name of document	Introduced by:
Central Road Drysdale Development Contributions Plan, November 2020 Post Panel Version 1.9	C363ggee
Chisholm Road Prison Project, Lara, Incorporated Document, June 2019	C389ggee
Commercial Tenancies at 55, 57 & 59 Kilgour Street, Geelong July 2017	C358
Drysdale Bypass November 2017	C369
Environmental Weeds, City of Greater Geelong, September 2008	C129(Part 1)
Fibre Optic Project, Integrated Approval Requirements, December 2002	VC17
Geelong City Urban Conservation Study Vol. 1 Restoration and Infill Guidelines, Commercial and Civic Buildings, Graeme Butler for the City of Geelong, 1993	C258
Geelong Library and Heritage Centre Redevelopment, March 2013	C287
Geelong Ring Road – Section 4C Incorporated Document, June 2010	C232
Geelong TAC Office Development, October 2006	C142
Geelong Waterfront Safe Harbour Precinct Project Incorporated Document, July 2019	C398ggee
Great Western Hotel Heritage Place 177-179 Aberdeen Street, Newtown Incorporated Plan December 2017	C365
Heritage and Design Guidelines, City of Greater Geelong, 1997	NPS1
Horseshoe Bend Precinct Development Contributions Plan, September 2014	C259
Jetty Road Urban Growth Area Development Contributions Plan, September 2011	C230
Lara West Development Contributions Plan, Final Version – C246/C285, March 2014	C285
Lara West Growth Area, Lara, Native Vegetation Precinct Plan, September 2013	C246
Lara West Precinct Structure Plan, Revision J, 25 September 2013	C246
Melbourne Geelong Interconnection Project, June 2010	C229
Manzeene Village, Lara, Native Vegetation Precinct Plan, June 2014	C285
Native Vegetation Precinct Plan, Geelong Ring Road Employment Precinct, March 2013	C243
Native Vegetation Precinct Plan, Horseshoe Bend Precinct, Armstrong Creek Urban Growth Area August 2014	C259
Newtown Heritage Study Review Report, Volume 3, City of Greater Geelong, 2008	C191
New Station Estate Restructure Plan, July 2010 (Amended December 2017)	C376pt1ggee
Rail Gauge Standardisation Project, Integrated Approval Requirements, December 2002.	VC17
Regional Fast Rail Project, Integrated Approval Requirements, December 2002	VC17
Rail Upgrades at Geelong Port Project, May 2010	C211
Rippleside Comprehensive Development Plan, February 2000	C2
Rippleside Urban Design Guidelines, June 2000	C2
Small Lot Housing Code, December 2012	C267

Name of document	Introduced by:
Specialist Training Facility Incorporated Document, June 2019	C392ggee
Thirteenth Beach Golf Resort Barwon Heads, Barwon Heads Comprehensive Development Plan, Land Design Partnership, Anthony Cashmore & Associates and the Planning Group, May 2001 amended September 2006	C54
Warrnambool Line Upgrade - Incorporated Document, December 2019	GC121
Waterfront Geelong Design and Development Code, Keys Young, July 1996	NPS1
Waurn Ponds Train Maintenance and Stabling Facility Project Incorporated Document, May 2020	GC104
West Fyans-Fyans Street Precinct Structure Plan, June 2009	C205

Attachment 6

CENTRAL ROAD DRYSDALE

DEVELOPMENT CONTRIBUTIONS PLAN

NOVEMBER 2020 POST PANEL VERSION 1.9

CITY OF GREATER GEELONG

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FILENAME: Central Road Drysdale DCP Report V1.9 Post Panel Track Changes 24112020

VERSION: 1

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1. INTRODUCTION

1.1. BACKGROUND

This Central Road Drysdale Development Contributions Plan (DCP) has been developed to formalise the funding of shared infrastructure to support the development of the Central Road Drysdale precinct (the **Precinct**).

The DCP supports the objectives of the Planning Policy Framework, particularly Clause 19.03-1S, the objective of which is "to facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contribution plans".

Improved social, economic, environmental and urban design outcomes are achieved through the provision of infrastructure early in the life of a new development. The delivery of key infrastructure in a timely and efficient manner is fundamental to sustainable outcomes in future residential areas such as Central Road Drysdale.

1.2. THE DCP AREA

The Precinct is located in the township of Drysdale within the City of Greater Geelong and is bounded by Jetty Road to the west, Wyndham Street to the south, Thomas Street and existing residential development to the north, and existing residential development to the east.

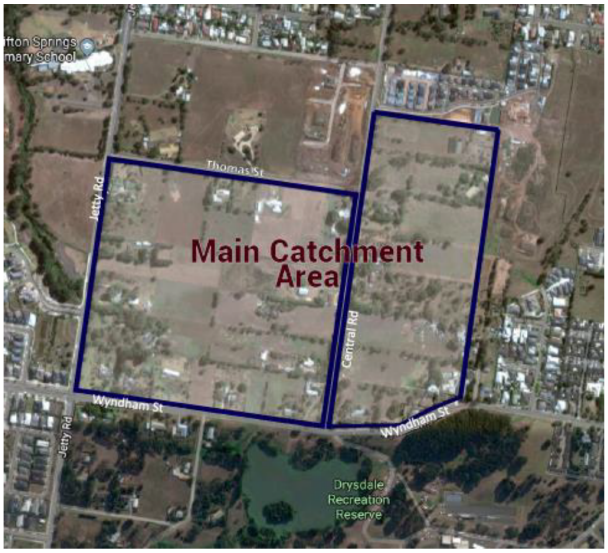
The Precinct is currently within the Rural Living Zone (RLZ) and is proposed to be rezoned to the General Residential Zone (GRZ). The Jetty Road Urban Growth Area is located immediately to the west of the Precinct.

The Precinct includes 41.567 ha of land (excluding existing road reserves) within 28 separate properties, with an average property size of 1.48ha.

The Precinct is the Main Catchment Area (**MCA**) for this DCP. The boundaries of the MCA are shown in Figure 1.

This DCP applies to the entire MCA and requires contributions from all landowners/developers.

FIGURE 1 MAIN CATCHMENT AREA



Source: Urban Enterprise.

1.3. INFRASTRUCTURE DELIVERY

A number of reports have been prepared to identify the infrastructure items required to support development of the Precinct, including roads, intersections, drainage, shared paths and open space. These reports are itemised in Section 3.2.

The infrastructure included in the DCP has been identified to support the entire Precinct. This DCP will enable collection of levies to ensure that shared infrastructure identified in the background reports is funded to enable Council and developers to provide the infrastructure.

This DCP is not the sole source of funding for all infrastructure in the Precinct. The full range of infrastructure identified will only be delivered if infrastructure is provided by a variety of funding sources.

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

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

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

1.4. DCP TIMEFRAME

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

The 20-year timeframe has been selected to reflect the anticipated take up rate of land in the Precinct.

2. STATUTORY FRAMEWORK

2.1. PLANNING AND ENVIRONMENT ACT 1987

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

- The inclusion of a DCP in the planning scheme, for the purpose of levying contributions for the provision of works, services and facilities (section 46I);
- The provision to impose either a development infrastructure levy or a community infrastructure levy (section 46J);
- The contents required of a DCP (section 46K);
- The setting of limits in respect of a community infrastructure levy. In the case of the construction of a dwelling, the community levy must not exceed $1,150 in 2018-19 financial year (indexed to $1,210 for the 2020-21 financial year) per dwelling (section 46L);
- The provision for the Minister to issue written directions relating to the preparation and content of a DCP (section 46M);
- The collection of a development infrastructure levy, by way of a condition on a planning permit either requiring the payment of a levy within a specified time, or entering into an agreement to pay the levy within a specified time (section 46N).

2.2. STATE PLANNING POLICY CONTEXT

The Ministerial Direction on the Preparation and Content of Development Contributions Plans (11 October 2016) outlines what may be funded with a development contribution levy, namely:

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

Under the Act, a DCP may also include a community infrastructure levy which can be used to fund the construction of all other buildings or facilities used for community of social purposes.

The Ministerial Direction states that a DCP must not impose a development infrastructure levy or a community infrastructure levy in respect of the development of land for a non-government school or housing provided by or on behalf of the Department of Health and Human Services.

The Direction also states that the Minister may grant exemptions from the need to comply with this Direction (in relation to a particular DCP) and that any exemption granted may be subject to conditions.

2.3. DEVELOPMENT CONTRIBUTIONS GUIDELINES

The Victorian State Government has published a set of documents which make up the *Development Contributions Guidelines (2007).* The *Development Contributions Guidelines (2007)* are available through the Department of Environment, Land, Water and Planning (DELWP) website. These documents provide guidance as to how DCPs are to be prepared and administered including the matters that DCPs are to consider.

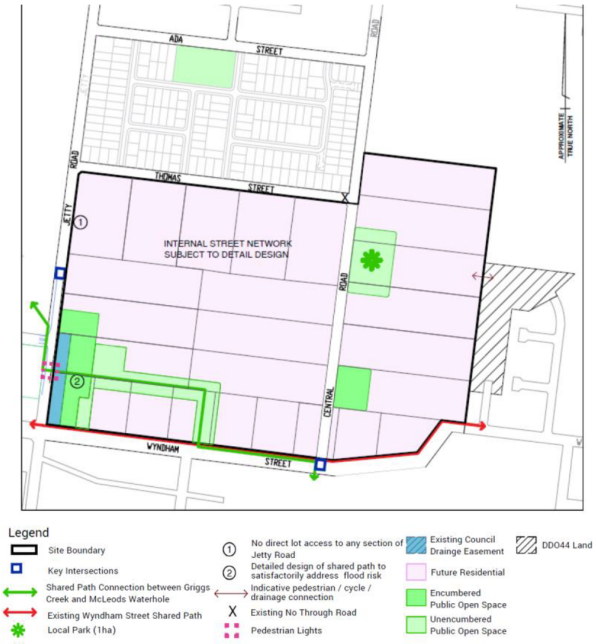
This DCP has been developed in accordance with the provisions of Part 3B of the *Planning and Environment Act* (1987) and the *Development Contributions Guidelines (2007).*

3. LOCAL STRATEGIC CONTEXT

3.1. LOCAL PLANNING CONTEXT

The Precinct will be developed in accordance with a Development Plan which applies to all land. The Jetty Road / Central Road Development Plan (provided by Tract, November 2020) (the **Development Plan**) is shown in Figure 2.

FIGURE 2 JETTY ROAD / CENTRAL ROAD DRYSDALE DEVELOPMENT PLAN



Source: Development Plan, provided by Tract November 2020.

3.2. SUPPORTING STUDIES

A number of supporting studies have been prepared which identify the need, standard and costs for the infrastructure items that are to be included in this DCP.

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

- Jetty Road / Central Road Drysdale Landscape Masterplan Report, Tract (July 2019) (**Landscape Masterplan**);
- Traffic and Transport Assessment, Central Road, Drysdale Subdivision, Cardno (January 2019) (**Transport Assessment**);
- Valuation Report, Various Land Parcels – Central & Jetty Road, Westlink (February 2018) (**Valuation Report**);
- Opinion of Probable Cost – Based on Landscape Masterplan, Tract (July 2019) (**Opinion of Probable Cost**);
- Preliminary Estimate of Basin Construction, St Quentin (September 2018) (**Basin Construction Costings**); and
- Central Road Drysdale – Stormwater Management Plan, Water Technology (May 2019) (**Stormwater Management Plan**).

4. NEED AND NEXUS

4.1. INTRODUCTION

This section identifies the relationship between the proposed development, infrastructure required to support development, and the approach to apportioning the cost of infrastructure items based on the principles of need and nexus.

4.2. NEED

The need for a range of infrastructure items to be funded by the DCP has been identified based on the local strategic context and supporting studies. Each item is needed in order to provide for the wellbeing, health and safety of the future residents of the Precinct.

4.3. NEXUS

The approach to apportioning the cost of each DCP infrastructure item relies on the nexus principle. The Precinct is deemed to have a nexus with an infrastructure item if the residents of the Precinct are likely to make use of the infrastructure item.

All properties in the MCA will make a contribution towards DCP infrastructure items on an equitable basis if the infrastructure studies identified that the future residents of the property will make use of the item.

In order to fairly levy developers achieving varying densities while maintaining financial certainty for Council, a standard 'per hectare of net developable land' demand unit is used for levies in this DCP.

4.4. LAND BUDGET

Table 1 shows the budget of allocated land uses for the MCA. A detailed land budget by title is provided in Appendix A.

TABLE 1 LAND BUDGET SUMMARY

LAND BUDGET	AREA (HA)
Total Site Area	41.576
Drainage Easement	0.437
Retarding Basins	1.585
Sub Total – Encumbered Land	*2.022*
Land required for roads	0.051
Public Open Space (unencumbered)	2.739 (7.45% of NDA)
Net Developable Area	36.765

Source: Property Land Budget, Tract, July 2019

Approximately 2ha of land within the Precinct is encumbered, including:

- A council easement in the south-west corner of the Precinct which provides for drainage;
- Low-lying land in the south-western corner of the Precinct that is subject to flooding; and
- Low lying land in the eastern section of the Precinct that is subject to flooding.

This encumbered land is proposed to be used for stormwater drainage purposes.

Unencumbered land to be used for open space equates to 7.45% of the Net Developable Area of the Precinct. The approach to the funding and delivery of open space is set out in Section 5.

4.5. DEMAND UNITS

In this DCP, 1 hectare of NDA equates to one demand unit for the Development Infrastructure Levy (DIL) and one dwelling equates to one demand unit for the Community Infrastructure Levy (CIL). The total number of demand units is shown in Table 2.

TABLE 2 DEMAND UNITS

LEVY CATEGORY	UNIT	DEMAND UNITS
DIL	NDA (Hectares)	36.765
CIL	Dwellings	550

Source: Property Land Budget, Tract, July 2019

5. INFRASTRUCTURE ITEMS

5.1. COMMUNITY INFRASTRUCTURE ITEMS

Council has identified a requirement for one community infrastructure item. The item is the Drysdale Regional and Community Learning Hub (CI_CF_1). A "per dwelling" demand unit is used for the collection of CIL.

5.2. DEVELOPMENT INFRASTRUCTURE ITEMS

The supporting studies identify shared infrastructure types that will be required to support the development. Of those shared infrastructure types, the following are funded by this DCP:

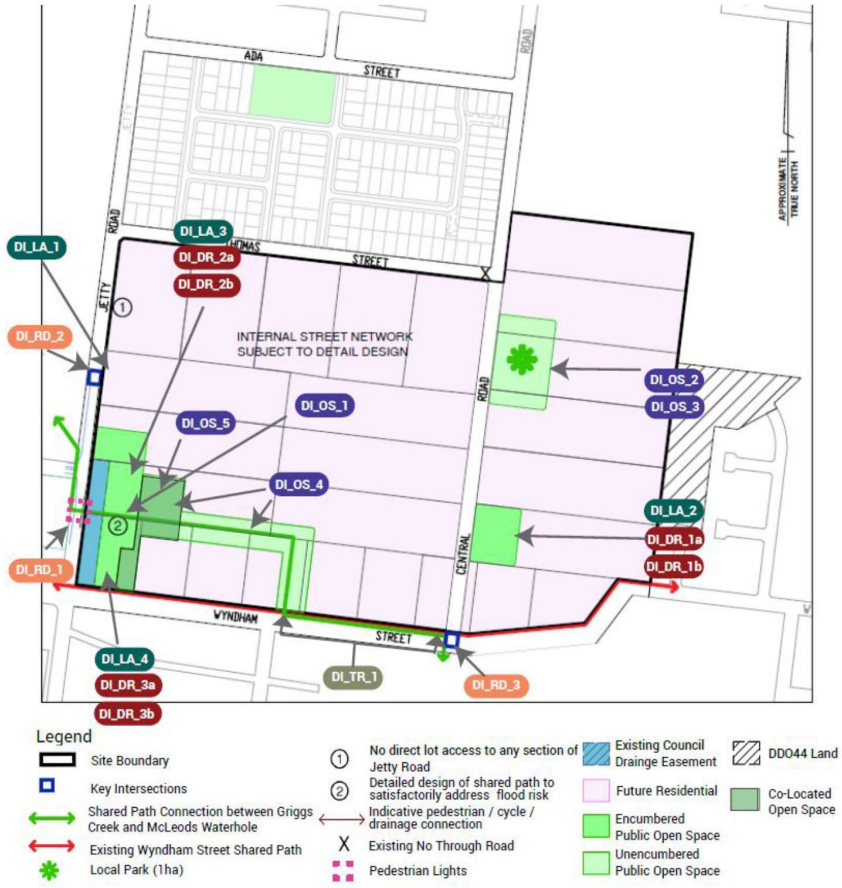
- Shared intersections;
- A signalised pedestrian crossing;
- Public Open Space improvements;
- A Pedestrian Link;
- Playgrounds; and
- Drainage land and works.

Table 3 provides a summary of the infrastructure items in the DCP, the strategic justification for the item and the trigger for item delivery.

5.3. INFRASTRUCTURE LOCATION MAP

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

FIGURE 3 LOCATION OF INFRASTRUCTURE ITEMS



Source: Development Plan, provided by Tract in November 2020. Annotated by Urban Enterprise, 2020.

FIGURE 4 INFRASTRUCTURE LOCATION MAP – SOUTH WEST INSET



Source: Landscape Masterplan, 2019

5.4. INFRASTRUCTURE ITEM LIST

Table 3 provides details for the full list of infrastructure items, including strategic justification and trigger for delivery.

TABLE 3 INFRASTRUCTURE ITEMS AND STRATEGIC JUSTIFICATION

Project Code	Project Name and Description	Project Strategic Justification	Delivery Trigger
Roads and Trails			
DI_RD_1	**Jetty Road Pedestrian Lights**: Signalised crossing for pedestrian use.	This project is required to provide a safe crossing for pedestrians.	Prior to statement of compliance being issued for the first residential allotment within 171-179 Jetty Road, Drysdale.
DI_RD_2	**Jetty Road Intersection**: Construction of a safe intersection at the main entry point.	This project is required to provide for the orderly and proper development of the area and ensures that the road hierarchy caters for projected traffic volumes. It is also required to ensure safe entry into the precinct.	Prior to the Statement of Compliance being issued for the first residential subdivision requiring access to Jetty Road.
DI_LA_1	**Jetty Road Intersection Land**: Land for Jetty Road intersection. Total 0.0509ha required.	This project is required to ensure land is available for the main entry point into the precinct and to ensures that the road hierarchy caters for projected traffic volume and to ensure that there is safe entry into the precinct.	Prior to the Statement of Compliance being issued for the first residential subdivision requiring access to Jetty Road.
DI_RD_3	**Central Road / Wyndham Street Intersection**: Construction of an upgraded intersection.	This project is required to provide for the orderly and proper development of the area and ensures that the road hierarchy caters for projected traffic volumes.	At or before the creation of the 360th lot in the Precinct or earlier at the discretion of the responsible authority.
DI_TR_1	**Wyndham Street Shared Path**: Construction of a shared path for use by cyclists and pedestrians with existing Wyndham Street road reserve (north-side), between Linear Open Space and Central Road (250 linear metres).	This project is required to create a shared trail for pedestrians and cyclists.	Within 24 months of delivery of OS_4.
Drainage - Land, Construction and Landscaping			
DI_LA_2	**Central Road Basin - Land**: Land required for Central Road basin. Total 0.512ha required.	This project is required to provide land for a drainage basin and to ensure development attenuates post development runoff to pre-development levels.	Prior to statement of compliance being issued for the first residential allotment in the Central Road RB drainage catchment (Figure 3.4 in Stormwater Management Plan, Water Technology, May 2019) or at the discretion of the responsible authority if an alternative approach to drainage works in the catchment is required.
DI_DR_1a	**Central Road Basin - Construction**: Shared drainage construction works.	This project is required to construct a basin to ensure development attenuates post development runoff to pre-development levels.	Prior to Statement of Compliance being issued for the first residential allotment in the Central Road RB drainage catchment (Figure 3.4 in Stormwater Management Plan, Water Technology, May 2019) or at the discretion of the responsible authority if an alternative approach to drainage works in the catchment is required.

Project Code	Project Name and Description	Project Strategic Justification	Delivery Trigger
DI_DR_1b	**Central Road Basin - Landscaping**: Improvements to open space within basin land.	This project is required to provide adequate open space facilities for residents and visitors and to ensure development attenuates post development runoff to pre-development levels.	Concurrent with the associated drainage basin works (DI_DR_1a).
DI_LA_3	**Jetty Road Basin - Land (Interim)**: Land required for northern section of the Jetty Road Basin. Total 0.695ha required.	This project is required to provide land for adequate drainage within the precinct and to ensure development attenuates post development runoff to pre-development levels.	Prior to Statement of Compliance being issued for the first residential allotment in the Jetty Road RB drainage catchment (Figure 3.4 in Stormwater Management Plan, Water Technology, May 2019) or at the discretion of the responsible authority if an alternative approach to drainage works in the catchment is required.
DI_LA_4	**Jetty Road Basin - Land (Ultimate)**: Land required for the southern section of Jetty Road Basin. Total 0.378ha required.	This project is required to provide land for adequate drainage within the precinct and to ensure development attenuates post development runoff to pre-development levels.	Prior to the Statement of Compliance being issued for the residential subdivision in the Jetty Rd RB catchment (refer to Figure 3.4 in Stormwater Management Plan, Water Technology, May 2019) that requires an expansion to the interim drainage basin (approximately 190 lots created within the catchment) or at the discretion of the responsible authority if an alternative approach to drainage works in the catchment is required.
DI_DR_2a	**Jetty Road Basin - Construction (Interim)**: Shared drainage construction works.	This project is required to provide the required interim drainage within the precinct and to ensure development attenuates post development runoff to pre-development levels.	Prior to the Statement of Compliance being issued for the first residential allotment in the Jetty Road RB Drainage Catchment (refer to Figure 3.4 in the Water Technology Stormwater Management Plan).
DI_DR_2b	**Jetty Road Basin - Landscaping (Interim)**: Open space improvements of the northern section of the Jetty Road Basin.	This project is required to support the drainage function of the retarding basins for residents and to ensure development attenuates post development runoff to pre-development levels.	Concurrent with the associated drainage basin works (DI_DR_2a).
DI_DR_3a	**Jetty Road Basin - Construction (Ultimate)**: Shared drainage construction works.	This project is required to provide the required ultimate drainage within the precinct and to ensure development attenuates post development runoff to pre-development levels.	Prior to the Statement of Compliance being issued for the residential subdivision in the Jetty Rd RB catchment (refer to Figure 3.4 in Stormwater Management Plan, Water Technology, May 2019) that requires an expansion to the interim drainage basin (approximately 190 lots created within the catchment) or at the discretion of the responsible authority if an alternative approach to drainage works in the catchment is required.
DI_DR_3b	**Jetty Road Basin - Landscaping (Ultimate)**: Open space improvements of the southern section of the Jetty Road basin.	This project is required to support the drainage function of the retarding basins for residents and to ensure development attenuates post development runoff to pre-development levels.	Concurrent with the associated drainage basin works (DI_DR_3a).

Project Code	Project Name and Description	Project Strategic Justification	Delivery Trigger
Public Open Space - Improvements and Landscaping			
DI_OS_1	**Jetty Road Basin - Pedestrian link**: Construction of shared use cycling and pedestrian trail connecting the linear open space to Jetty Road between the interim and ultimate Jetty Road drainage basins.	This project is required to provide passive open space and active transport access for residents and visitors.	Within 24 months of a Statement of Compliance being issued for the first residential allotment within 171-179 Jetty Road, Drysdale.
DI_OS_2	**Central Road 1ha Reserve - Landscaping**: Open space improvements to 1ha reserve.	This project is required to provide adequate open space facilities for residents and visitors.	As subdivision of the affected land progresses or within 24 months of the open space reserve being vested in Council.
DI_OS_3	**Central Road 1ha Reserve – Playground**: Open space improvement (playground construction).	This project is required to provide adequate open space facilities for residents and visitors.	Within 24 months of the relevant section of the open space reserve being vested in Council.
DI_OS_4	**Linear and Co-Located Open Space - Landscaping**: Open space improvement in the linear reserve and co-located open space including a shared path.	This project is required to provide adequate open space facilities for residents and visitors.	As subdivision of the affected land progresses or within 24 months of the open space reserve being vested in Council.
DI_OS_5	**Co-Located Open Space – Playground**: Open space improvement (playground construction).	This project is required to provide adequate open space facilities for residents and visitors.	Within 24 months of the relevant section of the open space reserve being vested in Council.
Other Items			
DI_P_1	**Planning Costs**: Preparation of DCP including infrastructure design and costing, land valuation and land capability studies.	Item required to prepare appropriate planning for the residential development. This includes land valuation and infrastructure design and costing.	Complete.
Community Infrastructure			
CI_CF_1	**Regional Community and Learning Hub**: Construction of a Regional Community and Learning Hub, to service existing and new Drysdale and Clifton Springs catchment.	Projections indicate the demand for library services by 2018 will be sufficient to support a regional Community and Learning Hub in Drysdale in the order of 1,000 square metres.	Expected delivery between 2022 and 2025 at Council's discretion.

5.5. PUBLIC OPEN SPACE CONTRIBUTIONS

The Greater Geelong Planning Scheme (at Clause 53.01) provides that all subdivisions of land zoned for residential purposes which creates two or more additional lots must make a contribution for public open space. This DCP does not include any public open space land items – all land is to be provided through Clause 53.01. Improvements to the open space are included in the DCP.

In some cases the proportion of land to be provided as public open space in accordance with the Development Plan is expected to exceed the required contribution under Clause 53.01. In these cases, the relevant landowners will be compensated by Council for any over-provision which will be secured through a section 173 agreement. Where the proportion of land to be provided as public open space is less than the required contribution under Clause 53.01, the relevant landowners will be required to pay the balance of the contribution to Council in accordance with Clause 53.01.

5.6. DRAINAGE

Based on hydrological analysis undertaken by Water Technology, two retarding basins (Jetty Road basin and Central Road basin) are required to ensure appropriate stormwater management within the Precinct. The Stormwater Management Plan identifies that the Jetty Road retarding basin can be constructed in two stages (ie an interim and ultimate basin).

The Stormwater Management Plan identifies that the Jetty Road Ultimate Basin (DI_DR_3a) would need to be constructed at the point when 16 hectares of the relevant catchment have been developed (equivalent to between 160 lots and 193 lots).

Therefore, this DCP includes separate items for the interim and ultimate Jetty Road Basins.

5.6.1. DRAINAGE SPECIAL CHARGES SCHEME

In 2017, the Council of Greater Geelong introduced a Special Charge Scheme for Central Road[1]. This scheme was necessary due to the developer of a Retirement Village in Central Road, Clifton Springs contributing the full construction cost ($1,492,827) of a main drainage outfall to Griggs Creek which benefited 38 properties.

Four of these properties (Property 1, 19, 20 and 21) are within the MCA for this DCP. Given that these properties drain to the north and will utilise separate drainage, these properties are not subject to drainage infrastructure contributions in this DCP.

5.7. CHARGE AREAS

The Charge Areas for this DCP are shown in Figure 5 and are defined by the properties included and excluded from the drainage requirements of the DCP. Properties identified in Charge Area 1 generate a need for drainage infrastructure, while properties in Charge Area 2 form part of the Special Charge Scheme discussed in Section 5.6.1.

Table 4 shows the demand units for each Charge Area and the total MCA.

TABLE 4 CHARGE AREA DEMAND UNITS (DIL)

LEVY CATEGORY	DEMAND UNITS (HA)
Charge Area 1	28.753
Charge Area 2	8.012
Total MCA	36.765

[1] City of Greater Geelong, Minutes of Ordinary Meeting, 27 June 2017.

Source: Property Land Budget, Tract, July 2019

FIGURE 5 CHARGE AREA MAP



Source: Urban Enterprise, 2019

5.8. ITEMS NOT FUNDED BY THE DCP

The DCP does not fund the following items which are to be delivered by developers:

- Local roads (land and construction);
- Open space land (to be funded through Clause 53.01);
- Land subject to a drainage easement (to be vested in Council at the time the relevant property is subdivided);
- Infrastructure as required by utility services providers, including water, sewerage, electricity, gas and telecommunications; and
- Special Charges required for drainage purposes and any other drainage infrastructure required to meet Council requirements within Charge Area 2.

6. CALCULATION OF LEVIES

6.1. INTRODUCTION

The method of levy calculation is described in this section.

6.2. PROJECT COSTS

Each item in the DCP has a cost specified for either capital works or land. These costs are listed in Table 5. The costs are expressed in September 2018 values and will be indexed annually in accordance with the method specified in this DCP.

6.3. COST APPORTIONMENT METHOD

The cost of each of the infrastructure items has been apportioned based upon the likelihood that an item will be used residents within and external to the MCA.

The method and justification for the cost apportionment that has been used for each infrastructure item is outlined in Table 5.

For each item in the DCP, the cost attributable to the MCA has been specified in Table 5. The proportion of costs attributable to external use is subtracted from the total project cost of an infrastructure item to give the cost attributable to the MCA for each infrastructure item.

All items are fully funded by this DCP, with the exception of CI_CF_1 which has usage demand generated from outside the Precinct. This item is located outside the MCA, with 93.9% of demand being generated by households external to the Precinct.

6.4. CALCULATION OF LEVIES

The cost attributable to the MCA for each infrastructure item is then divided by the number of demand units for that item to calculate the levy for each item. In this case, the number of demand units for each item is the number of hectares of NDA (for the DIL) and number of dwellings (CIL).

The levy amounts for each item are then aggregated to form an overall levy per demand unit for each Charge Area.

Table 5 provides details of the levy calculations for each infrastructure item. The levy amounts apply to any development type in each Charge Area.

TABLE 5 INFRASTRUCTURE LEVY CALCULATION BY INFRASTRUCTURE ITEM

PROJECT CODE	PROJECT NAME	TOTAL PROJECT COST	EXTERNAL %	COST TO MCA	DEMAND UNITS	DIL AMOUNT	CIL AMOUNT
Roads and Trails							
DI_RD_1	Jetty Road Pedestrian Lights	$372,566.72	0%	$372,566.72	36.765	$10,133.73	
DI_RD_2	Jetty Road Intersection	$310,777.97	0%	$310,777.97	36.765	$8,453.09	
DI_LA_1	Jetty Road Intersection - Land	$66,170.00	0%	$66,170.00	36.765	$1,799.81	
DI_RD_3	Central Road / Wyndham Street Intersection	$450,901.43	0%	$450,901.43	36.765	$12,264.42	
DI_TR_1	Wyndham Street Shared Path	$40,000.00	0%	$40,000.00	36.765	$1,087.99	
Subtotal		$1,240,416.12		$1,240,416.12		$33,739.05	
Drainage - Land, Construction and Landscaping							
DI_LA_2	Central Road Basin - Land	$665,600.00	0%	$665,600.00	28.753	$23,148.89	
DI_DR_1a	Central Road Basin - Construction	$277,660.60	0%	$277,660.60	28.753	$9,656.75	
DI_DR_1b	Central Road Basin - Landscaping	$95,874.90	0%	$95,874.90	28.753	$3,334.43	
DI_LA_3	Jetty Road Basin - Land (Interim)	$903,500.00	0%	$903,500.00	28.753	$31,422.81	
DI_LA_4	Jetty Road Basin - Land (Ultimate)	$567,000.00	0%	$567,000.00	28.753	$19,719.68	
DI_DR_2a	Jetty Road Downstream Basin - Construction (Interim)	$297,430.83	0%	$297,430.83	28.753	$10,344.34	
DI_DR_2b	Jetty Road Downstream Basin - Landscaping (Interim)	$142,992.30	0%	$142,992.30	28.753	$4,973.13	
DI_DR_3a	Jetty Road Downstream Basin - Construction (Ultimate)	$292,409.35	0%	$292,409.35	28.753	$10,169.70	
DI_DR_3b	Jetty Road Downstream Basin - Landscaping (Ultimate)	$112,200.00	0%	$112,200.00	28.753	$3,902.20	
Subtotal		$3,354,667.98		$3,354,667.98		$116,671.93	
Public Open Space - Improvements and Landscaping							
DI_OS_1	Jetty Road Basin - Pedestrian link	$525,800.00	0%	$525,800.00	36.765	$14,301.65	
DI_OS_2	Central Road 1ha Reserve - Landscaping	$491,419.50	0%	$491,419.50	36.765	$13,366.50	
DI_OS_3	Central Road 1ha Reserve - Playground	$116,600.00	0%	$116,600.00	36.765	$3,171.49	
DI_OS_4	Linear and Co-Located Open Space - Landscaping	$786,809.10	0%	$786,809.10	36.765	$21,401.04	
DI_OS_5	Co-Located Open Space - Playground	$48,950.00	0%	$48,950.00	36.765	$1,331.43	

Subtotal		$1,969,578.60		$1,969,578.60		$53,572.11	
Other Items							
DI_P_1	Planning Costs	$265,000.00	0%	$265,000.00	36.765	$7,207.94	
Community Infrastructure							
CI_CF_1	Regional Community and Learning Hub	$9,100,000.00	93.9%	$557,039.51	550		$1,012.80
Subtotal		$9,365,000.00		$822,039.51		$7,207.94	$1,012.80
TOTAL		$15,929,662.70		$7,386,702.21		$211,191.03	$1,012.80

6.5. LEVY RATES PER DEMAND UNIT

A summary of the DIL and CIL payable for each Charge Area per demand unit by infrastructure type is outlined in Table 6. These contributions are in September 2018 dollars. Table 6 will be indexed annually in accordance with the method specified in Section 7.

TABLE 6 DEVELOPMENT AND COMMUNITY INFRASTRUCTURE LEVY BY DEMAND UNIT

	CHARGE AREA 1		CHARGE AREA 2	
Levy Type	DIL Amount (September 2018)	CIL Amount (September 2018)	DIL Amount (September 2018)	CIL Amount (September 2018)
Roads and Trails	$33,739.05	$0	$33,739.05	$0
Drainage	$116,671.93	$0	$0.00*	$0
Public Open Space	$53,572.11	$0	$53,572.11	$0
Other items	$7,207.94	$0	$7,207.94	$0
Community Infrastructure	$0	$1,012.80	$0	$1,012.80
Total Levy	$211,191.03	$1,012.80	$94,519.10	$1,012.80

Source: Urban Enterprise, 2020

*Development in Charge Area 2 will need to meet Council drainage infrastructure requirements separate to the DCP.

7. ADMINISTRATION AND IMPLEMENTATION

7.1. INDEXATION OF LEVIES

Land values and construction costs listed in this DCP are in September 2018 dollars. These will be indexed annually according to the following method:

The development contribution for each demand unit must be adjusted as follows:

- In relation to the costs associated with all infrastructure items other than land, the cost must be adjusted and the contribution amounts recalculated according to the following method:
  - The capital costs of each infrastructure item must be adjusted by reference to the Building Price Index (Melbourne) published by Rawlinsons, or similar index if not available.
  - The revised infrastructure costs and the adjustment of the contributions must be calculated as at 1 July in each year.
- In relation to the cost of land to be acquired under the DCP, the land value must be adjusted by adopting a revised land value for each parcel to be acquired based on the same valuation principles.
- The revised land value and the adjustment of the contributions must be calculated as of 1 July in each year.
- Within 14 days of the adjustments being made, the responsible authority must publish a notice of the amended contributions on its website.

The CIL cap (currently $1,210 per dwelling for the 2020-21 financial year) is indexed annually on July 1 by the Minister for Planning and is published on the department website. Council reserves the right to increase the CIL in this DCP to allow for cost escalation in accordance with the indexation method in this DCP up to any new CIL cap. The higher levy will be collected from the date the new CIL cap is introduced.

7.2. VALUATION OF LAND

Valuations for land to be acquired under this DCP were provided by a qualified independent valuer. Land to be acquired was valued based on the 'before and after method'.

7.3. COLLECTING AGENCY

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

7.4. DEVELOPMENT AGENCY

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

7.5. COLLECTION OF LEVIES

The DIL will be payable to and collected by the collecting agency, for the:

- Subdivision of land; or
- Development of land which requires a planning permit; or
- Development of land which does not require a planning permit, as set out in this DCP.

DEVELOPMENT REQUIRING A PERMIT

A planning permit for the development of land to which this DCP applies must include a condition requiring the applicant to:

- Pay the DIL to the collecting agency within a time specified by the collecting agency which may include a requirement for payment prior to the commencement of any development or works; or
- Enter into an agreement with the collecting agency to pay the DIL to the collecting agency within the time for payment specified in the agreement.

DEVELOPMENT NOT REQUIRING A PERMIT

For a development which does not require a planning permit, the party who proposes to develop the land must:

- Pay the DIL to the collecting agency within a time and in a manner specified by the collecting agency which may include a requirement for payment prior to the commencement of any development or works; or
- Enter into an agreement with the collecting agency to pay the DIL to the collecting agency within the time specified in the agreement.

SUBDIVISIONS

In respect of the subdivision of land affected by the DCP, the following applies:

- A requirement may be imposed, including by a planning permit condition requiring payment of the DIL as a precondition to any statement of compliance being issued.
- If a staged subdivision, the DIL will be payable in respect of the NDA within the relevant stage, excluding any residual or superlot.
- In respect of any residual or superlot, the DIL will be incurred upon the subsequent subdivision or development of such lot.

COMMUNITY INFRASTRUCTURE LEVY

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

7.6. ADMINISTRATIVE PROCEDURES

The collecting agency will undertake ongoing accounting and review of this DCP in terms of:

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

A formal review of this DCP will be required every five years during the lifespan of the DCP.

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

If Council resolves not to proceed with any of the infrastructure projects listed in this DCP, the responsible authority will comply with section 46(Q) of the *Planning and Environment Act* (1987).

7.7. PROVISION OF LAND AND WORKS IN-KIND

Payment of development contributions is to be made in cash (i.e. a financial contribution). Alternatively, infrastructure works and land may be provided by developers with a credit provided against their development contribution, subject to the agreement of the collecting agency.

The collecting agency may enter into Section 173 Agreements with landowners to formalise details of infrastructure items to be provided in-kind. All development infrastructure (including land) can be provided in-kind under this agreement.

Where a developer intends to undertake any DCP works in-kind, this must first be agreed to by the responsible authority.

In determining whether to agree to the provision of works in lieu of cash, the collecting agency will have regard to the following:

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

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

- The credit for the works provided must equal the value identified in the DCP taking into account the impact of indexation;
- The value of works provided in accordance with the principles outlined above, will be offset against the development contributions liable to be paid by the developer;
- The developer will not be required to make cash payments for contributions until the value of any credits for the provision of agreed works-in-kind are exhausted;
- Where credit for works-in-kind cannot be offset against future levy payments, the developer must be reimbursed by the collecting agency for any excess credit at such time that cash to the equal value of the excess credit has been received by the collecting agency from other landowners in the Main Catchment Area;
- Where a developer chooses to bring forward works ahead of the scheduled time in the DCP, this can be done provided the impact on the DCP is cost and revenue neutral; and
- Where a developer is in credit against their development contributions liability, this credit will be indexed annually in accordance with the method outlined in Section 7.1.

7.8. LAND

As with works-in-kind, the provision of land would be agreed between the developer and the responsible authority pursuant to Section 173 of the *Planning and Environment Act* (1987). The value of the off-set for providing land will equal the value shown in the DCP, subject to indexation.

APPENDICES

APPENDIX A DETAILED LAND BUDGET

TABLE 7 LAND BUDGET

	PROPERTY NUMBER	TOTAL AREA (ha)	EXISTING DRAINAGE EASEMENT	WETLAND / RETARDING BASIN	UNENCUMBERED OPEN SPACE (to be funded via clause 53.01)			LAND FOR ROADS	NDA (ha)
					Co-Located	Linear	1ha Park		
131-149 Jetty Road	Property 1	1.797						*0.009*	1.788
16-28 Thomas Street	Property 2	1.554							1.554
30-42 Thomas Street	Property 3	1.549							1.549
44-56 Thomas Street	Property 4	1.678							1.678
118-136 Central Road	Property 5	1.599							1.599
151-159 Jetty Road	Property 6	1.922						*0.042*	1.880
138-146 Central Road	Property 7	1.958							1.958
161-169 Jetty Road	Property 8	1.970		*0.328*					1.642
148-156 Central Road	Property 9	1.971							1.971
171-179 Jetty Road	Property 10	1.971	*0.187*	*0.367*	*0.379*	*0.245*			0.793
158-166 Central Road	Property 11	1.971				*0.113*			1.858
164-169 Wyndham Street	Property 12	0.809	*0.250*	*0.378*	*0.178*				0.003
158-162 Wyndham Street	Property 13	0.708			*0.122*	*0.037*			0.550
152-156 Wyndham Street	Property 14	0.809				*0.166*			0.643
146-150 Wyndham Street	Property 15	0.809				*0.420*			0.389
140-144 Wyndham Street	Property 16	0.809				*0.079*			0.730
134-138 Wyndham Street	Property 17	0.810							0.810
128-138 Wyndham Street	Property 18	0.450							0.450
103-111 Central Road	Property 19	2.223							2.223
113-121 Central Road	Property 20	2.041							2.041
123-131 Central Road	Property 21	2.159					*0.199*		1.960
133-143 Central Road	Property 22	2.033					*0.642*		1.391
145-153 Central Road	Property 23	2.033					*0.159*		1.874
155-163 Central Road	Property 24	2.332							2.332
165-173 Central Road	Property 25	1.826		*0.512*					1.314
122-126 Wyndham Street	Property 26	0.862							0.862
96 Wyndham Street	Property 27	0.716							0.716
94 Wyndham Street	Property 28	0.207							0.207
TOTAL		41.576	*0.437*	*1.585*	*0.679*	*1.060*	*1.000*	*0.051*	36.765

FIGURE 6 PROPERTY NUMBER MAP



Source: VicPlan, 2018 base map annotated by Urban Enterprise, 2019

APPENDIX B DCP INFRASTRUCTURE PROJECT SHEETS

DI_RD_1	**Jetty Road Pedestrian Lights**
Description	Signalised crossing for pedestrian use

Infrastructure Type	Infrastructure Category
Development	Roads and Trails

Project Cost	$372,566.72
Indicative Provision Trigger	Prior to statement of compliance being issued for the first residential allotment within 171-179 Jetty Road, Drysdale.
Strategic Justification	This project is required to provide a safe crossing for pedestrians
External Usage Discount	0%
Project Cost to MCA	$372,566.72
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	36.765
Levy Amount	$10,133.73
Costing Source	Cardno Estimate of Construction Costs V161743

The Project Cost is expressed in September 2018 dollars

DI_RD_2	**Jetty Road Intersection**
Description	Construction of a safe intersection at the main entry point

Infrastructure Type	Infrastructure Category
Development	Roads and Trails

Project Cost	$310,777.97
Indicative Provision Trigger	Prior to the Statement of Compliance being issued for the first residential subdivision requiring access to Jetty Road.
Strategic Justification	This project is required to provide for the orderly and proper development of the area and ensures that the road hierarchy caters for projected traffic volumes. It is also required to ensure safe entry into the precinct.
External Usage Discount	0%
Project Cost to MCA	$310,777.97
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	36.765
Levy Amount	$8,453.09
Costing Source	Cardno Estimate of Construction Costs V161743

The Project Cost is expressed in September 2018 dollars

DI_LA_1	**Jetty Road Intersection Land**
Description	Land for Jetty Road intersection. Total 0.0509ha required

Infrastructure Type	Infrastructure Category
Development	Roads and Trails

Project Cost	$66,170.00
Indicative Provision Trigger	Prior to the Statement of Compliance being issued for the first residential subdivision requiring access to Jetty Road.
Strategic Justification	This project is required to ensure land is available for the main entry point into the precinct and to ensures that the road hierarchy caters for projected traffic volume and to ensure that there is safe entry into the precinct
External Usage Discount	0%
Project Cost to MCA	$66,170.00
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	36.765
Levy Amount	$1,799.81
Costing Source	Westlink Valuation Report, February 2018

The Project Cost is expressed in September 2018 dollars

DI_RD_3	**Central Road / Wyndham Street Intersection**
Description	Construction of an upgraded intersection

Infrastructure Type	Infrastructure Category
Development	Roads and Trails

Project Cost	$450,901.43
Indicative Provision Trigger	At or before the creation of the 360th lot in the Precinct or earlier at the discretion of the responsible authority.
Strategic Justification	This project is required to provide for the orderly and proper development of the area and ensures that the road hierarchy caters for projected traffic volumes
External Usage Discount	0%
Project Cost to MCA	$450,901.43
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	36.765
Levy Amount	$12,264.42
Costing Source	Cardno Estimate of Construction Costs V161743

The Project Cost is expressed in September 2018 dollars

DI_TR_1	**Wyndham Street Shared Path**
Description	Construction of a shared path for use by cyclists and pedestrians with existing Wyndham Street road reserve (north-side), between Linear Open Space and Central Road (250 linear metres)

Infrastructure Type	Infrastructure Category
Development	Roads and Trails

Project Cost	$40,000.00
Indicative Provision Trigger	Within 24 months of delivery of OS_4.
Strategic Justification	This project is required to create a shared trail for pedestrians and cyclists
External Usage Discount	0%
Project Cost to MCA	$40,000.00
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	36.765
Levy Amount	$1,087.99
Costing Source	Cost estimate provided by St Quentin Consulting

The Project Cost is expressed in September 2018 dollars

DI_LA_2	**Central Road Basin - Land**
Description	Land required for Central Road basin. Total 0.512ha required

Infrastructure Type	Infrastructure Category
Development	Drainage

Project Cost	$665,600.00
Indicative Provision Trigger	Prior to statement of compliance being issued for the first residential allotment in the Central Road RB drainage catchment (Figure 3.4 in Stormwater Management Plan, Water Technology, May 2019) or at the discretion of the responsible authority if an alternative approach to drainage works in the catchment is required.
Strategic Justification	This project is required to provide land for a drainage basin and to ensure development attenuates post development runoff to pre-development levels
External Usage Discount	0%
Project Cost to MCA	$665,600.00
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	28.753
Levy Amount	$23,148.89
Costing Source	Westlink Valuation Report, February 2018

The Project Cost is expressed in September 2018 dollars

DI_DR_1a	**Central Road Basin - Construction**
Description	Shared drainage construction works

Infrastructure Type	Infrastructure Category
Development	Drainage

Project Cost	$277,660.60
Indicative Provision Trigger	Prior to Statement of Compliance being issued for the first residential allotment in the Central Road RB drainage catchment (Figure 3.4 in Stormwater Management Plan, Water Technology, May 2019) or at the discretion of the responsible authority if an alternative approach to drainage works in the catchment is required.
Strategic Justification	This project is required to construct a basin to ensure development attenuates post development runoff to pre-development levels
External Usage Discount	0%
Project Cost to MCA	$277,660.60
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	28.753
Levy Amount	$9,656.75
Costing Source	Cost estimate provided by St Quentin Consulting - 14246 Basin Costings

The Project Cost is expressed in September 2018 dollars

DI_DR_1b	**Central Road Basin - Landscaping**
Description	Improvements to open space within basin land

Infrastructure Type	Infrastructure Category
Development	Drainage

Project Cost	$95,874.90
Indicative Provision Trigger	Concurrent with the associated drainage basin works (DI_DR_1a).
Strategic Justification	This project is required to provide adequate open space facilities for residents and visitors and to ensure development attenuates post development runoff to pre-development levels
External Usage Discount	0%
Project Cost to MCA	$95,874.90
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	28.753
Levy Amount	$3,334.43
Costing Source	Cost estimate provided by Tract Consulting - Opinion of Probable Cost

The Project Cost is expressed in September 2018 dollars

DI_LA_3	Jetty Road Basin - Land (Interim)
Description	Land required for northern section of the Jetty Road Basin. Total 0.695ha required

Infrastructure Type	Infrastructure Category
Development	Drainage

Project Cost	$903,500.00
Indicative Provision Trigger	Prior to Statement of Compliance being issued for the first residential allotment in the Jetty Road RB drainage catchment (Figure 3.4 in Stormwater Management Plan, Water Technology, May 2019) or at the discretion of the responsible authority if an alternative approach to drainage works in the catchment is required.
Strategic Justification	This project is required to provide land for adequate drainage within the precinct and to ensure development attenuates post development runoff to pre-development levels
External Usage Discount	0%
Project Cost to MCA	$903,500.00
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	28.753
Levy Amount	$31,422.81
Costing Source	Westlink Valuation Report, February 2018

The Project Cost is expressed in September 2018 dollars

DI_LA_4	**Jetty Road Basin - Land (Ultimate)**
Description	Land required for the southern section of Jetty Road Basin. Total 0.378ha required

Infrastructure Type	Infrastructure Category
Development	Drainage

Project Cost	$567,000.00
Indicative Provision Trigger	Prior to the Statement of Compliance being issued for the residential subdivision in the Jetty Rd RB catchment (refer to Figure 3.4 in Stormwater Management Plan, Water Technology, May 2019) that requires an expansion to the interim drainage basin (approximately 190 lots created within the catchment) or at the discretion of the responsible authority if an alternative approach to drainage works in the catchment is required.
Strategic Justification	This project is required to provide land for adequate drainage within the precinct and to ensure development attenuates post development runoff to pre-development levels
External Usage Discount	0%
Project Cost to MCA	$567,000.00
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	28.753
Levy Amount	$19,719.68
Costing Source	Westlink Valuation Report, February 2018

The Project Cost is expressed in September 2018 dollars

DI_DR_2a	**Jetty Road Basin - Construction (Interim)**
Description	Shared drainage construction works

Infrastructure Type	Infrastructure Category
Development	Drainage

Project Cost	$297,430.83
Indicative Provision Trigger	Prior to the Statement of Compliance being issued for the first residential allotment in the Jetty Road RB Drainage Catchment (refer to Figure 3.4 in the Water Technology Stormwater Management Plan).
Strategic Justification	This project is required to provide the required interim drainage within the precinct and to ensure development attenuates post development runoff to pre-development levels
External Usage Discount	0%
Project Cost to MCA	$297,430.83
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	28.753
Levy Amount	$10,344.34
Costing Source	Cost estimate provided by St Quentin Consulting - 14246 Basin Costings

The Project Cost is expressed in September 2018 dollars

DI_DR_2b	**Jetty Road Basin - Landscaping (Interim)**
Description	Open space improvements of the northern section of the Jetty Road Basin

Infrastructure Type	Infrastructure Category
Development	Drainage

Project Cost	$142,992.30
Indicative Provision Trigger	Concurrent with the associated drainage basin works (DI_DR_2a).
Strategic Justification	This project is required to support the drainage function of the retarding basins for residents and to ensure development attenuates post development runoff to pre-development levels
External Usage Discount	0%
Project Cost to MCA	$142,992.30
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	28.753
Levy Amount	$4,973.13
Costing Source	Cost estimate provided by Tract Consulting - Opinion of Probable Cost

The Project Cost is expressed in September 2018 dollars

DI_DR_3a	Jetty Road Basin - Construction (Ultimate)
Description	Shared drainage construction works

Infrastructure Type	Infrastructure Category
Development	Drainage

Project Cost	$292,409.35
Indicative Provision Trigger	Prior to the Statement of Compliance being issued for the residential subdivision in the Jetty Rd RB catchment (refer to Figure 3.4 in Stormwater Management Plan, Water Technology, May 2019) that requires an expansion to the interim drainage basin (approximately 190 lots created within the catchment) or at the discretion of the responsible authority if an alternative approach to drainage works in the catchment is required.
Strategic Justification	This project is required to provide the required ultimate drainage within the precinct and to ensure development attenuates post development runoff to pre-development levels
External Usage Discount	0%
Project Cost to MCA	$292,409.35
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	28.753
Levy Amount	$10,169.70
Costing Source	Cost estimate provided by St Quentin Consulting - 14246 Basin Costings

The Project Cost is expressed in September 2018 dollars

DI_DR_3b	**Jetty Road Basin - Landscaping (Ultimate)**
Description	Open space improvements of the southern section of the Jetty Road basin

Infrastructure Type	Infrastructure Category
Development	Drainage

Project Cost	$112,200.00
Indicative Provision Trigger	Concurrent with the associated drainage basin works (DI_DR_3a).
Strategic Justification	This project is required to support the drainage function of the retarding basins for residents and to ensure development attenuates post development runoff to pre-development levels
External Usage Discount	0%
Project Cost to MCA	$112,200.00
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	28.753
Levy Amount	$3,902.20
Costing Source	Cost estimate provided by Tract Consulting - Opinion of Probable Cost

The Project Cost is expressed in September 2018 dollars

DI_OS_1	**Jetty Road Basin - Pedestrian link**
Description	Construction of shared use cycling and pedestrian trail connecting the linear open space to Jetty Road between the interim and ultimate Jetty Road drainage basins

Infrastructure Type	Infrastructure Category
Development	Public Open Space

Project Cost	$525,800.00
Indicative Provision Trigger	Within 24 months of a Statement of Compliance being issued for the first residential allotment within 171-179 Jetty Road, Drysdale.
Strategic Justification	This project is required to provide passive open space and active transport access for residents and visitors
External Usage Discount	0%
Project Cost to MCA	$525,800.00
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	36.765
Levy Amount	$14,301.65
Costing Source	Cost estimate provided by Tract Consulting - Opinion of Probable Cost

The Project Cost is expressed in September 2018 dollars

DI_OS_2	**Central Road 1ha Reserve - Landscaping**
Description	Open space improvements to 1ha reserve

Infrastructure Type	Infrastructure Category
Development	Public Open Space

Project Cost	$491,419.50
Indicative Provision Trigger	As subdivision of the affected land progresses or within 24 months of the open space reserve being vested in Council.
Strategic Justification	This project is required to provide adequate open space facilities for residents and visitors
External Usage Discount	0%
Project Cost to MCA	$491,419.50
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	36.765
Levy Amount	$13,366.50
Costing Source	Cost estimate provided by Tract Consulting - Opinion of Probable Cost

The Project Cost is expressed in September 2018 dollars

DI_OS_3	**Central Road 1ha Reserve – Playground**
Description	Open space improvement (playground construction)

Infrastructure Type	Infrastructure Category
Development	Public Open Space

Project Cost	$116,600.00
Indicative Provision Trigger	Within 24 months of the relevant section of the open space reserve being vested in Council.
Strategic Justification	This project is required to provide adequate open space facilities for residents and visitors
External Usage Discount	0%
Project Cost to MCA	$116,600.00
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	36.765
Levy Amount	$3,171.49
Costing Source	Cost estimate provided by Tract Consulting - Opinion of Probable Cost

The Project Cost is expressed in September 2018 dollars

DI_OS_4	**Linear and Co-Located Open Space - Landscaping**
Description	Open space improvement in the linear reserve and co-located open space including a shared path

Infrastructure Type	Infrastructure Category
Development	Public Open Space

Project Cost	$786,809.10
Indicative Provision Trigger	As subdivision of the affected land progresses or within 24 months of the open space reserve being vested in Council.
Strategic Justification	This project is required to provide adequate open space facilities for residents and visitors
External Usage Discount	0%
Project Cost to MCA	$786,809.10
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	36.765
Levy Amount	$21,401.04
Costing Source	Cost estimate provided by Tract Consulting - Opinion of Probable Cost

The Project Cost is expressed in September 2018 dollars

DI_OS_5	**Co-Located Open Space – Playground**
Description	Open space improvement (playground construction)

Infrastructure Type	Infrastructure Category
Development	Public Open Space

Project Cost	$48,950.00
Indicative Provision Trigger	Within 24 months of the relevant section of the open space reserve being vested in Council.
Strategic Justification	This project is required to provide adequate open space facilities for residents and visitors
External Usage Discount	0%
Project Cost to MCA	$48,950.00
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	36.765
Levy Amount	$1,331.43
Costing Source	Cost estimate provided by Tract Consulting - Opinion of Probable Cost

The Project Cost is expressed in September 2018 dollars

DI_P_1	**Planning Costs**
Description	Preparation of DCP including infrastructure design and costing, land valuation and land capability studies

Infrastructure Type	Infrastructure Category
Development	Other

Project Cost	$265,000.00
Indicative Provision Trigger	Complete.
Strategic Justification	Item required to prepare appropriate planning for the residential development. This includes land valuation and infrastructure design and costing
External Usage Discount	0%
Project Cost to MCA	$265,000.00
Apportionment of Costs	100% Central Road Drysdale DCP
Demand Units	36.765
Levy Amount	$7,207.94
Costing Source	Based on consultant fees incurred

The Project Cost is expressed in September 2018 dollars

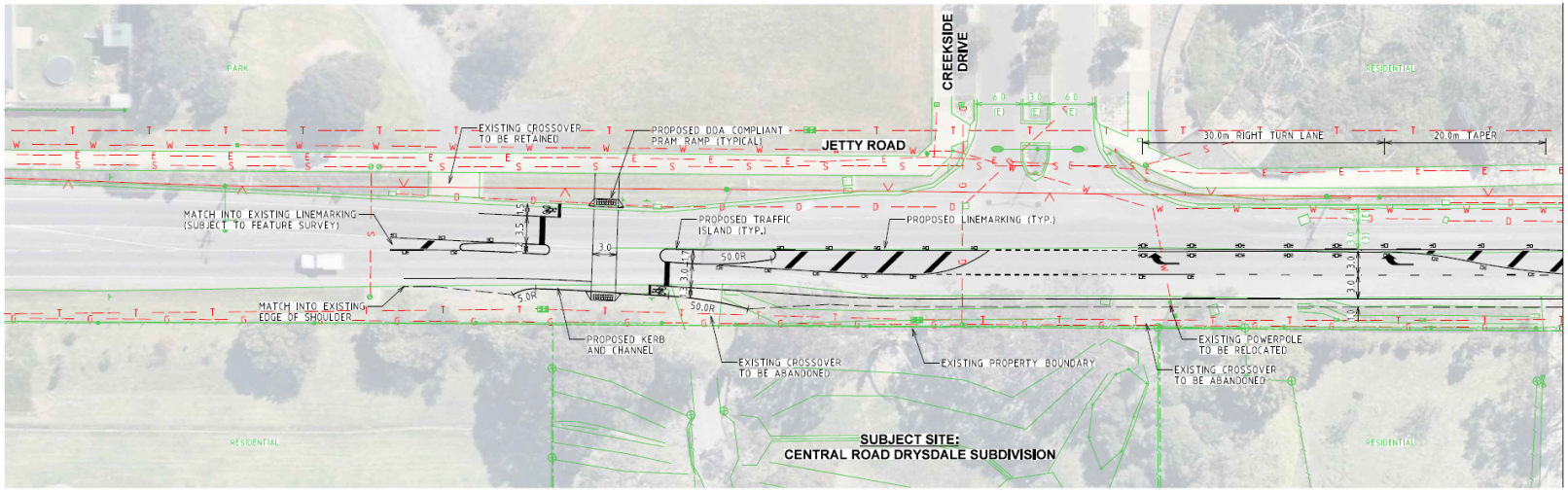
CI_CF_1	**Regional Community and Learning Hub**
Description	Construction of a Regional Community and Learning Hub, to service existing and new Drysdale and Clifton Springs catchment

Infrastructure Type	Infrastructure Category
Community	Community Infrastructure

Project Cost	$9,100,000.00
Indicative Provision Trigger	Expected delivery between 2022 and 2025 at Council's discretion.
Strategic Justification	Projections indicate the demand for library services by 2018 will be sufficient to support a regional Community and Learning Hub in Drysdale in the order of 1,000 square metres
External Usage Discount	93.9%
Project Cost to MCA	$557,039.51
Apportionment of Costs	Demand generated by Central Road Drysdale (6.1%), Jetty Road Urban Growth Area (40%) and households external to the growth areas (53.9%)
Demand Units	36.765
Levy Amount	$1,012.80
Costing Source	Cost Estimates provided by council officers (July 2019).

The Project Cost is expressed in September 2018 dollars

APPENDIX C INTERSECTION LAYOUT PLANS AND COSTINGS



MELWAY MAP REF 456 E9 & E10

Rev	Date	Description	Drawn	Appr.
2	08.03.18	CLIENT COMMENTS	CS	MH
1	06.03.18	ISSUED FOR INFORMATION	CS	MH

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1:500 @ A3

WARNING
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1.BASE INFORMATION SUPPLIED BY St QUENTIN, REF NO.14246_ROAD_GPS_230110_DATUM.DWG
2.ALL DIMENSIONS TO FACE OF KERB AND CHANNEL U.N.O.
3.LOCAL ROAD - JETTY ROAD (SPEED ZONE 60KM/H).
- CREEKSIDE DRIVE (SPEED ZONE 50KM/H)
4.LINEMARK IN ACCORDANCE WITH AUSTROADS GUIDE TO TRAFFIC MANAGEMENT - VOLUME 10, AS1742 AND RELEVANT VICROADS SUPPLEMENTS.
5.INSTALL RRPM'S AND REMOVE ANY REDUNDANT MARKERS.

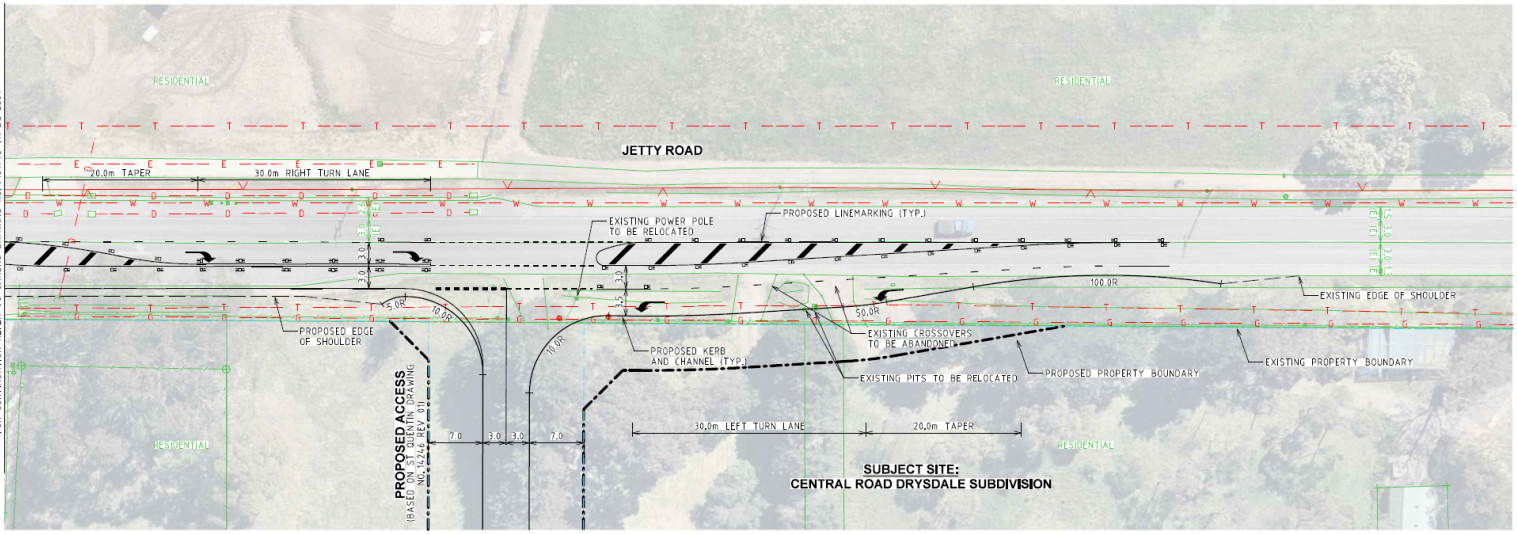
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Drawn	C.SANSTOUPET
Designed	C.SANSTOUPET
Checked	S.McKENZIE
Authorised	M.HAWKINS

Client	McLEODS DEVELOPMENTS PTY LTD
Project	CENTRAL ROAD DRYSDALE SUBDIVISION CENTRAL ROAD, DRYSDALE CITY OF GREATER GEELONG
Title	CHANNELISED RIGHT TURN TREATMENT AND PEDESTRIAN OPERATED SIGNALS FUNCTIONAL LAYOUT PLAN
Status	PRELIMINARY NOT TO BE USED FOR CONSTRUCTION PURPOSES
Date	06.03.2018
Scale	1:500
Size	A3
Drawing Number	V161743-TR-DG-2501
Revision	2

CAD File: M:\2016\161501_2000\V161743_Central_Road_Drysdale_Subdivision\Traffic\Drafting\04 Drawings\01 CAD\V161743-TR-DG-2501.dgn
DATE PLOTTED: 8/03/2018 12:02:48 PM
BY: Chris.Sanstoupet

CAD File: M:\2016\161501_2000\V161743_Central_Road_Drysdale_Subdivision\Traffic\Drafting\Cd Drawings\01 CAD\V161743-TR-DG-2502.dgn
DATE PLOTTED: 8/03/2018 12:14:21 PM
BY: Chris.Sanstoupet



MELWAY MAP REF 456 F9

Rev	Date	Description	Drawn	Appr.
1	06.03.18	ISSUED FOR INFORMATION	CS	MH

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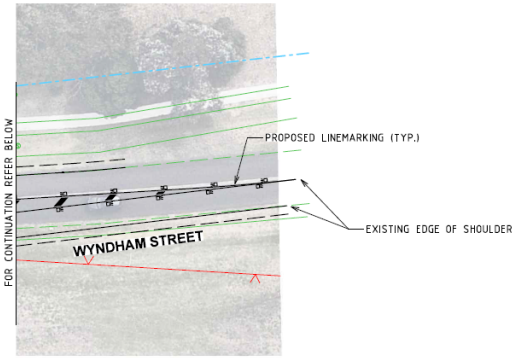
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2.ALL DIMENSIONS TO FACE OF KERB AND CHANNEL U.N.O
3.LOCAL ROAD - JETTY ROAD
(SPEED ZONE 60KM/H).
- PROPOSED ACCESS
(SPEED ZONE 50KM/H)
4.LINEMARK IN ACCORDANCE WITH AUSTROADS GUIDE TO TRAFFIC MANAGEMENT VOLUME 10, AS1742 AND RELEVANT VICROADS SUPPLEMENTS.
5.INSTALL RRPM'S AND REMOVE ANY REDUNDANT MARKERS.

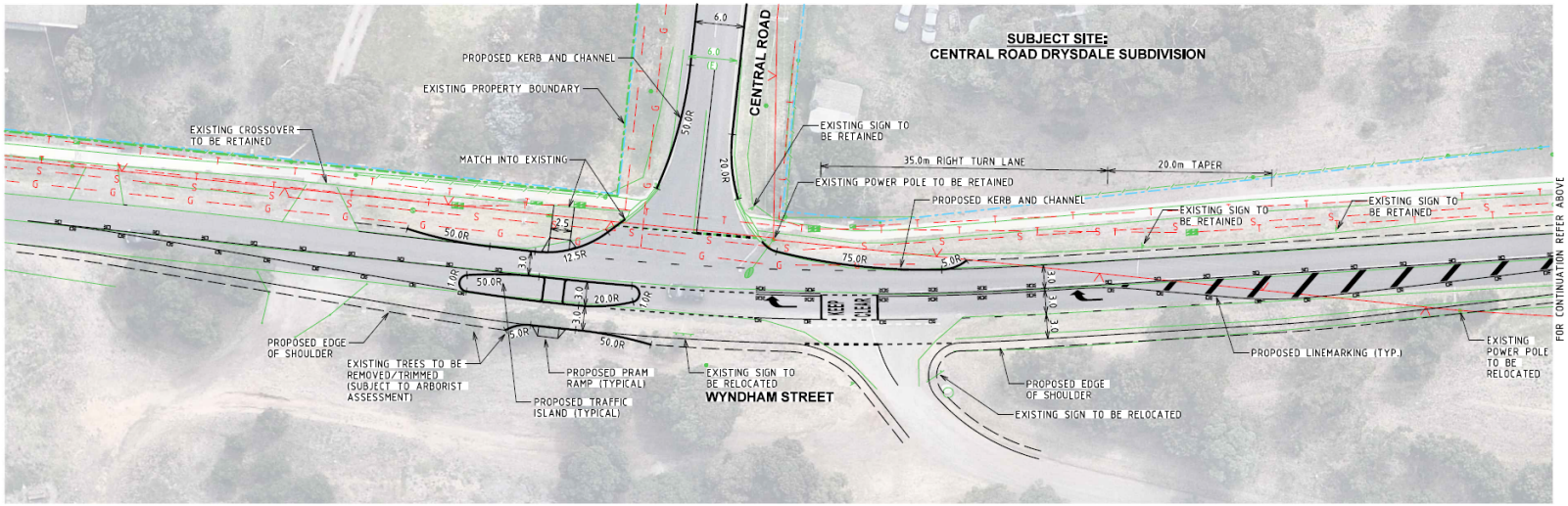
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Drawn	C.SANSTOUPET
Designed	C.SANSTOUPET
Checked	S.McKENZIE
Authorised	M.HAWKINS

Client	McLEODS DEVELOPMENTS PTY LTD
Project	CENTRAL ROAD DRYSDALE SUBDIVISION CENTRAL ROAD, DRYSDALE CITY OF GREATER GEELONG
Title	CHR TREATMENT FUNCTIONAL LAYOUT PLAN
Status	**PRELIMINARY** NOT TO BE USED FOR CONSTRUCTION PURPOSES
Date	06.03.2018
Scale	1:500
Size	A3
Drawing Number	V161743-TR-DG-2502
Revision	2

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DATE PLOTTED: 7/05/2018 4:44:51 PM
BY: User:Chris.Sanstoupet





MELWAY MAP REF 456 F10

No	Date	Description	Drawn	Appr
3	07.05.18	CLIENT COMMENTS	CS	MH
2	08.03.18	CLIENT COMMENTS	CS	MH
1	06.03.18	ISSUED FOR INFORMATION	CS	MH

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1:500 @ A3

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES SHOWN ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE.

1.BASE INFORMATION SUPPLIED BY St QUENTIN, REF NO. 14246_ROAD_GPS_230110_DATUM.DWG
2.ALL DIMENSIONS TO FACE OF KERB AND CHANNEL U.N.O
3.LOCAL ROAD - WYNDHAM STREET (SPEED ZONE 60KM/H).
- CENTRAL ROAD (SPEED ZONE 50KM/H)
4.LINEMARK IN ACCORDANCE WITH AUSTROADS GUIDE TO TRAFFIC MANAGEMENT VOLUME 10, AS1742 AND RELEVANT VICROADS SUPPLEMENTS.
5.INSTALL RRPM'S AND REMOVE ANY REDUNDANT MARKERS.

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Drawn	C.SANSTOUPET
Designed	C.SANSTOUPET
Checked	S.McKENZIE
Authorised	M.HAWKINS

Client: McLEODS DEVELOPMENTS PTY LTD
Project: CENTRAL ROAD DRYSDALE SUBDIVISION
CENTRAL ROAD, DRYSDALE
CITY OF GREATER GEELONG
Title: CHANNELISED RIGHT TURN TREATMENT
FUNCTIONAL LAYOUT PLAN

Status: **PRELIMINARY**
NOT TO BE USED FOR CONSTRUCTION PURPOSES

Date	Scale	Size
06.03.2018	1:500	A3

Drawing Number: V161743-TR-DG-2503
Revision: 3

PRELIMINARY ESTIMATE OF CONSTRUCTION COSTS **12-April-2018**
SUMMARY SHEET
V161743
Central Road, Drysdale
REVISION No 2

		V161743 Preliminary Plan Drawing Number		
ITEM	DESCRIPTION	DG2501	DG2502	DG2503
	Construction Costs	$ 304,136.10	$ 253,696.30	$ 368,082.80
	CONTINGENCY			
	Lower Bound Contingency (0% of D)	$ -	$ -	$ -
	Upper Bound Contingency (30% of D)	$ 91,240.83	$ 76,108.89	$ 110,424.84
	PROJECT BUDGET			
	Total Lower Bound Estimate	$ 304,136.10	$ 253,696.30	$ 368,082.80
	Total Upper Bound Estimate	$ 395,376.93	$ 329,805.19	$ 478,507.64
	Project Budget (75% confidence)	$ 372,566.72	$ 310,777.97	$ 450,901.43

Author: Romain Grenville Reviewer: Greg Pollard

PLEASE NOTE THE FOLLOWING ASSUMPTIONS:
i) All existing services assumed to be as shown on preliminary plans for job number V161743. Any additional services may result in additonal costs.
ii) Assumed no drainage structures along Jetty Road. All runoff assumed to fall to existing drainage to the west or to overland flow to the east.

PRELIMINARY ESTIMATE OF CONSTRUCTION COSTS **12 April 2018**
V161743
Central Road, Drysdale
DG2501

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
	Construction				$ 304,136	**$ 304,136**
1	**PRELIMINARIES**					$ 68,500
1.1	Site Establishment	1	item	$ 6,000.00	$ 6,000	
1.1	Site Management & supervision including QA	5	wks	$ 5,000.00	$ 25,000	
1.1	Provision for traffic	5	wks	$ 7,500.00	$ 37,500	
2	**DEMOLITION**					$ 15,000
2.1	Breakout and remove redundant asphalt and any orther road as required	1	Item	$ 5,000.00	$ 5,000	
2.2	Relocation of LV Powerpole	1	Item	$ 10,000.00	$ 10,000	
3	**EARTHWORKS**					$ 11,531
3.1	Stripping topsoil (150mm)	439	m²	$ 12.00	$ 5,268	
3.2	Excavation to sub-grade level for road	189	m³	$ 30.00	$ 5,663	
3.3	Shaping of Swale drains	1	Item	$ 600.00	$ 600	
4	**PAVEMENT**					$ 74,630
4.1	Asphalt (80mm in two layers)	439	m²	$ 85.00	$ 37,315	
4.2	100mm Class 2 CR	439	m²	$ 35.00	$ 15,365	
4.3	250mm Class 3 CR	439	m²	$ 40.00	$ 17,560	
4.4	Preparation of subgrade	439	m²	$ 10.00	$ 4,390	
5	**DRAINAGE**					$ 10,300
5.1	subsoil drains 100mm dia - screenings	100	lm	$ 55.00	$ 5,500	
5.2	subsoil drains 100mm dia - no fines conc	80	lm	$ 60.00	$ 4,800	
6	**CONCRETE WORKS**					$ 15,000
6.1	Kerb & channel (Semi Mountable)	100	lm	$ 70.00	$ 7,000	
6.2	Concrete Island Infill	100	m²	$ 80.00	$ 8,000	
7	**LANDSCAPING WORKS**					$ 700
7.1	Topsoiling seeding back of kerb	1	Item	$ 700.00	$ 700	
8	**SIGNING**					$ 2,500
8.1	Install new and reinstate existing signage	1	Item	$ 2,500.00	$ 2,500.00	
9	**LINEMARKING**					$ 5,000
9.1	Placing of new linemarking	1	Item	$ 5,000.00	$ 5,000.00	
10	**MISCELLANEOUS**					$ 1,200
10.1	Tactile Pavers	2	No.	$ 600.00	$ 1,200.00	
11	**SIGNALS**		item			$ 99,775
11.2	Conduits	1	item	$ 24,550	$ 24,550	
11.3	Pedestals	1	item	$ 23,500	$ 23,500	
11.4	Lanterns	1	item	$ 16,800	$ 16,800	
11.5	Distribution Box	1	item	$ 7,000	$ 7,000	
11.5	Controller Foundation and Liasing	1	item	$ 7,000	$ 7,000	
11.6	Deterctors	1	item	$ 8,000	$ 8,000	
11.7	Cabling & Connections	1	item	$ 12,925	$ 12,925	

E	**Contingency**					
	Lower Bound Contingency (0% of D)				0%	$ -
	Upper Bound Contingency (30% of D)				30%	$ 91,240.83

F	**PROJECT BUDGET**					
	Lower Bound Estimate					$ 304,136
	Upper Bound Estimate					$ 395,377

G	**Project Budget (75% Confidence)**					**$ 372,567**

SIGNAL COSTS BREAKDOWN - INCLUDED ABOVE IN ITEM 11

ITEM	DESCRIPTION OF WORK	QUANTITY	UNIT	RATE	AMOUNT	TOTALS
A	**Construction**					**$ 99,775**
1	**GENERAL ITEMS**					$ -
1.1	Site Establishment		item		$ -	
2	**CONDUITS**					$ 24,550
2.1	Conduit (100mm H/D Orange)	15	m	$ 250	$ 3,750	
2.2	Conduits Bored (100mm H/D Orange)	30	m	$ 600	$ 18,000	
2.3	Conduit Pit	4	No.	$ 700	$ 2,800	
3	**PEDESTALS**					$ 23,500

PRELIMINARY ESTIMATE OF CONSTRUCTION COSTS **12 April 2018**
V161743
Central Road, Drysdale
DG2501

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
3.1	2B Pedestal	3	No.	$ 4,500	$ 13,500	
3.2	MA Pedestal	1	No.	$ 10,000	$ 10,000	
4	**LANTERNS**					$ 16,800
4.1	3 Aspect Lanterns	8	No.	$ 1,100	$ 8,800	
4.2	Pedestrian Push Button & Lantern	1	item	$ 8,000	$ 8,000	
5	**ELECTRICAL DISTRIBUTION BOX**					$ 7,000
5.1	Distribution Box	1	No.	$ 7,000	$ 7,000	
5	**CONTROLLER**					$ 7,000
5.1	Liasie with VicRoads to install Controller	1	No.	$ 1,000	$ 1,000	
5.2	Foundation	1	No.	$ 6,000	$ 6,000	
6	**DETECTORS**					$ 8,000
6.1	Loops	2	No.	$ 3,000	$ 6,000	
6.2	Detector Pit	2	No.	$ 1,000	$ 2,000	
7.1	**CABLING & CONNECTIONS**					$ 12,925
7.1	Cable	65	m	$ 95	$ 6,175	
7.2	Power Cable	45	m	$ 150	$ 6,750	
8	**MAINTENANCE (10 YEARS)**					$ -
8.1	Intersection with SCRAM		No.		$ -	
8.2	P.O.S. with SCRAM		No.		$ -	

PRELIMINARY ESTIMATE OF CONSTRUCTION COSTS **12 April 2018**
V161743
Central Road, Drysdale
DG2502

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
	Construction				$ 253,696	**$ 253,696**
1	**PRELIMINARIES**					$ -
1.1	Site Establishment		item	Included in estimate DG5201		
1.1	Site Management & supervision including QA		wks	Included in estimate DG5201		
1.1	Provision for traffic		wks	Included in estimate DG5201		
2	**DEMOLITION**					$ 23,100
2.1	Breakout and remove redundant asphalt and any orther road as required	1	Item	$ 3,100.00	$ 3,100	
2.2	Sawcutting and profiling of existing pavement to ensure final asphalt matching in neatly	1	Item	$ 5,000.00	$ 5,000	
2.3	Relocation of Powerpole	1	Item	$ 10,000.00	$ 10,000	
2.4	Removal of trees	1	Item	$ 5,000.00	$ 5,000	
3	**EARTHWORKS**					$ 24,331
3.1	Stripping topsoil (150mm)	937	m²	$ 12.00	$ 11,244	
3.2	Excavation to sub-grade level for road	403	m³	$ 30.00	$ 12,087	
3.3	Shaping of Swale drains	1	Item	$ 1,000.00	$ 1,000	
4	**PAVEMENT**					$ 159,290
4.1	Asphalt (80mm in two layers)	937	m²	$ 85.00	$ 79,645	
4.2	100mm Class 3 CR	937	m²	$ 35.00	$ 32,795	
4.3	250mm Class 3 CR	937	m²	$ 40.00	$ 37,480	
4.4	Preparation of subgrade	937	m²	$ 10.00	$ 9,370	
5	**DRAINAGE**					$ 22,758
5.1	subsoil drains 100mm dia - screenings	236	lm	$ 55.00	$ 12,978	
5.2	subsoil drains 100mm dia - no fines conc	163	lm	$ 60.00	$ 9,780	
6	**CONCRETE WORKS**					$ 16,517
6.1	Kerb & channel (Semi Mountable)	236	lm	$ 70.00	$ 16,517	
7	**LANDSCAPING WORKS**					$ 1,200
7.1	Topsoiling seeding back of kerb	1	Item	$ 1,200.00	$ 1,200	
8	**SIGNING**					$ 1,500
8.1	Install new and reinstate existing signage	1	Item	$ 1,500.00	$ 1,500.00	
9	**LINEMARKING**					$ 5,000
9.1	Placing of new linemarking	1	Item	$ 5,000.00	$ 5,000.00	

E	Contingency					
	Lower Bound Contingency (0% of D)				0%	$ -
	Upper Bound Contingency (30% of D)				30%	$ 76,108.89

F	PROJECT BUDGET					
	Lower Bound Estimate					$ 253,696
	Upper Bound Estimate					$ 329,805

G	Project Budget (75% Confidence)					$ 310,778

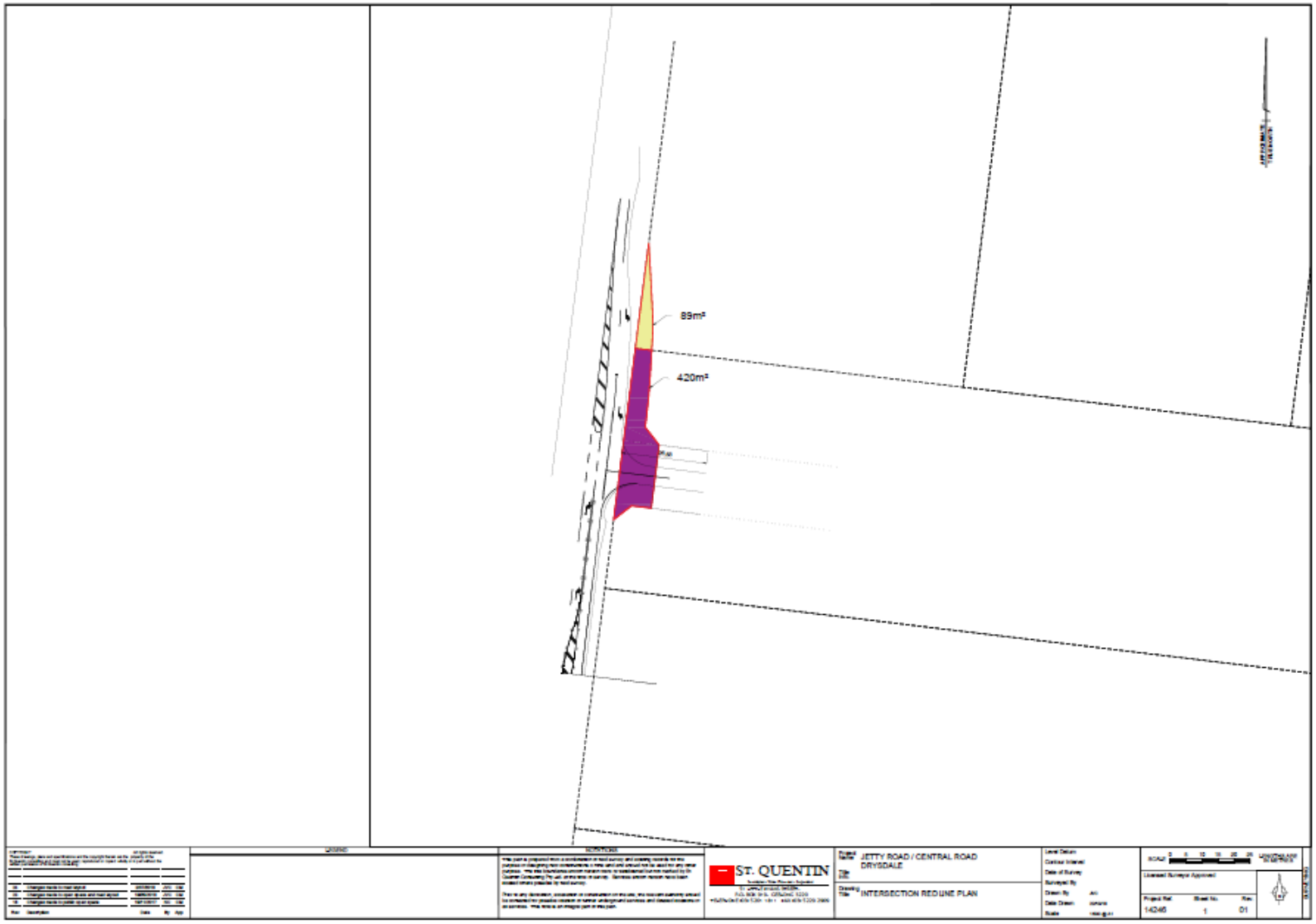
PRELIMINARY ESTIMATE OF CONSTRUCTION COSTS **12 April 2018**
V161743
Central Road, Drysdale
DG2503

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
	Construction				$ 368,083	**$ 368,083**
1	**PRELIMINARIES**					$ 82,000
1.1	Site Establishment	1	item	$ 7,000.00	$ 7,000	
1.1	Site Management & supervision including QA	6	wks	$ 5,000.00	$ 30,000	
1.1	Provision for traffic	6	wks	$ 7,500.00	$ 45,000	
2	**DEMOLITION**					$ 24,000
2.1	Breakout and remove redundant asphalt and any orther road as required	1	Item	$ 4,000.00	$ 4,000	
2.2	Sawcutting and profiling of existing pavement to ensure final asphalt matching in neatly	1	Item	$ 5,000.00	$ 5,000	
2.3	Removal of Powerpole	1	Item	$ 10,000.00	$ 10,000	
2.4	Removal of trees	1	Item	$ 5,000.00	$ 5,000	
3	**EARTHWORKS**					$ 28,193
3.1	Stripping topsoil (150mm)	1,072	m²	$ 12.00	$ 12,864	
3.2	Excavation to sub-grade level for road	461	m³	$ 30.00	$ 13,829	
3.3	Shaping of Swale drains	1	Item	$ 1,500.00	$ 1,500	
4	**PAVEMENT**					$ 182,240
4.1	Asphalt (80mm in two layers)	1,072	m²	$ 85.00	$ 91,120	
4.2	100mm Class 3 CR	1,072	m²	$ 35.00	$ 37,520	
4.3	250mm Class 3 CR	1,072	m²	$ 40.00	$ 42,880	
4.4	Preparation of subgrade	1,072	m²	$ 10.00	$ 10,720	
5	**DRAINAGE**					$ 27,230
5.1	subsoil drains 100mm dia - screenings	206	lm	$ 55.00	$ 11,330	
5.2	subsoil drains 100mm dia - no fines conc	265	lm	$ 60.00	$ 15,900	
6	**CONCRETE WORKS**					$ 14,420
6.1	Kerb & channel (Semi Mountable)	206	lm	$ 70.00	$ 14,420	
7	**LANDSCAPING WORKS**					$ 2,000
7.1	Topsoiling seeding back of kerb	1	item	$ 2,000.00	$ 2,000	
8	**SIGNING**					$ 3,000
8.1	Install new and reinstate existing signage	1	Item	$ 3,000.00	$ 3,000.00	
9	**LINEMARKING**					$ 5,000
9.1	Placing of new linemarking	1	Item	$ 5,000.00	$ 5,000.00	

E	**Contingency**					
	Lower Bound Contingency (0% of D)				0%	$ -
	Upper Bound Contingency (30% of D)				30%	$ 110,424.84

F	**PROJECT BUDGET**					
	Lower Bound Estimate					$ 368,083
	Upper Bound Estimate					$ 478,508

G	**Project Budget (75% Confidence)**					**$ 450,901**



ST. QUENTIN

JETTY ROAD / CENTRAL ROAD
DRYSDALE

INTERSECTION REDLINE PLAN

14246 | 1 | 01

APPENDIX D LANDSCAPING PLANS AND COSTINGS

05 DRAINAGE RESERVE A - INTERIM & ULTIMATE BASINS (INCLUDING COUNCIL DRAINAGE EASEMENT)

Legend

- DEVELOPMENT BOUNDARY
- EXISTING POST & WIRE FENCE TO BE RETAINED
- SHARED PATH
- EXISTING TREES TO BE RETAINED (& TPZ)
  SUBJECT TO ARBORICULTURAL ASSESSMENT
- EXISTING TREES TO BE REMOVED
  SUBJECT TO ARBORICULTURAL ASSESSMENT
- FEATURE FARM FENCE
- TIMBER POST & RAIL FENCE
- 1 WSUD WETLAND PLANTING
  - NOMINAL WATER LEVEL
  - EXTENDED DETENTION LEVEL
  - Q100
- 2 PEDESTRIAN LINK
  REFER PEDESTRIAN LINK DESIGN DEVELOPMENT ATTACHED
- 3 COUNCIL DRAINAGE EASEMENT
  TO BE RETAINED
- 4 SCATTERED INFILL NATIVE TREE PLANTING
  TO DRAINAGE EASEMENT AS REQUIRED
- 5 EXISTING WSUD LOW VEGETATION TO BE RETAINED
- 6 SCATTERED NATIVE TREE PLANTING

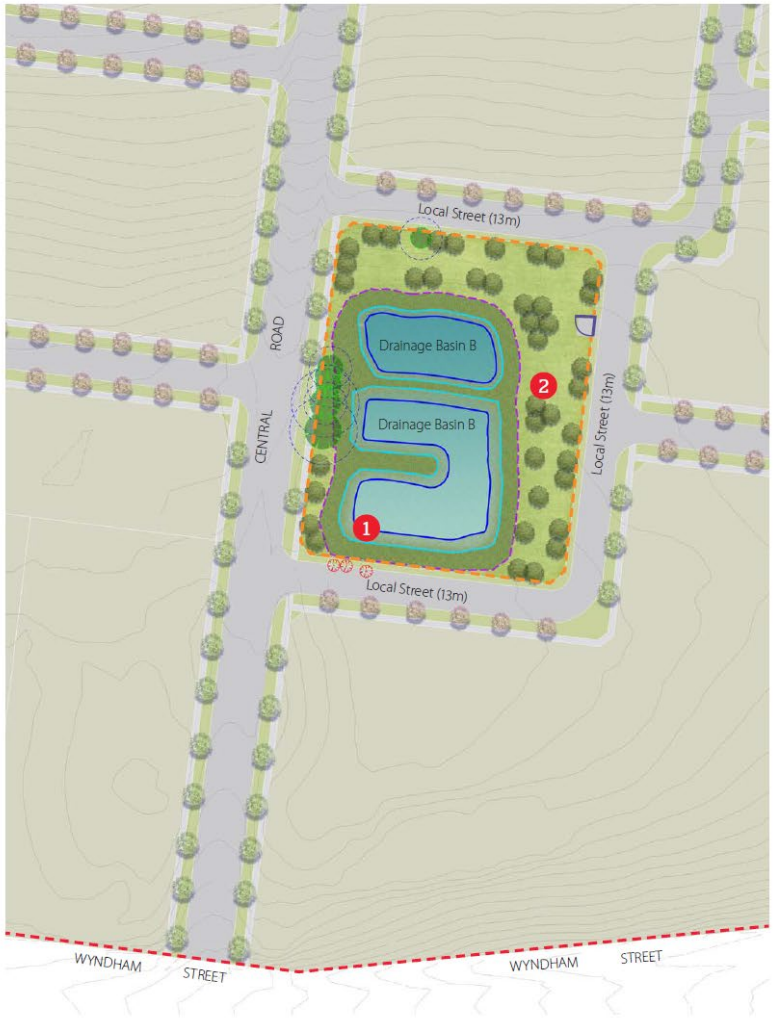


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0 10 20 50

06 DRAINAGE RESERVE B - BASIN B

Legend

- DEVELOPMENT BOUNDARY
- EXISTING TREES TO BE RETAINED (& TPZ)
  SUBJECT TO ARBORICULTURAL ASSESSMENT
- EXISTING TREES TO BE REMOVED
  SUBJECT TO ARBORICULTURAL ASSESSMENT
- TIMBER POST & RAIL FENCE
- 1 WSUD WETLAND PLANTING
  - NOMINAL WATER LEVEL
  - EXTENDED DETENTION LEVEL
  - Q100
- 2 SCATTERED NATIVE TREE PLANTING



DRAFT ONLY

SCALE 1:1000 (A3)

0 10 20 50

07 LINEAR RESERVE - OPEN SPACE MASTERPLAN

Legend

- DEVELOPMENT BOUNDARY
- EXISTING POST & WIRE FENCE TO BE RETAINED
- EXISTING TREES TO BE RETAINED (& TPZ) SUBJECT TO ARBORICULTURAL ASSESSMENT
- EXISTING TREES TO BE REMOVED SUBJECT TO ARBORICULTURAL ASSESSMENT
- RUBBISH BIN & DOG BAG HOLDER
- BIKE RACKS (X3)
- DRINKING FOUNTAIN
- COUNCIL STANDARD MAINTENANCE ACCESS GATE
- FEATURE FARM FENCE
- TIMBER POST & RAIL FENCE
- 1 PEDESTRIAN LINK REFER PEDESTRIAN LINK DESIGN DEVELOPMENT
- 2 2.5M SHARED CONCRETE PATH
- 3 PICNIC & PLAY AREA WITH SCATTERED LOW PLANTING
- 4 1.5M GRAVEL PATH
- 5 SEATING ALCOVE (WITH BOULDER & LOW PLANTING)
- 6 ACTIVE OPEN SPACE
- 7 SECONDARY PICNIC NODE
- 8 ENTRANCE PLANTING
- 9 SCATTERED NATIVE TREE PLANTING
- 10 NODAL TREE/DECIDUOUS TREE

SCALE 1:1000 (A3)

0 10 20 50



08 1HA PARK - OPEN SPACE MASTERPLAN

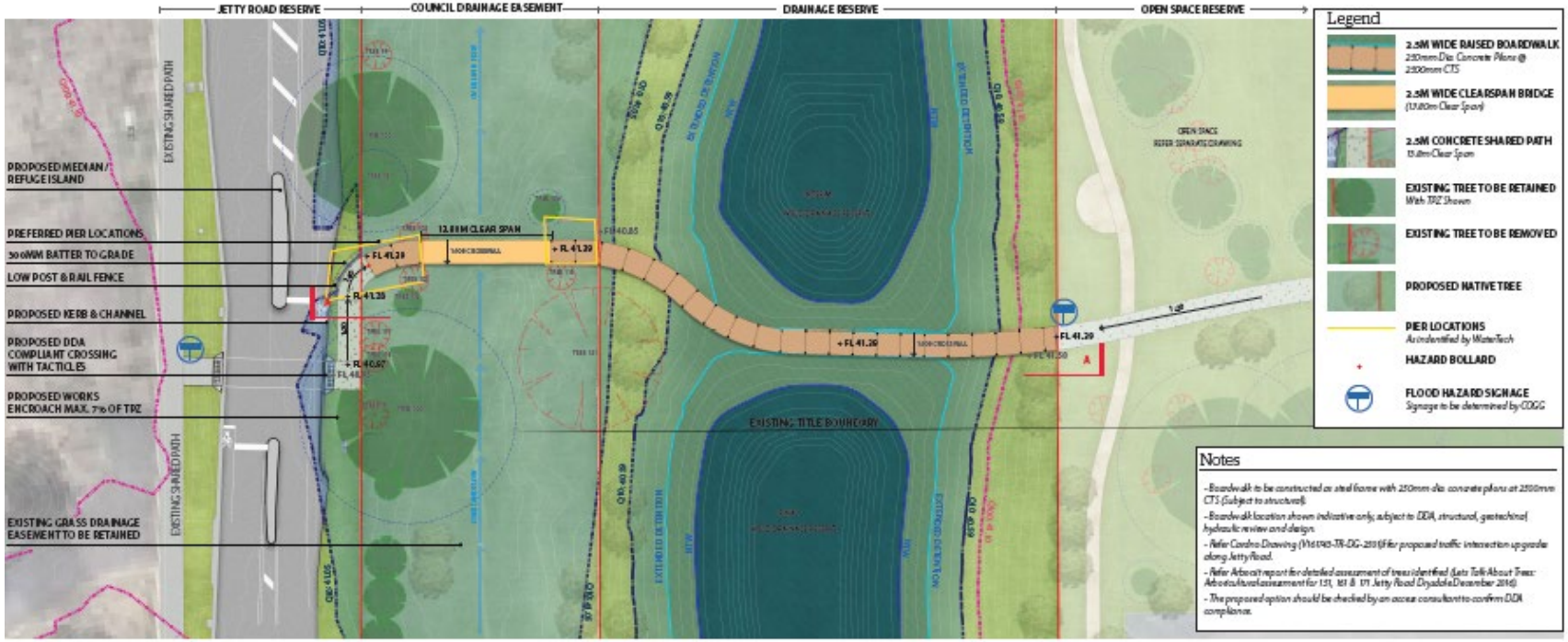
Legend

- DEVELOPMENT BOUNDARY
- EXISTING POST & WIRE FENCE TO BE RETAINED
- EXISTING TREES TO BE RETAINED SUBJECT TO ARBORICULTURAL ASSESSMENT
- EXISTING TREES TO BE REMOVED SUBJECT TO ARBORICULTURAL ASSESSMENT
- RUBBISH BIN & DOG BAG HOLDER
- BIKE RACKS (X3)
- DRINKING FOUNTAIN
- COUNCIL STANDARD MAINTENANCE ACCESS GATE
- FEATURE FARM FENCE
- TIMBER POST & RAIL FENCE
- 1 OPEN SPACE KICKABOUT
- 2 1.5M CONCRETE PATH
- 3 PICNIC & PLAY AREA WITH SCATTERED LOW PLANTING
- 4 SEATING ALCOVE (WITH BOULDER & LOW PLANTING)
- 5 SCATTERED NATIVE TREE PLANTING
- 6 NODAL/DECIDUOUS TREE

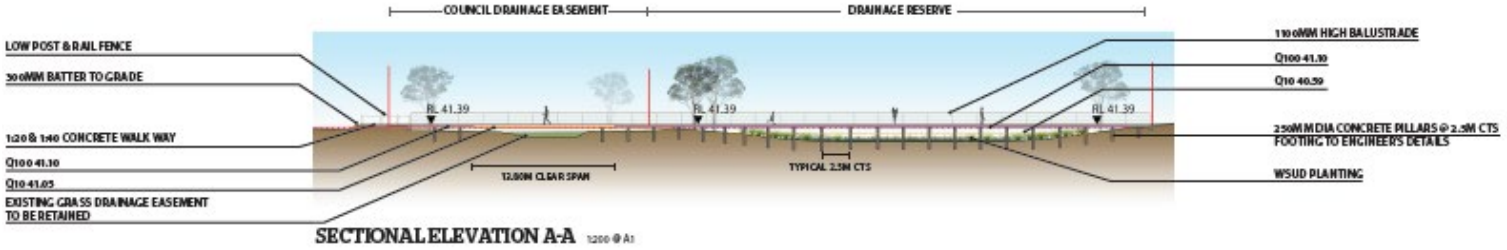
NOTE:
EXISTING TREES SHOWN INDICATIVELY ONLY, SUBJECT TO DETAIL ARBORICULTURAL ASSESSMENT

SCALE 1:1000 (A3)
0 10 20 50





PLAN 1:200 @ A1



SECTIONAL ELEVATION A-A 1:200 @ A1

Notes

- Nominal freeboard of 250mm clearance allowance above Q100 (41.10) has been provided.
- All structures are located min. 340mm above Q10 (41.05). This is in general accordance with Melbourne Water / COGG guidelines for siting bridges & boardwalks.

SCALE 1:200 (A1)

0 2 4 10

Pedestrian Link - Design Development

Jetty / Central Road, Drysdale

PROJECT_DIG NO 0316-0376-01_R001 REV 02 DRWN MN CHKD DC APPROV DC DATE 24.10.2016

Tract

OPINION OF PROBABLE COST

21-Nov-18
Revision 05

Jetty / Central Road, Drysdale
Prepared by Tract Consultants - Based on Landscape Masterplan Report

EXCLUSIONS: Signage, lighting, public art, irrigation, bulk earthworks,

LINEAR RESERVE

ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT	TOTAL
1.0	**SITE ESTABLISHMENT AND PRELIMINARIES**					
	Site establishment including provisions of access, facilities, storage survey setout, insurances, traffic management, Soil Tests, temporary fencing	Item	1	$ 5,000.00	$ 5,000.00	
	Weed Eradication deemed necessary from site inspection	Item	1	$ 10,000.00	$ 10,000.00	
	Arborist - pruning and dead-wooding existing trees to make safe	Unit	1	$ 60,000.00	$ 60,000.00	
					PRELIMINARIES SUBTOTAL	$ *75,000.00*
2.0	**Fine Garding & Ground Preparation**					
	Grassing Topsoil - Cultivate subgrade to 100mm depth and place 100mm imported topsoil	m2	12133	$ 8.50	$ 103,130.50	
	Minor Grading Works	Item	1	$ 4,000.00	$ 4,000.00	
	Garden Bed - Cultivate subgrade to 150mm depth and place 200mm imported topsoil	m2	180	$ 15.00	$ 2,700.00	
	Supply and installation of 90mm Subsoil Drains including filter fabric, crushed rock, backfilling and connection to closest existing Stormwater Pit as specified.	Item	1	$ 3,000.00	$ 3,000.00	
					PRELIMINARIES SUBTOTAL	$ *9,700.00*
3.0	**HARDWORKS**					
3.1	**Paving & Surfaces**					
	Plain Grey Concrete with Sawcuts	m2	917	$ 90.00	$ 82,530.00	
	Gravel Paving	m2	558	$ 45.00	$ 25,110.00	
	300mm Depth Playground Softfall Mulch	m2	93	$ 32.00	$ 2,976.00	
3.2	**Edging**					
	Timber Edging to Gravel Path	Lm	607	$ 15.00	$ 9,105.00	
	Spade Edge to Garden Beds	Lm	16	$ 7.00	$ 112.00	
3.3	**Picnic & Play Area**					
	Picnic Area & Play Equipment	Item	1	$ 120,000.00	$ 120,000.00	
3.4	**Fencing**					
	Maintennace Access Gate	Item	2	$ 1,800.00	$ 3,600.00	
	Timber Post & Rail Fence (per 3.6m fence section)	Each	13	$ 320.00	$ 4,160.00	
	Feature Farm Fence	Item	12	$ 100.00	$ 1,200.00	
					HARDWORKS SUBTOTAL	$ *248,793.00*
4.0	**SOFTWORKS**					
4.1	**Lawn**					
	Hydroseed Grass	m2	12460	$ 2.50	$ 31,150.00	
4.2	**Trees**					
	100 Litre Trees , 2.5m Height min, 40mm Cal	No.	5	$ 350.00	$ 1,750.00	
	75 Litre Trees , 1.8m Height min, 25mm Cal	No.	40	$ 300.00	$ 12,000.00	
	Native Trees (45 Litre Pots)	No.	220	$ 220.00	$ 48,400.00	
4.3	**Planting**					
	Tubestock Planting	No.	720	$ 5.00	$ 3,600.00	
4.4	**Mulch**					
	75mm organic mulch to all garden bed areas & existing TPZs	No.	3646	$ 8.00	$ 29,168.00	
					SOFTWORKS SUBTOTAL	$ *126,068.00*
5.0	**MAINTENANCE**					
	13 Week Establishment Period	Visits	13	$ 500.00	$ 6,500.00	
	91 week ongoing maintenance	Visits	91	$ 200.00	$ 18,200.00	
					SOFTWORKS SUBTOTAL	$ *24,700.00*
					LINEAR RESERVE TOTAL (ex. gst)	**$ 484,261.00**
					10% CONTINGENCY TOTAL (ex. GST)	**$ 532,687.10**

OPINION OF PROBABLE COST

21-Nov-18
Revision 05

Jetty / Central Road, Drysdale
Prepared by Tract Consultants - Based on Landscape Masterplan Report

EXCLUSIONS: Signage, lighting, public art, irrigation, bulk earthworks.

1 ha PARK

ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT	TOTAL
1.0	**SITE ESTABLISHMENT AND PRELIMINARIES**					
	Site establishment including provisions of access, facilities, storage survey setout, insurances, traffic management, Soil Tests, temporary fencing	item	1	$ 5,000.00	$ 5,000.00	
	Weed Eradication deemed necessary from site inspection	Item	1	$ 7,500.00	$ 7,500.00	
	Arborist - pruning and dead-wooding existing trees to make safe	Item	1	$ 65,000.00	$ 65,000.00	
					PRELIMINARIES SUBTOTAL	$ *77,500.00*
2.0	**Fine Garding & Ground Preparation**					
	Grassing Topsoil - Cultivate subgrade to 100mm depth and place 100mm imported topsoil	m2	6618	$ 8.50	$ 56,253.00	
	Garden Bed - Cultivate subgrade to 150mm depth and place 200mm imported topsoil	m2	125	$ 15.00	$ 1,875.00	
	Supply and installation of 90mm Subsoil Drains including filter fabric, crushed rock, backfilling and connection to closest existing Stormwater Pit as specified.	Item	1	$ 3,000.00	$ 3,000.00	
					PRELIMINARIES SUBTOTAL	$ *4,875.00*
3.0	**HARDWORKS**					
3.1	**Paving & Surfaces**					
	Plain Grey Concrete with Sawcuts	m2	580	$ 90.00	$ 52,200.00	
	Gravel Paving	m2	62	$ 45.00	$ 2,790.00	
	300mm Depth Playground Softfall Mulch	m2	125	$ 32.00	$ 4,000.00	
3.2	**Edging**					
	Timber Edging to Gravel Path	Lm	75	$ 15.00	$ 1,125.00	
3.3	**Furniture**					
	Play Equipment	Item	1	$ 55,000.00	$ 55,000.00	
	500-1000mm dia. Boulder	Each	40	$ 60.00	$ 2,400.00	
	Rock Stairs to Playground	Item	1	$ 5,000.00	$ 5,000.00	
	Litter Bins & Rubbish Bag Holders	Each	1	$ 1,500.00	$ 1,500.00	
	Picnic settings	Each	2	$ 5,000.00	$ 10,000.00	
	Drinking Fountain & Connections	Each	1	$ 8,000.00	$ 8,000.00	
	Benches with Back & Arms	Item	2	$ 1,500.00	$ 3,000.00	
	Bike Racks	Item	3	$ 1,500.00	$ 4,500.00	
3.4	**Fencing**					
	Maintennace Access Gate	Item	1	$ 1,800.00	$ 1,800.00	
	Timber Post & Rail Fence (per 3.6m fence section)	Each	24	$ 320.00	$ 7,680.00	
	Feature Farm Fence	Item	12	$ 100.00	$ 1,200.00	
					HARDWORKS SUBTOTAL	$ *160,195.00*
4.0	**SOFTWORKS**					
4.1	**Lawn**					
	Hydroseed Grass	m2	4468	$ 2.50	$ 11,170.00	
	Turf Grassing	m2	2040	$ 13.00	$ 26,520.00	
4.2	**Trees**					
	100 Litre Trees , 2.5m Height min, 40mm Cal	No.	3	$ 350.00	$ 1,050.00	
	75 Litre Trees , 1.8m Height min, 25mm Cal	No.	10	$ 300.00	$ 3,000.00	
	Native Trees (45 Litre Pots)	No.	90	$ 220.00	$ 19,800.00	
4.3	**Planting**					
	Tubestock Planting	No.	500	$ 5.00	$ 2,500.00	
4.4	**Mulch**					
	75mm organic mulch to all garden bed areas & existing TPZs	No.	2408	$ 8.00	$ 19,264.00	
					SOFTWORKS SUBTOTAL	$ *83,304.00*
5.0	**MAINTENANCE**					
	13 Week Estabishment Period	Visits	13	$ 500.00	$ 6,500.00	
	91 week ongoing maintenance	Visits	91	$ 200.00	$ 18,200.00	
					SOFTWORKS SUBTOTAL	$ *24,700.00*
					CENTRAL PARK TOTAL (ex. gst)	**$ 350,574.00**
					10% CONTINGENCY TOTAL (ex. GST)	**$ 385,631.40**

OPINION OF PROBABLE COST

21-Nov-18
Revision 05

Jetty / Central Road, Drysdale
Prepared by Tract Consultants - Based on Landscape Masterplan Report

EXCLUSIONS: Signage, lighting, public art, irrigation, bulk earthworks, Topsoil (to Drainage Basin Disturbed Areas)

DRAINAGE RESERVE - A - Interim (INCLUDING COUNCIL DRAINAGE EASEMENT)

Works north of existing Title Boundary shown on plan

ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT	TOTAL
1.0	**SITE ESTABLISHMENT AND PRELIMINARIES**					
	Site establishment including provisions of access, facilities, storage survey setout, insurances, traffic management, temporary fencing	Item	1	$ 5,000.00	$ 5,000.00	
	Rabbit Baiting Programme	Item	1	$ 2,500.00	$ 2,500.00	
	Weed Eradication deemed necessary from site inspection	Item	1	$ 2,500.00	$ 2,500.00	
	Arborist - pruning and dead-wooding existing trees to make safe	Item	1	$ 20,000.00	$ 20,000.00	
					PRELIMINARIES SUBTOTAL	$ *30,000.00*
2.0	**HARDWORKS**					
2.1	**Fencing & Gates**					
	Maintenance Access Gate	Item	1	$ 1,800.00	$ 1,800.00	
	Timber Post & Rail Fence (per 3.6m fence section)	lm	20	$ 320.00	$ 6,400.00	
	Feature Farm Fence	lm	12	$ 100.00	$ 1,200.00	
					HARDWORKS SUBTOTAL	$ *9,400.00*
3.0	**SOFTWORKS**					
3.1	**Lawn**					
	Hydroseed Grass	m2	1800	$ 2.50	$ 4,500.00	
3.2	**WSUD Planting**					
	Wetland Planting to Aqautic/Deep Marsh/Shallow Marsh @2-3/sqm (600cc)	no.	5553	$ 5.00	$ 27,765.00	
	Wetland Planting to Ephemeral @ 6/sqm (Hikocell)	no.	5508	$ 2.50	$ 13,770.00	
	Wetland Margin @ 3/sqm (200cc)	No	5202	$ 3.00	$ 15,606.00	
	Jute Matt to Ephemeral Zone	m2	918	$ 6.00	$ 5,508.00	
3.3	**Trees**					
	Native Trees (45 Litre Pots)	No.	80	$ 220.00	$ 17,600.00	
3.4	**Mulch**					
	75mm Depth mulch to wetland margin	No.	1743	$ 8.00	$ 13,944.00	
					SOFTWORKS SUBTOTAL	$ *98,693.00*
4.0	**MAINTENANCE**					
	13 Week Establishment Period	Visits	13	$ 250.00	$ 3,250.00	
	91 week ongoing maintenance	Visits	91	$ 150.00	$ 13,650.00	
					SOFTWORKS SUBTOTAL	$ *16,900.00*

	DRAINAGE RESERVE A - TOTAL (ex. gst)	**$ 154,993.00**
	10% CONTINGENCY TOTAL (ex. GST)	**$ 170,492.30**

OPINION OF PROBABLE COST

21-Nov-18
Revision 05

Jetty / Central Road, Drysdale
Prepared by Tract Consultants - Based on Landscape Masterplan Report

EXCLUSIONS: Signage, lighting, public art, irrigation, bulk earthworks, Topsoil (to Drainage Basin Disturbed Areas)

DRAINAGE RESERVE - A - Ultimate(INCLUDING COUNCIL DRAINAGE EASEMENT)

Works south of existing Title Boundary shown on plan

ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT	TOTAL
1.0	**SITE ESTABLISHMENT AND PRELIMINARIES**					
	Site establishment including provisions of access, facilities, storage survey setout, insurances, traffic management, temporary fencing	item	1	$ 3,500.00	$ 3,500.00	
	Rabbit Baiting Programme	item	1	$ 2,500.00	$ 2,500.00	
	Weed Eradication deemed necessary from site inspection	item	1	$ 2,500.00	$ 2,500.00	
	Arborist - pruning and dead-wooding existing trees to make safe	item	1	$ 5,000.00	$ 5,000.00	
	Topsoil - Cultivate subgrade to 150mm depth and place 150mm imported topsoil	m2	1138	$ 12.00	$ 13,656.00	
					PRELIMINARIES SUBTOTAL	$ *27,156.00*
2.0	**SOFTWORKS**					
2.1	**Lawn**					
	Hydroseed Grass	m2	2176	$ 2.50	$ 5,440.00	
2.2	**WSUD Planting**					
	Wetland Planting to Aqautic/Deep Marsh/Shallow Marsh @2-3/sqm (600cc)	no.	2250	$ 5.00	$ 11,250.00	
	Wetland Planting to Ephemeral @ 6/sqm (Hikocell)	no.	2508	$ 2.50	$ 6,270.00	
	Wetland Margin @ 3/sqm (200cc)	No	2100	$ 3.00	$ 6,300.00	
	Jute Matt to Ephemeral Zone	m2	418	$ 6.00	$ 2,508.00	
2.3	**Trees**					
	Native Trees (45 Litre Pots)	No.	80	$ 220.00	$ 17,600.00	
2.4	**Mulch**					
	75mm Depth mulch to wetland margin	No.	700	$ 8.00	$ 5,600.00	
					SOFTWORKS SUBTOTAL	$ *54,968.00*
3.0	**MAINTENANCE**					
	13 Week Establishment Period	Visits	13	$ 250.00	$ 3,250.00	
	91 week ongoing maintenance	Visits	91	$ 150.00	$ 13,650.00	
					SOFTWORKS SUBTOTAL	$ *16,900.00*

DRAINAGE RESERVE A Ultimate- TOTAL (ex. gst)	**$**	**99,024.00**
10% CONTINGENCY TOTAL (ex. GST)	**$**	**108,926.40**

OPINION OF PROBABLE COST

21-Nov-18
Revision 05

Jetty / Central Road, Drysdale
Prepared by Tract Consultants - Based on Landscape Masterplan Report

EXCLUSIONS: Signage, lighting, public art, irrigation, bulk earthworks, Topsoil (to Drainage Basin Disturbed Areas)

DRAINAGE RESERVE - B - BASIN B

ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT	TOTAL
1.0	**SITE ESTABLISHMENT AND PRELIMINARIES**					
	Site establishment including provisions of access, facilities, storage survey setout, insurances, traffic management, temporary fencing	Item	1	$ 3,000.00	$ 3,000.00	
	Weed Eradication deemed necessary from site inspection	Item	1	$ 2,500.00	$ 2,500.00	
	Arborist - pruning and dead-wooding existing trees to make safe	Item	1	$ 20,000.00	$ 20,000.00	
					PRELIMINARIES SUBTOTAL	$ *25,500.00*
2.0	**HARDWORKS**					
2.1	**Fencing & Gates**					
	Maintenance Access Gate	Item	1	$ 1,800.00	$ 1,800.00	
	Timber Post & Rail Fence (per 3.6m fence section)	lm	60	$ 320.00	$ 19,200.00	
					HARDWORKS SUBTOTAL	$ *21,000.00*
3.0	**SOFTWORKS**					
3.1	**Lawn**					
	Hydroseed Grass	m2	1000	$ 2.50	$ 2,500.00	
3.2	**WSUD Planting**					
	Wetland Planting to Aqautic/Deep Marsh/Shallow Marsh @3/sqm (600cc)	no.	3543	$ 5.00	$ 17,715.00	
	Wetland Planting to Ephemeral @ 6/sqm (Hikocell)	no.	3732	$ 2.50	$ 9,330.00	
	Wetland Margin @ 3/sqm (200cc)	No	3138	$ 3.00	$ 9,414.00	
	Jute Matt to Ephemeral Zone	m2	622	$ 6.00	$ 3,732.00	
3.3	**Trees**					
	Native Trees (45 Litre Pots)	No.	70	$ 220.00	$ 15,400.00	
3.4	**Mulch**					
	75mm Depth mulch to wetland margin	No.	1046	$ 8.00	$ 8,368.00	
					SOFTWORKS SUBTOTAL	$ *66,459.00*
4.0	**MAINTENANCE**					
	13 Week Establishment Period	Visits	13	$ 200.00	$ 2,600.00	
	91 week ongoing maintenance	Visits	91	$ 100.00	$ 9,100.00	
					SOFTWORKS SUBTOTAL	$ *11,700.00*

	DRAINAGE RESERVE B - TOTAL (ex. gst)	**$ 124,659.00**
	10% CONTINGENCY TOTAL (ex. GST)	**$ 137,124.90**

OPINION OF PROBABLE COST

21-Nov-18
Revision 03

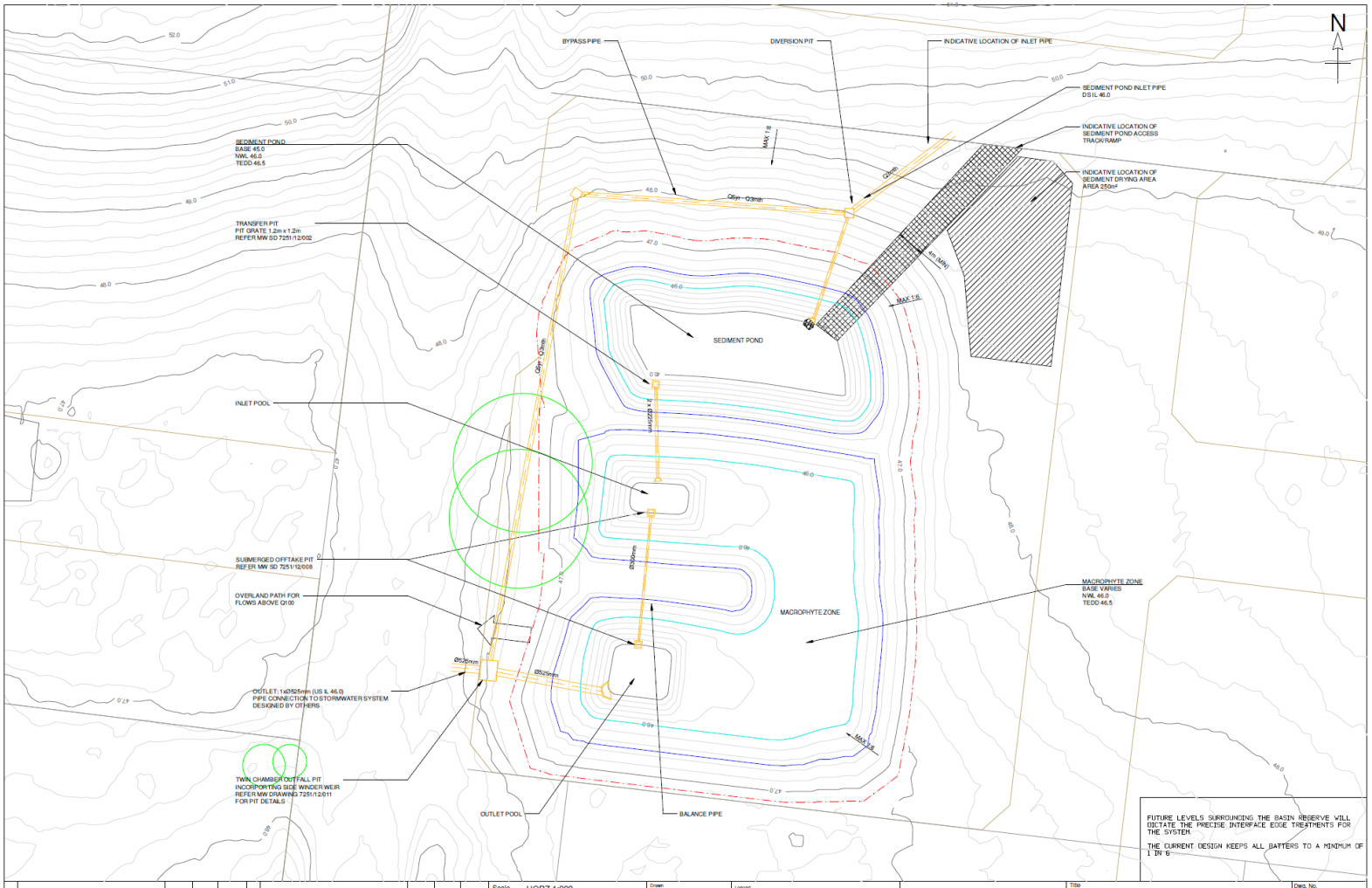
Jetty / Central Road, Drysdale
Prepared by Tract Consultants - Based on Landscape Masterplan Report (Pedestrian Link)

EXCLUSIONS: Lighting, public art, bulk earthworks.

PEDESTRIAN LINK

ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT	TOTAL
1.0	**SITE ESTABLISHMENT AND PRELIMINARIES**					
	Site establishment including provisions of access, facilities, storage survey setout, insurances, traffic management, temporary fencing	Item	1	$ 10,000.00	$ 10,000.00	
	Minor Earthworks (To achieve walkway grade & battering)	m2	1	$ 5,000.00	$ 5,000.00	
					PRELIMINARIES SUBTOTAL	$ *15,000.00*
2.0	**HARDWORKS**					
2.1	**Paving & Surfaces**					
	Plain Grey Concrete with Sawcuts	m2	27	$ 90.00	$ 2,430.00	
2.2	**Decking**					
	2.5m Wide Raised Boardwalk (with balustrade)	m2	154	$ 2,250.00	$ 346,500.00	
	2.5m Wide Clearspan Bridge (with balustrade)	m2	35	$ 3,000.00	$ 105,000.00	
2.3	**Fencing & Gates**					
	Low Post & Rail Fence	lin m	12	$ 100.00	$ 1,200.00	
2.4	**Signage**					
	Hazard Signage (Flood Warning)	Item	1	$ 5,000.00	$ 5,000.00	
					HARDWORKS SUBTOTAL	$ *460,130.00*
3.0	**MAINTENANCE**					
	104 Week Maintenance Period	Visits	13	$ 200.00	$ 2,600.00	
					SOFTWORKS SUBTOTAL	$ *2,600.00*
					PEDESTRIAN LINK - TOTAL (ex. gst)	**$ 477,730.00**
					10% CONTINGENCY TOTAL (ex. GST)	**$ 525,503.00**

APPENDIX E DRAINAGE PLANS AND COSTINGS



Issue	Description	Approved	Date
03	REVISED RB BATTERS	TJC	09/07/2018
02	REVISED RB BATTERS TO NO STEEPER THAN 1 in 6	BFS	05/05/2018
01	PRELIMINARY ISSUE	CBD	05/04/2018

Scale HORZ 1:200
VERT 1:200

Client ST QUENTIN

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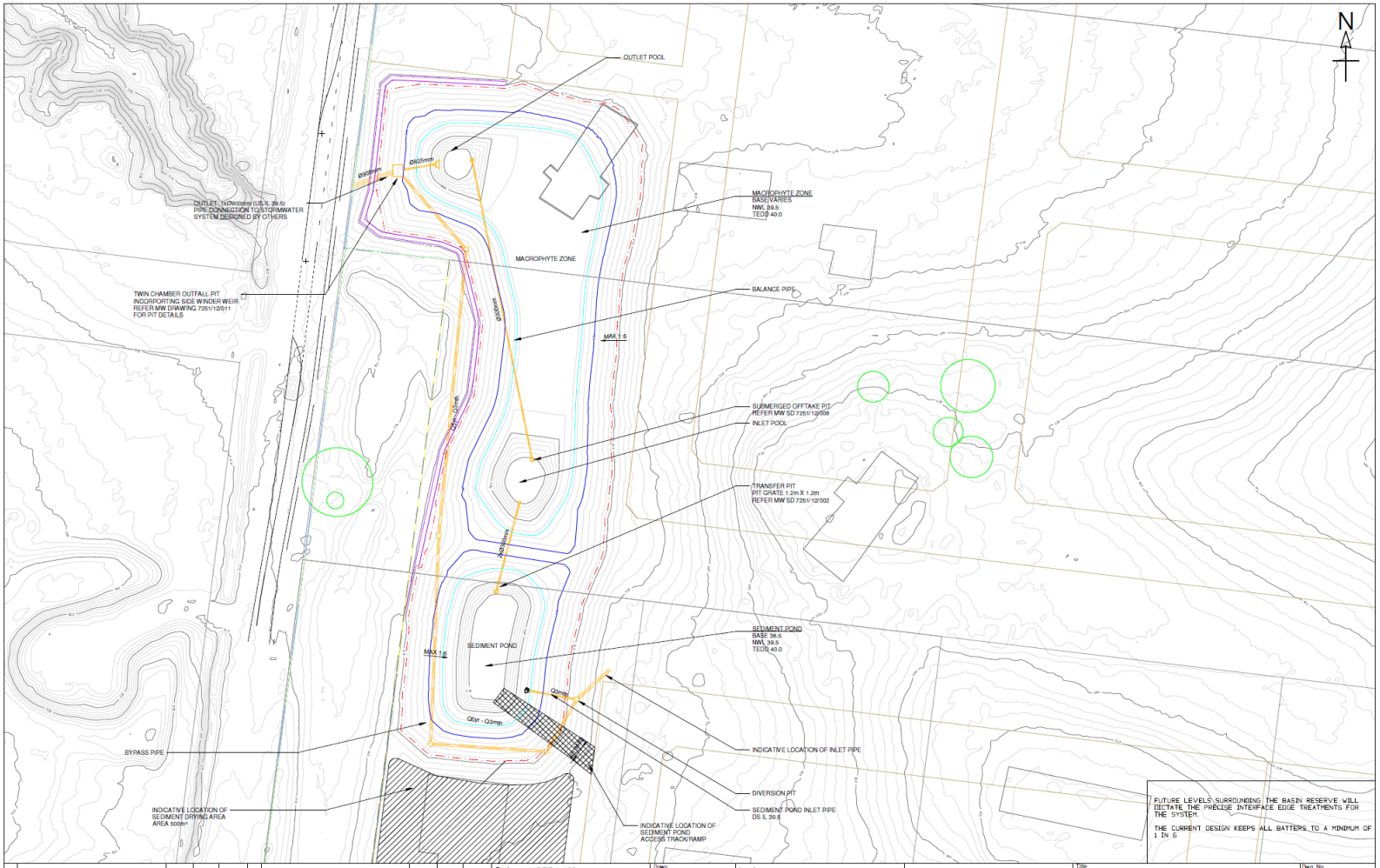
Drawn: ADV/BYT
Designed: BFS/ADV
Modelled: BFS
Project: J4663-02

Legend
- NORMAL WATER LEVEL (NWL)
- TOP EXTENDED DETENTION DEPTH (TEDD)
- SEDIMENT DRYING AREA
- PROPOSED PIPES
- GOOD RETENTION VALUE VEGETATION
- 1%AEP FLOOD LEVEL (47.2)

Water Technology Pty Ltd
15 Business Park Drive
Notting Hill
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ACN 056 019 713
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Fax: +61 3 9558 9365
Email: admin@watertech.com.au
Web: http://www.watertech.com.au

Title
CENTRAL ROAD, DRYSDALE
US WL/RB
FUNCTIONAL LAYOUT PLAN

Dwg. No. 1
Job No. J4663-02
Page Size A1



Issue	Description	Approved	Date
03	REVISED RB BATTERS	TJC	09/07/2018
02	REVISED RB BATTERS TO NO STEEPER THAN 1 in 6	BFS	01/05/2018
01	PRELIMINARY ISSUE	CBD	05/04/2018

Issue	Description	Checked	Approved	Date

Scale HORZ 1:400
VERT 1:400

Client ST QUENTIN

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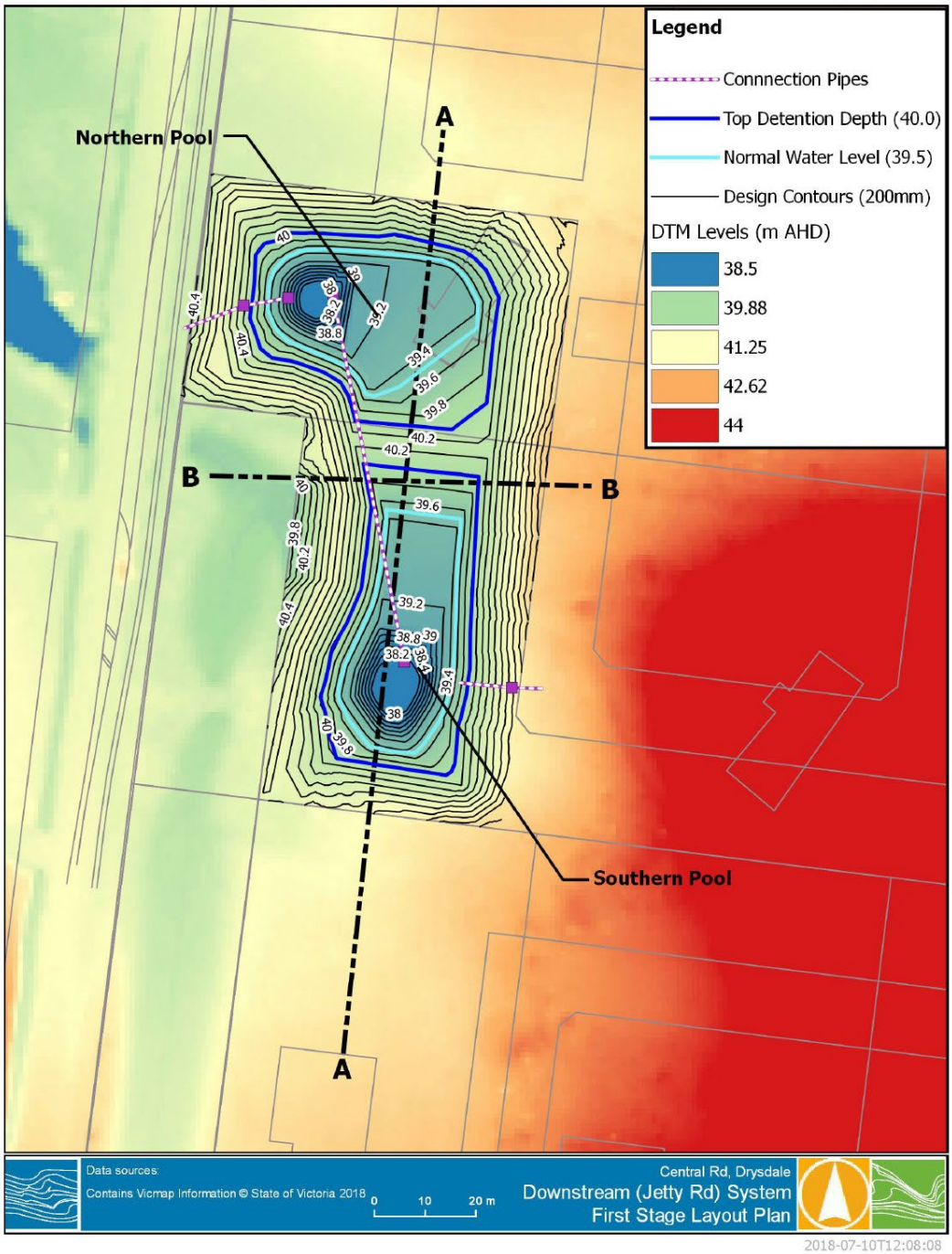
Drawn ADV/BYT
Designed BFS/ADV
Modelled BFS
Project J4663-02

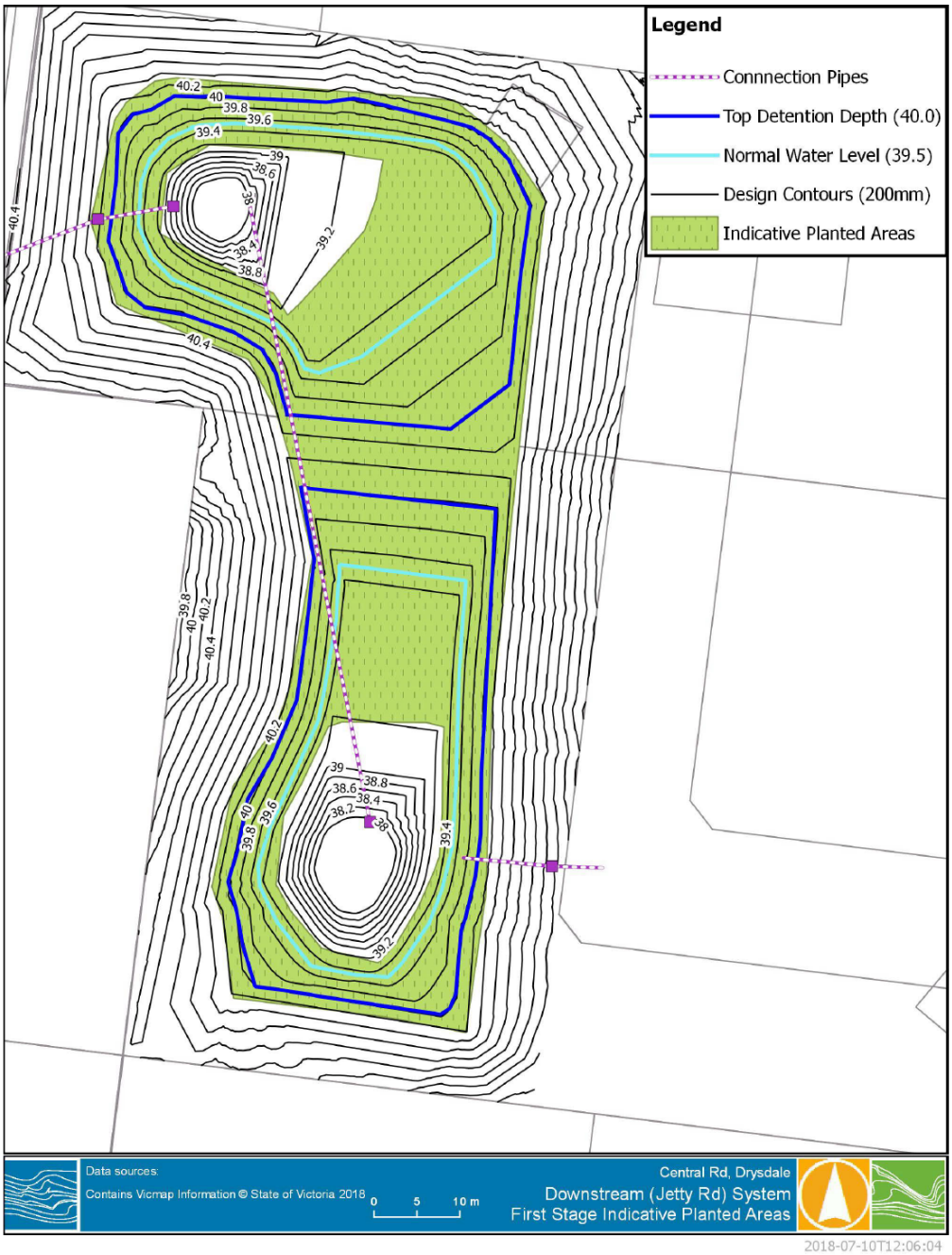
Legend
- NORMAL WATER LEVEL (NWL)
- TOP EXTENDED DETENTION DEPTH (TEDD)
- BASIN EMBANKMENT
- SEDIMENT DRYING AREA
- PROPSED PIPES
- GOOD RETENTION VALUE VEGETATION
- 1% AEP FLOOD LEVEL (40.2)

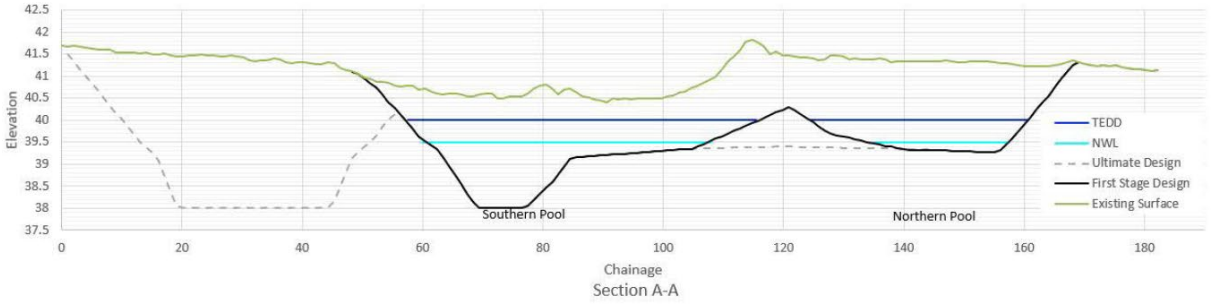
Water Technology Pty Ltd
15 Business Park Drive
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Web: http://www.watertech.com.au

Title
CENTRAL ROAD, DRYSDALE
DS WL/RB
FUNCTIONAL LAYOUT PLAN

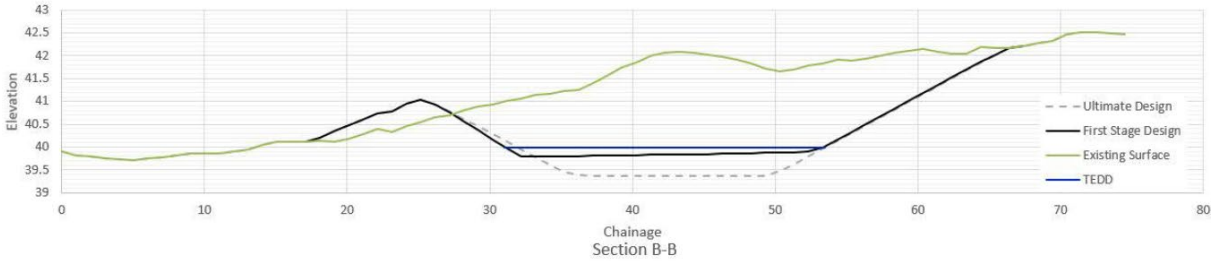
Dwg. No. 2
Job No. J4663-02
Page Size A1


Legend
Connnection Pipes
Top Detention Depth (40.0)
Normal Water Level (39.5)
Design Contours (200mm)
DTM Levels (m AHD)
38.5
39.88
41.25
42.62
44
Northern Pool
Southern Pool
A
A
B
B
Data sources:
Contains Vicmap Information © State of Victoria 2018
0
10
20 m
Central Rd, Drysdale
Downstream (Jetty Rd) System
First Stage Layout Plan
2018-07-10T12:08:08


Legend
Connnection Pipes
Top Detention Depth (40.0)
Normal Water Level (39.5)
Design Contours (200mm)
Indicative Planted Areas
Data sources:
Contains Vicmap Information © State of Victoria 2018
0
5
10 m
Central Rd, Drysdale
Downstream (Jetty Rd) System
First Stage Indicative Planted Areas
2018-07-10T12:06:04



Section A-A



Section B-B

PRELIMINARY ESTIMATE OF BASIN CONSTRUCTION

Part C: Ultimate Basin - Upstream

Ref: 14246
Date: 5/09/2018

Superintendent
St. Quentin Consulting Pty.Ltd
51 Little Fyans Street,
Geelong, 3220

Item	Description	Quantity	Unit	Rate	Amount
1.0	**SITE WORKS AND EARTHWORKS**				
1.1	Site establishment including provision of access, survey setout, preparation of site management	1	Item	$10,000.00	$10,000.00
2	**Basin Earthworks**				
2.1	Strip 150mm of topsoil and stockpile onsite. Hydromulch stockpile.	3900.00	sq.m	$0.80	$3,120.00
2.2	Cut (Solid)	2577	cu.m	$20.00	$51,540.00
2.3	Fill (Solid)	381.00	cu.m	$25.00	$9,525.00
2.4	Reinstate 150mm topsoil to disturbed areas and hydromulch.	2650.00	sq.m	$4.00	$10,600.00
2.5	Reinstate 150mm topsoil to disturbed areas with Jute matting and hydromulch.	1000.00	sq.m	$12.00	$12,000.00
2.6	Sedimentation Basin Rock (400mm)	128.00	sq.m	$70.00	$8,960.00
2.8	150 mm thick compact crushed rock with 100mm thick layer of ballast type material on top	250.00	sq.m	$30.00	$7,500.00
3	**Pavement(s)**				
3.1	Trimming, preparation and compaction of subgrade	280.00	sq.m	$1.00	$280.00
3.2	Basecourse - 100 mm compacted depth, 40mm class 4 FCR	280.00	sq.m	$16.50	$4,620.00
3.3	Subbase - 100 mm compacted depth, 40mm class 4 FCR	280.00	sq.m	$16.50	$4,620.00
3.4	Gravel maintance access ramp in sedimentation basin.				
3.5	Trimming, preparation and compaction of subgrade	40.00	sq.m	$2.10	$84.00
3.6	Basecourse - 100 mm compacted depth, 40mm class 4 FCR with 6% cement stabalized below NWL	40.00	sq.m	$25.00	$1,000.00
3.7	Subbase - 100 mm compacted depth, 40mm class 4 FCR with 6% cement stabalized below NWL	40.00	sq.m	$25.00	$1,000.00
4.0	**Drainange**				
4.1	300mm dia Pipe	13.0	l.m	120	$1,560.00
4.2	2 X 300mm dia Pipe	13.00	l.m	200	$2,600.00
4.3	525mm dia Pipe	85.0		250	$21,250.00
4.4	Junction pit 1200 X 1200mm	3.0	No.	$2,500.00	$7,500.00
4.5	Submergeged offtake pit	2.0	No.	$2,500.00	$5,000.00
4.6	End Wall - 375mm dia	1.00	No.	$685.00	$685.00
4.7	End Wall - 2 X 375mm dia	1.00	No.	$2,000.00	$2,000.00
4.8	Basin Twin Chamber Outfall Pit	1.00	Item	$12,500.00	$12,500.00
4.9	Rock Beaching	2.00	Item	$500.00	$1,000.00
5	**Structural**				
5.1	Rock gabion 1x1m	125.00	l.m	$500.00	$62,500.00
6	**PROVISIONAL ALLOWANCE -** Include an amount of 15% of the estimated cost of the works				
6.1	Not be be expended without written instruction of the Superintendent	1	Item		$36,216.60
	Tender Amount (GST exclusive)				$277,660.60
	Plus 10% GST				$27,766.06
	LUMP SUM TOTAL (inclusive of GST)				**$305,426.66**

PRELIMINARY ESTIMATE OF BASIN CONSTRUCTION

Part A: Down Stream - Interim Basin

Ref: 14246
Date: 5/09/2018

Superintendent
St. Quentin Consulting Pty.Ltd
51 Little Fyans Street,
Geelong, 3220

Item	Description	Quantity	Unit	Rate	Amount
1.0	**SITE WORKS AND EARTHWORKS**				
1.1	Site establishment including provision of access, survey setout, preparation of site management	1	Item	$10,000.00	$10,000.00
2.0	**Basin Earthworks**				
2.1	Strip 150mm of topsoil and stockpile onsite. Hydromulch stockpile.	6990.00	sq.m	$0.80	$5,592.00
2.2	Cut (Solid)	5964	cu.m	$20.00	$119,280.00
2.3	Fill (Solid)	406.00	cu.m	$25.00	$10,150.00
2.4	Reinstate 150mm topsoil to disturbed areas and hydromulch.	5890.00	sq.m	$4.00	$23,560.00
2.5	Reinstate 150mm topsoil to disturbed areas with Jute matting and hydromulch.	1100.00	sq.m	$12.00	$13,200.00
2.7	Sediment drying area: 150 mm thick compact crushed rock topped with 100mm thick layer of ballast type material	500.00	sq.m	$30.00	$15,000.00
3.0	**Pavement(s)**				
3.1	Trimming, preparation and compaction of subgrade	600.00	sq.m	$1.00	$600.00
3.2	Basecourse - 100 mm compacted depth, 40mm class 4 FCR	600.00	sq.m	$16.50	$9,900.00
3.3	Subbase - 100 mm compacted depth, 40mm class 4 FCR	600.00	sq.m	$16.50	$9,900.00
4.0	**Drainange**				
4.1	300mm dia Pipe	75.0	l.m	120	$9,000.00
4.2	450mm dia Pipe	15.0	l.m	170	$2,550.00
4.3	825mm dia Pipe	7.0	l.m	350	$2,450.00
4.4	900mm dia Pipe	8.0	l.m	400	$3,200.00
4.5	Junction pit 1200 X 1200mm	1.0	No.	$2,500.00	$2,500.00
4.6	Submerged offtake pit	2.0	No.	$2,500.00	$5,000.00
4.6	End Wall - 450mm dia	1	No.	$753.50	$753.50
5.6	End Wall - 825mm dia	1	No.	$1,500.00	$1,500.00
5.12	Rock Beaching	4.00	Item	$500.00	$2,000.00
5.16	Basin Twin Chamber Outfall Pit	1.00	Item	$12,500.00	$12,500.00
5.0	**PROVISIONAL ALLOWANCE -** Include an amount of 15% of the estimated cost of the works				
5.10	Not be be expended without written instruction of the Superintendent	1	Item		$38,795.33
	Tender Amount (GST exclusive)				$297,430.83
	Plus 10% GST				$29,743.08
	LUMP SUM TOTAL (inclusive of GST)				**$327,173.91**

PRELIMINARY ESTIMATE OF BASIN CONSTRUCTION

Part B: Down Stream - Ultimate Basin

Ref: 14246
Date: 5/09/2018

Superintendent
St. Quentin Consulting Pty.Ltd
51 Little Fyans Street,
Geelong, 3220

Item	Description	Quantity	Unit	Rate	Amount
1.0	**SITE WORKS AND EARTHWORKS**				
1.1	Site establishment including provision of access, survey setout, preparation of site management	1	Item	$10,000.00	$10,000.00
2	**Basin Earthworks**				
2.1	Strip 150mm of topsoil and stockpile onsite. Hydromulch stockpile.	5800.00	sq.m	$0.80	$4,640.00
2.2	Cut (Solid)	3125	cu.m	$20.00	$62,500.00
2.3	Fill (Solid)	119.00	cu.m	$25.00	$2,975.00
2.4	Reinstate 150mm topsoil to disturbed areas and hydromulch.	4800.00	sq.m	$4.00	$19,200.00
2.5	Reinstate 150mm topsoil to disturbed areas with Jute matting and hydromulch.	650.00	sq.m	$12.00	$7,800.00
2.6	Sedimentation Basin Rock (400mm)	262.00	sq.m	$70.00	$18,340.00
2.8	Sediment drying area: 150 mm thick compact crushed rock topped with 100mm thick layer of ballast type material	500.00	sq.m	$30.00	$15,000.00
3	**Pavement(s)**				
3.1	Trimming, preparation and compaction of subgrade	320.00	sq.m	$1.00	$320.00
3.2	Basecourse - 100 mm compacted depth, 40mm class 4 FCR	320.00	sq.m	$16.50	$5,280.00
3.3	Subbase - 100 mm compacted depth, 40mm class 4 FCR	320.00	sq.m	$16.50	$5,280.00
3.4	Gravel maintance access ramp in sedimentation basin.				
3.5	Trimming, preparation and compaction of subgrade	40.00	sq.m	$2.10	$84.00
3.6	Basecourse - 100 mm compacted depth, 40mm class 4 FCR with 6% cement stabalized below NWL	40.00	sq.m	$25.00	$1,000.00
3.7	Subbase - 100 mm compacted depth, 40mm class 4 FCR with 6% cement stabalized below NWL	40.00	sq.m	$25.00	$1,000.00
4.0	**Drainange**				
4.1	2 X 300mm dia Pipe	13.00	l.m	200	$2,600.00
4.2	450mm dia Pipe	15.00	l.m	170	$2,550.00
4.3	750mm dia Pipe	232.00	l.m	330	$76,560.00
4.4	Junction pit 1200 X 1200mm	6.0	No.	$2,500.00	$15,000.00
4.5	End Wall - 300mm dia	1.00	No.	$640.00	$640.00
4.6	End Wall - 2 X 300mm dia	1.00	No.	$2,000.00	$2,000.00
4.7	Rock Beaching	3.00	Item	$500.00	$1,500.00
5.0	**PROVISIONAL ALLOWANCE -** Include an amount of 15% of the estimated cost of the works				
5.10	Not be be expended without written instruction of the Superintendent	1	Item		$38,140.35
	Tender Amount (GST exclusive)				$292,409.35
	Plus 10% GST				$29,240.94
	LUMP SUM TOTAL (inclusive of GST)				**$321,650.29**

Urban Enterprise

Level 1 302-304 Barkly Street,
Brunswick VIC 3056

(03) 9482 3888

www.urbanenterprise.com.au

Cr Mason re-entered the meeting room at 7.18pm

2. AMENDMENT C410GGEE – ARMSTRONG CREEK GROWTH AREA PUBLIC ACQUISITION OVERLAYS – CONSIDERATION OF SUBMISSIONS AND ADOPTION

Source: **Planning, Design & Development – Strategic Implementation**
Director: **Gareth Smith**

Purpose

1. To consider the submissions and adopt Amendment C410ggee to the Greater Geelong Planning Scheme.

Background

2. The Amendment proposes to apply the Public Acquisition Overlay (PAO) to 18 properties across the Armstrong Creek growth area to allow the City to acquire land required for public purposes including road upgrades, drainage infrastructure and sporting reserves.

3. Approximately 30 percent of the Armstrong Creek growth area has been developed. Three retarding basins/wetlands, five road and intersection upgrades and three sporting reserve projects are necessary for the continued development of the area. This infrastructure has been identified in the strategic plans for the area.

4. Applying the PAO places a reservation in the planning scheme and allows for a future compulsory acquisition process for the land to be initiated by the City.

Key Matters

5. Exhibition of the amendment across August and September 2020 resulted in five written submissions. One submission supported the amendment, one from a state government department offered no comment, one from Barwon Water offered no objection but highlighted the existence of a sewer main on an affected site that can't be moved, one submission from a landowner raised questions about the implications of the acquisition process on their property, and the Department of Transport (DoT) sought agreement from the City about the process for our acquisition and drainage project in the vicinity of the Barwon Heads Road widening project.

6. The City met with the landowner submitter and addressed all the queries raised in the submission. The submitter is satisfied with the response and commitments about the acquisition process and has subsequently provided a written withdrawal.

7. The City exchanged correspondence with DoT and have committed to working with them to ensure cooperation and agreement on works in the overlapping drainage infrastructure and Barwon Heads Road widening projects in the vicinity of Boundary Road, Charlemont. They too have subsequently provided correspondence that their submission has been satisfied and they hold no further objection to the amendment.

8. As the two objecting submissions have been satisfactorily addressed, Council is able to adopt Amendment C410ggee without any referral to an independent planning panel.

Cr Grzybek moved, Cr Harwood seconded -

9. That Council:

9.1 Adopt Amendment C410ggee in the form outlined in Attachment 3 of this report; and

9.2 Submit the adopted Amendment C410ggee and prescribed information to the Minister for Planning requesting approval.

Carried.

Attachment 1

Financial Implications

1. Land acquisition is funded by relevant Armstrong Creek Development Contribution Plans (DCPs) and public open space contributions.

2. Land acquired through the PAO process costs the City more than land transferred by agreement and the purchase costs may exceed the value included in the DCP. Compensation payable under the Land Acquisition and Compensation Act will not be recovered through development contributions.

3. Notwithstanding this, the use of the PAO is the most time efficient mechanism available for the City to acquire the land it needs to deliver these critical projects.

4. When acquiring the land, landowners will be compensated based on an independent assessment of the market value of the land, and other costs affected by the acquisition, in accordance with the Land Acquisition and Compensation Act 1986.

Community Engagement

5. Directly affected landowners were notified in January 2020 of the City's intention to purchase their land and the proposed PAO amendment process.

6. Each of the Precinct Structure Plans (PSP) and DCPs where the land was identified for a public purpose has been subject to public notification and review through their respective planning scheme amendment processes.

7. Formal consultation and communication with landowners was undertaken through the exhibition of Amendment C410ggee from 13 August to 14 September 2020 in accordance with the requirements of the Planning and Environment Act 1987.

8. Five submissions were received in response to the exhibition.

Social Equity Considerations

9. The Horseshoe Bend PSP, Armstrong Creek West PSP and Armstrong Creek Town Centre PSP provide for a considered and well-planned approach to the development of additional residential communities within the Armstrong Creek Growth Area.

10. The intent of these PSPs and relevant DCPs is to ensure that the infrastructure required to service the community meets their needs and expectations and is provided in a timely manner.

11. The land acquisition process is governed by the Land Acquisition and Compensation Act 1986 which ensures a fair and equitable process for landowners.

Policy/Legal/Statutory Implications

12. The amendment is consistent with the Greater Geelong Planning Scheme Policy Framework which supports the residential growth of the Armstrong Creek growth area and the commensurate provision of infrastructure to service the growth.

13. Specifically, the amendment accords with the vision and intent of the Horseshoe Bend PSP, Armstrong Creek West PSP, Armstrong Creek Town Centre PSP and relevant DCPs. Each document is incorporated into the Greater Geelong Planning Scheme and the City is required to deliver infrastructure to address development impacts on surrounding properties. These include issues such as the management of excess runoff, safety upgrades to roads and intersections, and the provision of sporting reserves for the community.

14. The future land acquisitions will be subject to the provisions of the *Land Acquisition and Compensation Act 1986*.

Alignment to Council Plan

15. The Armstrong Creek Urban Growth Plan is nominated in the Council Plan 2018-2022 as integral to the delivery of Council's planned sustainable development strategic priority. The timely delivery of critical drainage, road and active open space projects is key in supporting the liveability and sustainable growth of the community.

Conflict of Interest

16. No City officer involved in the preparation of this report has declared a general or material interest in this matter.

Risk Assessment

17. The application of the PAO to these properties will ensure that the development within the Armstrong Creek Growth Area can proceed with the necessary drainage assets secured and made available to receive stormwater runoff. Delays in road network upgrades due to land not being available for road widening has adverse impacts on road user safety.

18. The application of the PAO ensures that the land can be compulsorily acquired should negotiations with landowners by the City or other third parties not succeed.

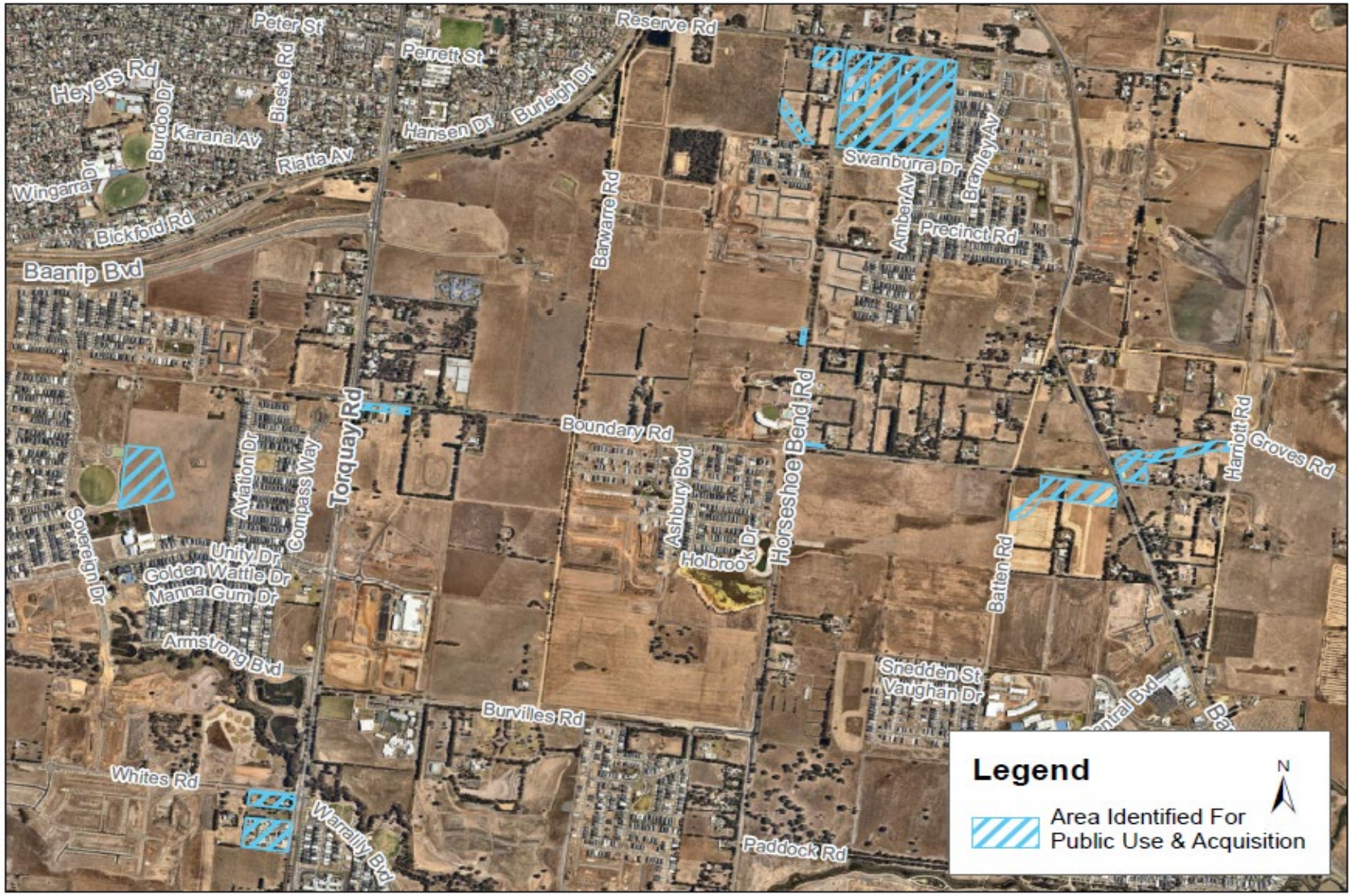
Environmental Implications

19. The land acquisition does not pose any impact on the environment beyond what is already identified in the PSP planning process. When the construction work for the DCP projects commence following the land acquisition, it will be undertaken as per City standards with appropriate environmental management and construction management plans in place.

Attachment 2

Discussion

1. The Amendment as exhibited proposes to:
    1.1 Apply the PAO2 (for public open space) to land at:
        1.1.1. 168-170 Reserve Road, Charlemont;
        1.1.2. 125-141 Horseshoe Bend Road, Charlemont;
        1.1.3. 180-184 Reserve Road, Charlemont;
        1.1.4. 186-194 Reserve Road, Charlemont;
        1.1.5. 200-202 Reserve Road, Charlemont;
        1.1.6. 286 Boundary Road, Mount Duneed;
        1.1.7. 5 Whites Road, Mount Duneed; and
        1.1.8. 611-621 Torquay Road, Mount Duneed.
    1.2 Apply the PAO4 (for roads) to land at:
        1.2.1. 152-166 Reserve Road, Charlemont;
        1.2.2. 232-240 Horseshoe Bend Road, Charlemont;
        1.2.3. 271-279 Horseshoe Bend Road, Charlemont;
        1.2.4. 430 Torquay Road, Armstrong Creek;
        1.2.5. 350-360 Boundary Road, Armstrong Creek; and
        1.2.6. 5 Whites Road, Mount Duneed.
    1.3 Apply the PAO12 (for drainage purposes) to land at:
        1.3.1. 152-166 Reserve Road, Charlemont;
        1.3.2. 582-620 Boundary Road, Armstrong Creek;
        1.3.3. 661-669 Barwon Heads Road, Charlemont;
        1.3.4. 619-639 Boundary Road, Charlemont;
        1.3.5. 641-655 Boundary Road, Charlemont; and
        1.3.6. 657-669 Boundary Road, Charlemont.
2. The following plan shows the spread of the proposed overlays across the Armstrong Creek growth area.


Peter St
Reserve Rd
Heyers Rd
Bleske Rd
Perrett St
Burleigh Dr
Burdoo Dr
Karana Av
Hansen Dr
Riatta Av
Swanburra Dr
Bramley Av
Wingarra Dr
Barwarre Rd
Amber Av
Precinct Rd
Bickford Rd
Baanip Bvd
Boundary Rd
Horseshoe Bend Rd
Harriott Rd
Groves Rd
Aviation Dr
Compass Way
Torquay Rd
Ashbury Blvd
Holbrook Dr
Batten Rd
Unity Dr
Golden Wattle Dr
Manna Gum Dr
Armstrong Blvd
Snedden St
Vaughan Dr
Burvilles Rd
Whites Rd
Warralily Blvd
Paddock Rd
Legend
N
Area Identified For
Public Use & Acquisition

3. The approved Precinct Structure Plans (PSP) and Development Contribution Plans (DCP) in the Armstrong Creek Growth Area identify a variety of infrastructure that is required to support the transition from rural to urban land. As the community grows, this infrastructure is required to be built to enable and support an effective road, drainage and open space network.

4. The City's strategy for land acquisition has been centred around developers working together with the aim to have land vested to Council. It is normal and preferable to reach agreement for the voluntary transfer of land for DCP projects through the planning permit process.

5. Transfer of the public land through the planning permit process has not been able to secure all the necessary public land in a timely manner and a formal acquisition process is required to secure the land necessary to deliver high priority projects.

6. Some of the key projects to be facilitated by the public acquisition overlays are:

   6.1 Ultimate drainage link to Sparrovale Wetlands

   6.2 Horseshoe Bend Road diversion, drainage and sport fields

   6.3 Intersection Surf Coast Highway – Boundary Road

   6.4 Intersection Surf Coast Highway – Whites Road and sport fields

   6.5 Sport fields West Precinct

   6.6 Intersection Horseshoe Bend Road – Boundary Road.

7. **Attachment 4** is the Strategic Assessment Report of each of the infrastructure Projects. This outlines the purpose for the public acquisition overlay, the project areas, the nature of the works and the priority for delivery.

8. Amendment C410ggee was exhibited between 13 August and 14 September 2020. As a result of exhibition, five submissions (5) were received of which one supported the amendment, two were from public authorities/state government agencies offering no comment/no objection, one was from a landowner which raised questions about the implications of the acquisition process on their property, and the final one was from the Department of Transport (DoT) whom sought agreement from the City about the process for our acquisition and drainage project in the vicinity of the Barwon Heads Road widening project.

Consideration of Submissions

9. **Submission 1:** Barwon Water's submission raises no objection to the amendment proceeding. Barwon Water advised that for all bar one of the proposed PAO's, there are no assets or land affected. The submission notes that the proposed PAO12 at 619-639 Boundary Road Charlemont would overlay the main outfall sewer (DN1650mm diameter) which services all of Geelong, and which is covered by a 20-metre easement. Barwon Water advises that this asset will need to be protected as part of the City's proposed drainage works as it cannot be relocated.

10. Most of the proposed PAO12 at the site is outside the Barwon Water easement. A smaller area of PAO12 crosses the easement on the northern side of the property. The PAO12 in this location is intended for the Barwon Heads Road to Harriott Road Retarding Basin and drainage reserve to convey stormwater towards the Sparrovale Wetlands.

11. The City is aware of this major asset and its location informed the preparation of the precinct structure plans and the development contributions plans. Officers are aware that an informal drainage channel currently goes under the pipeline. Detailed design for the drainage basin and channel will be cognisant of this constraint and the City will engage with Barwon Water at that time to ensure protection of the asset.

12. **Submission 2**: A submission from Department of Environment, Land, Water and Planning (DELWP) has advised that the amendment has no impact on their policy interests including Crown land management and biodiversity and they have no comment on the amendment.

13. **Submission 5**: This submission is from a landowner-developer active within the Armstrong Creek growth area and they are fully supportive of the amendment to assist the orderly and timely development of the area. In particular, the submission supports the application of the PAO12 for the proposed Barwon Heads Road South Retarding Basin and related infrastructure to link to the Sparrovale Wetlands.

14. The two commenting submissions raised concerns about proposal to apply the PAO12 (for drainage purposes) in the vicinity of Barwon Heads Road and Boundary Road, Charlemont.

15. **Submission 3**: The submission from the DoT requested ongoing consultation with the City on the design specifics of the drainage infrastructure to ensure there is no interfacing issue with the Barwon Heads Road widening project.

16. The City has committed to working with the DoT to avoid such problems and to ensure a smooth transition between the projects.

17. As requested by DoT, correspondence has been exchanged between the City and DoT outlining this commitment. Subsequent written advice from DoT on 19 October 2020 has advised that their submission has been satisfied and they no longer hold any issue with the amendment.

18. **Submission 4**: This submission from an affected landowner cited concerns about the proposed acquisition transecting the property and maintenance of access between the two parts; how the property would be classified post acquisition i.e. would it be considered as one or two properties; the future impacts of the acquisition; and vegetation screening along the drainage line.

19. Officers from the City Development, Planning & Growth and Property, Procurement & Assets Departments met with the submitter and discussed and responded to all the points of submission. This was very sensitively addressed with the submitter and included follow up correspondence and advice on the acquisition process.

20. On 1 October 2020, the submitter provided written advice to the City that based on the discussions and further advice, they were satisfied that our responses had answered all their queries and that their submission was withdrawn.

21. Section 23 of the *Planning and Environment Act 1987* outlines three options for dealing with submissions requesting a change to an amendment: change the amendment as requested, refer the submissions to an independent panel for review or abandon the amendment. As there are no ‘live’ submissions seeking change to the amendment, Council can adopt the amendment and send it to the Minister for Planning requesting final approval.

Attachment 3

Amendment C410ggee Adoption Documents

Planning and Environment Act 1987

GREATER GEELONG PLANNING SCHEME

AMENDMENT C410ggee

INSTRUCTION SHEET

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

The Greater Geelong Planning Scheme is amended as follows:

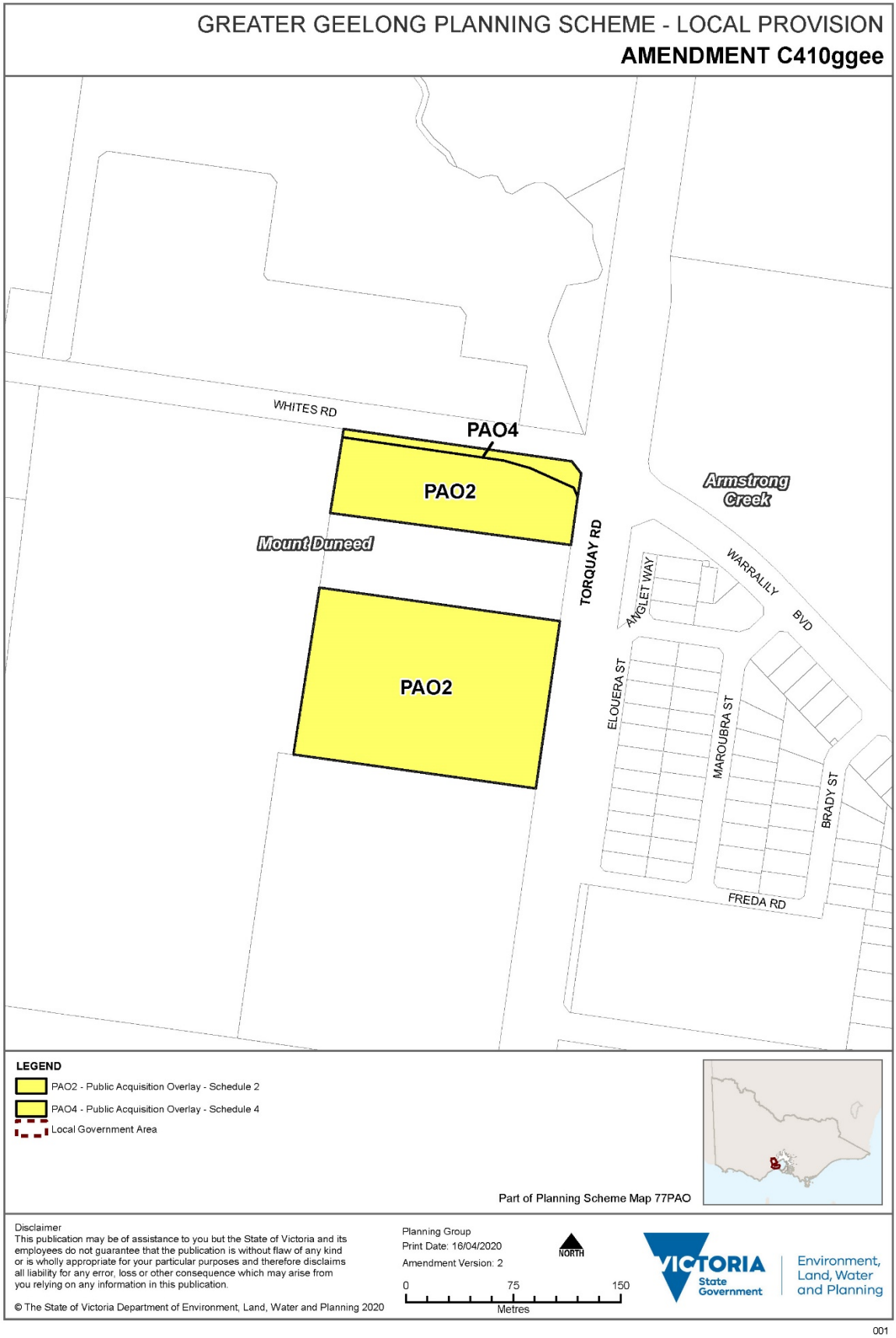
Planning Scheme Maps

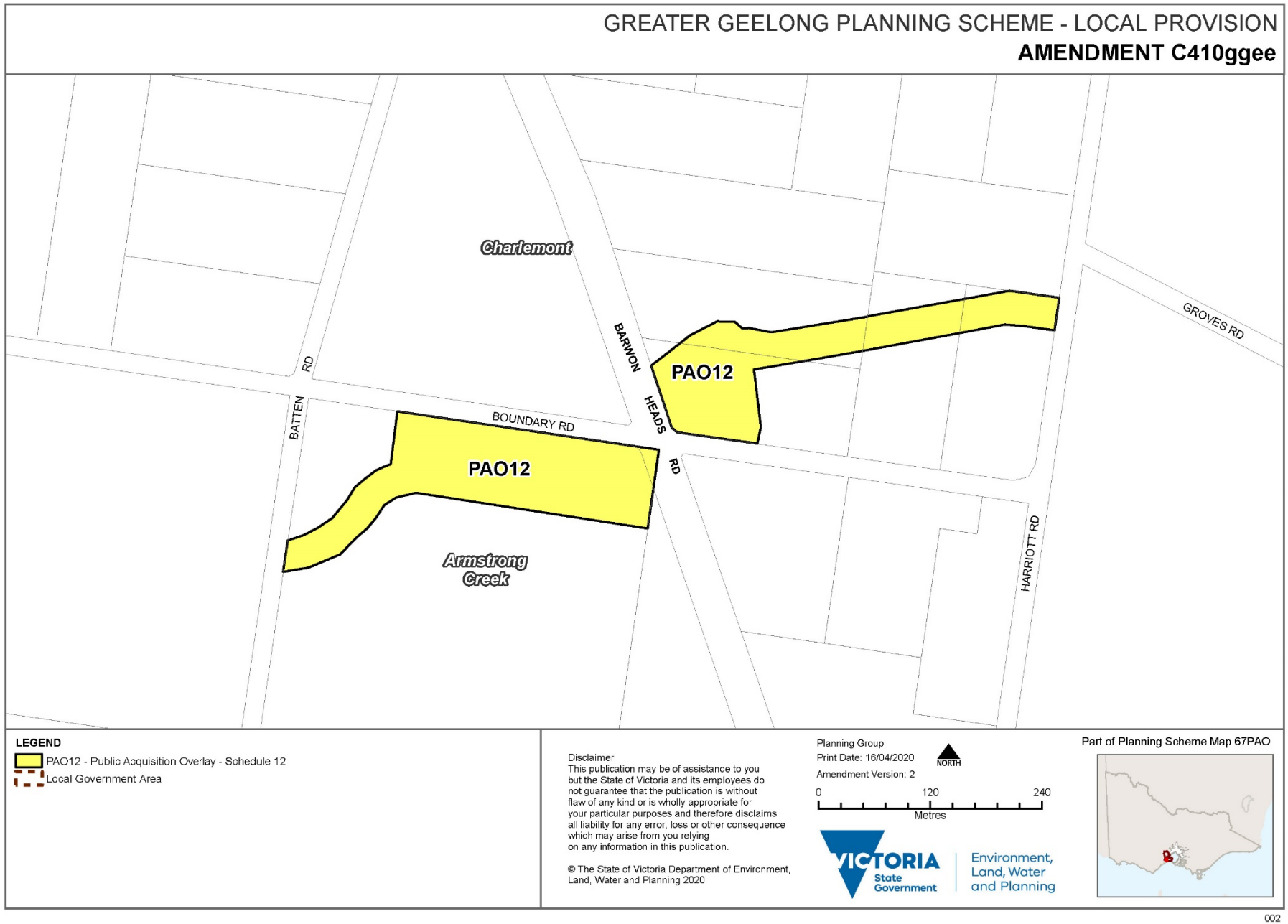
The Planning Scheme Maps are amended by a total of six attached map sheets.

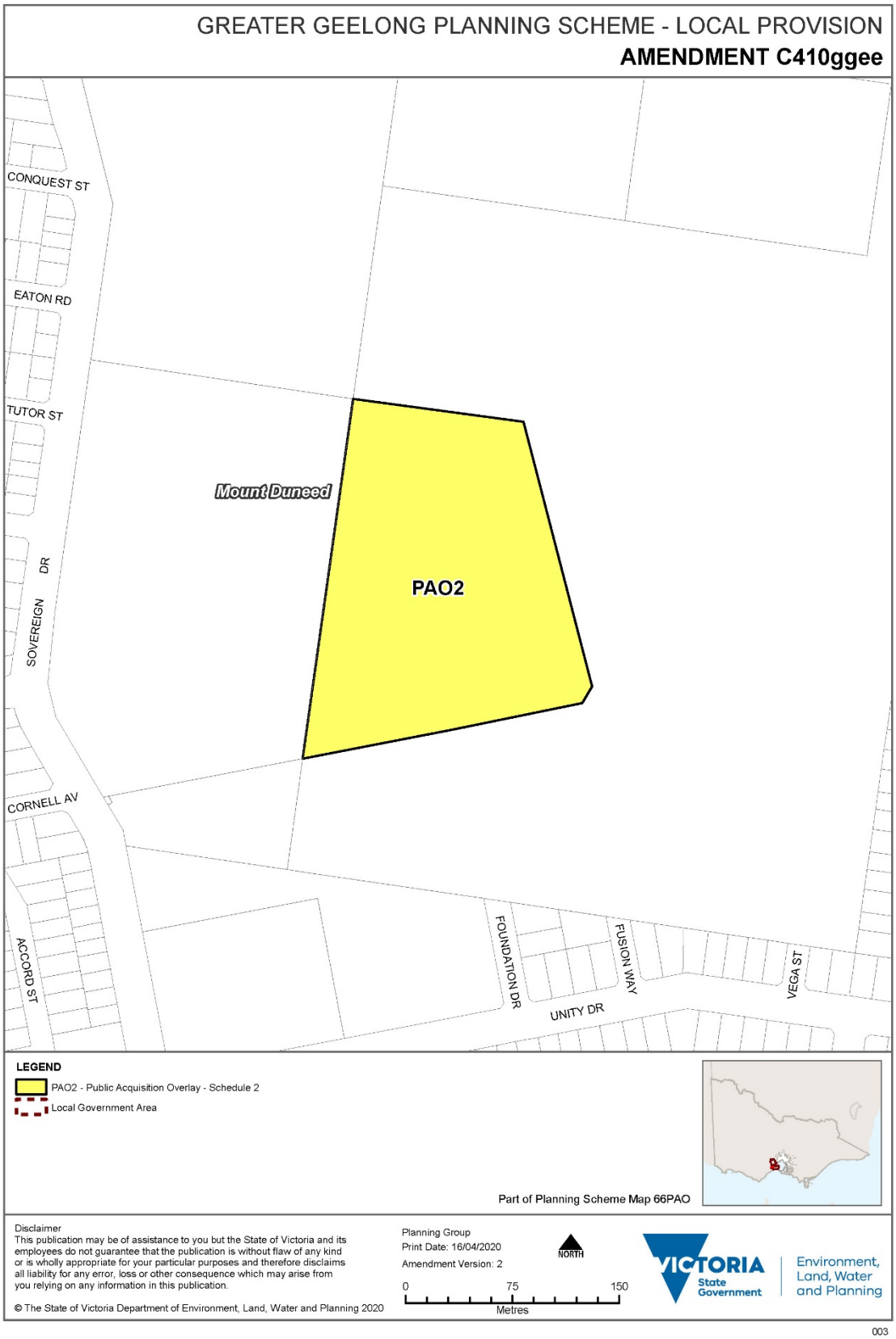
Overlay Maps

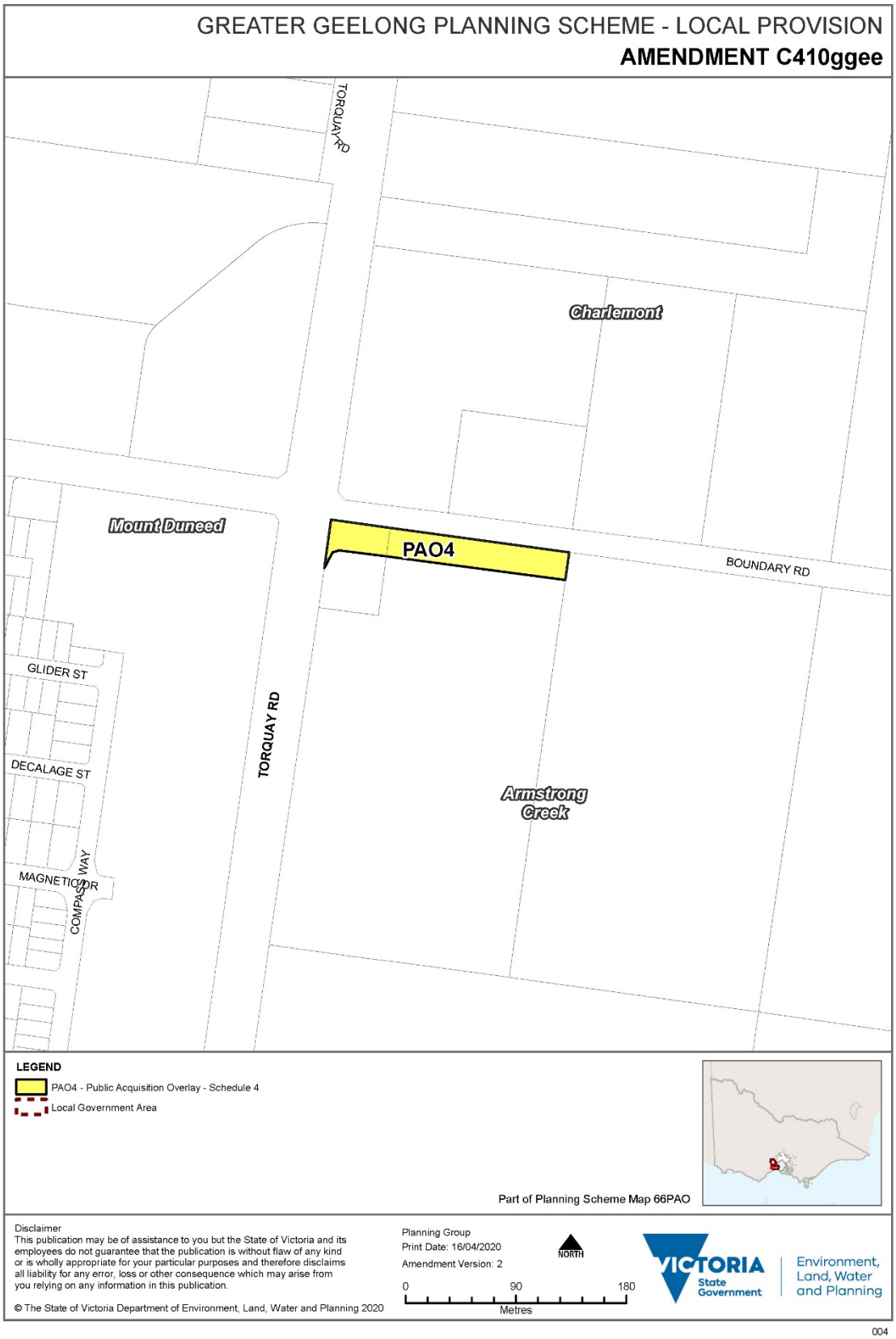
1. Amend Planning Scheme Map Nos. 66PAO and 67PAO are amended in the manner shown on the six attached maps marked “Greater Geelong Planning Scheme, Amendment C410ggee”.

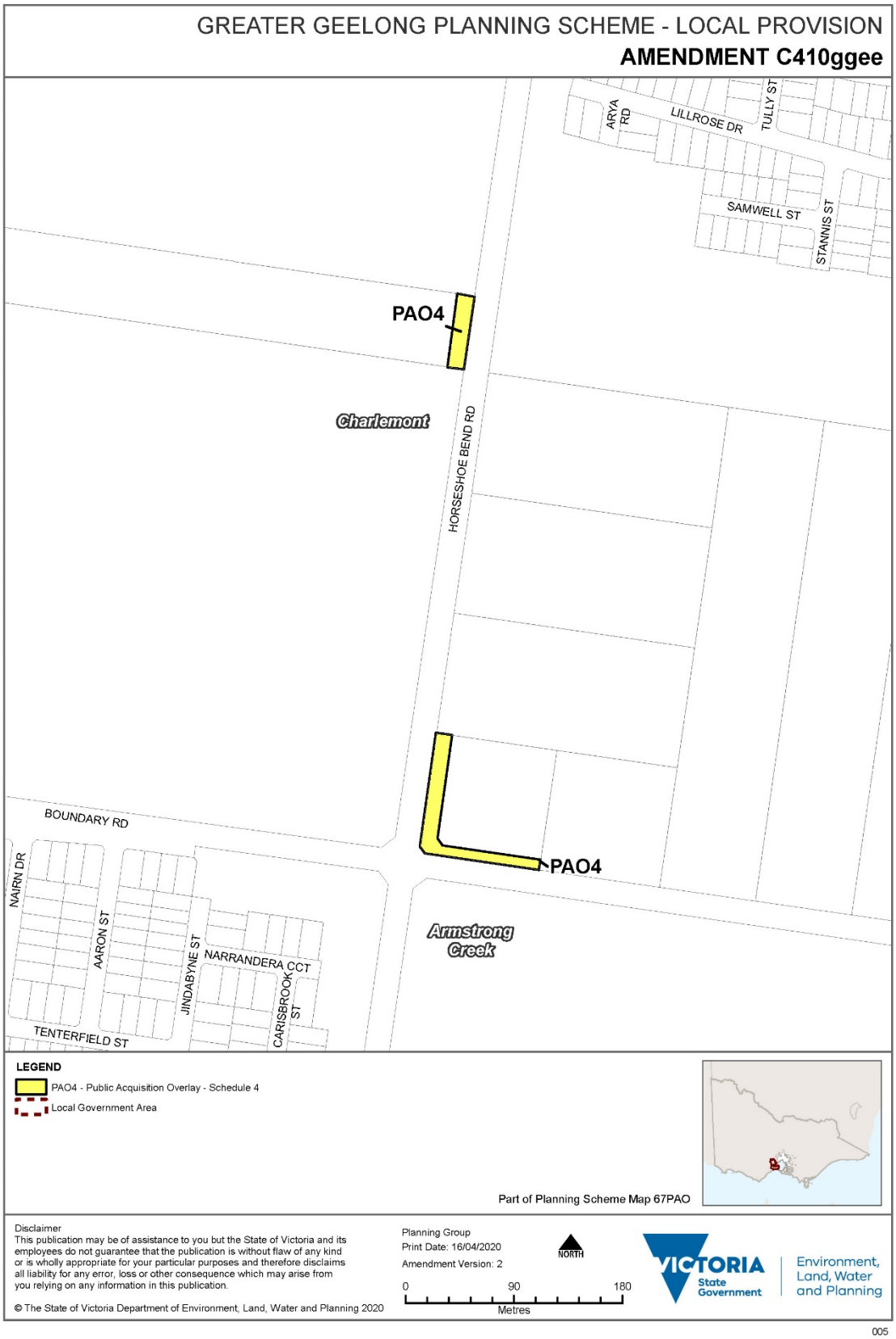
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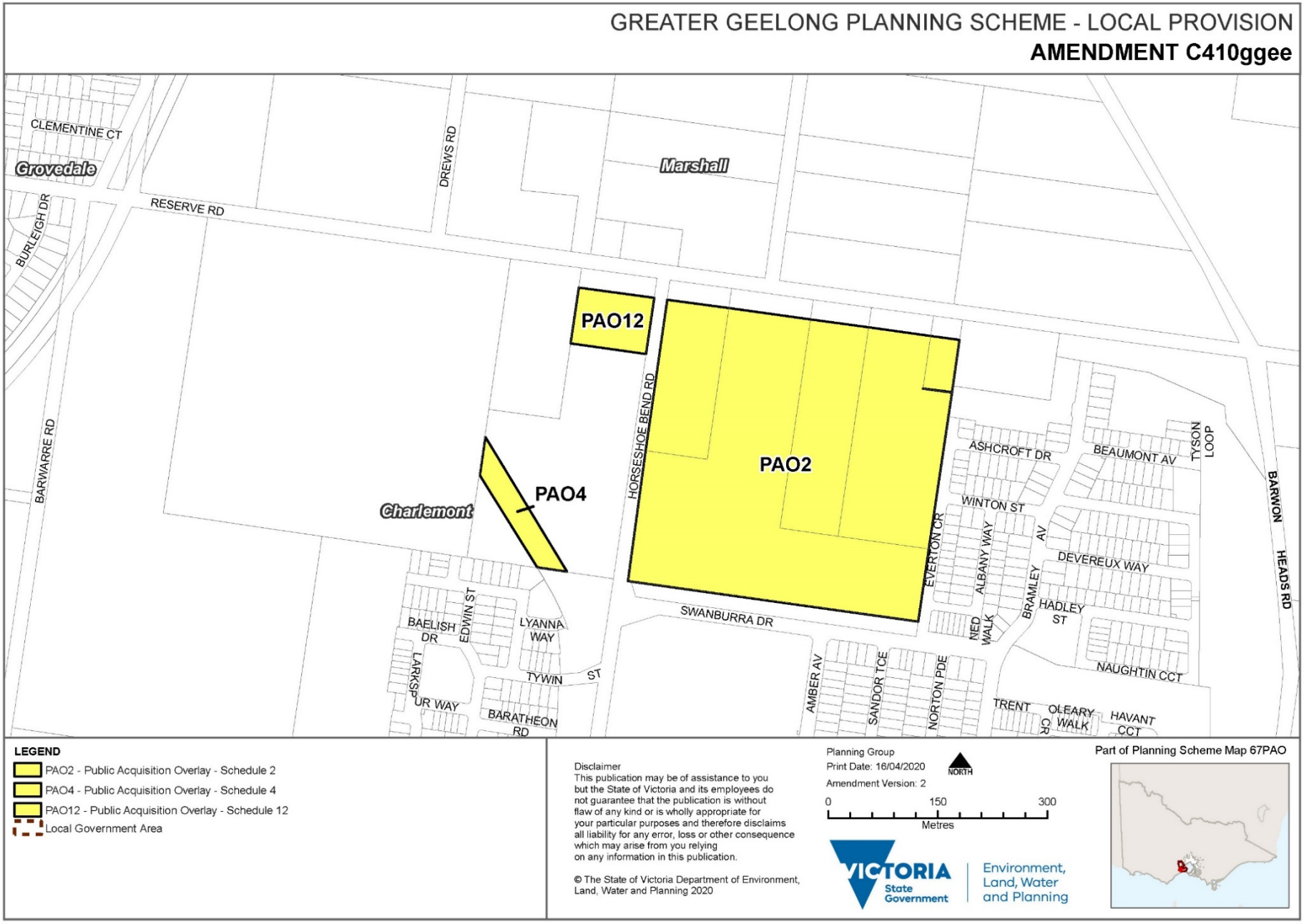

GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C410ggee
WHITES RD
PAO4
PAO2
PAO2
Mount Duneed
Armstrong Creek
TORQUAY RD
ANGLET WAY
WARRALILY BVD
ELOUERA ST
MAROUBRA ST
BRADY ST
FREDA RD
LEGEND
PAO2 - Public Acquisition Overlay - Schedule 2
PAO4 - Public Acquisition Overlay - Schedule 4
Local Government Area
Part of Planning Scheme Map 77PAO
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Planning Group
Print Date: 16/04/2020
Amendment Version: 2
NORTH
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Environment, Land, Water and Planning
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GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C410ggee
Charlemont
Armstrong Creek
PAO12
PAO12
BOUNDARY RD
BATTEN RD
BARWON HEADS RD
GROVES RD
HARRIOTT RD
LEGEND
PAO12 - Public Acquisition Overlay - Schedule 12
Local Government Area
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VICTORIA State Government
Environment, Land, Water and Planning
Part of Planning Scheme Map 67PAO
002


GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C410ggee
CONQUEST ST
EATON RD
TUTOR ST
Mount Duneed
PAO2
SOVEREIGN DR
CORNELL AV
ACCORD ST
FOUNDATION DR
FUSION WAY
VEGA ST
UNITY DR
LEGEND
PAO2 - Public Acquisition Overlay - Schedule 2
Local Government Area
Part of Planning Scheme Map 66PAO
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GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C410ggee
TORQUAY RD
Charlemont
Mount Duneed
PAO4
BOUNDARY RD
GLIDER ST
DECALAGE ST
TORQUAY RD
Armstrong Creek
MAGNETIC DR
COMPASS WAY
LEGEND
PAO4 - Public Acquisition Overlay - Schedule 4
Local Government Area
Part of Planning Scheme Map 66PAO
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VICTORIA State Government
Environment, Land, Water and Planning
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GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C410ggee
ARYA RD
LILLROSE DR
TULLY ST
SAMWELL ST
STANNIS ST
PAO4
Charlemont
HORSESHOE BEND RD
BOUNDARY RD
PAO4
NAIRN DR
AARON ST
JINDABYNE ST
NARRANDERA CCT
CARISBROOK ST
TENTERFIELD ST
Armstrong Creek
LEGEND
PAO4 - Public Acquisition Overlay - Schedule 4
Local Government Area
Part of Planning Scheme Map 67PAO
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VICTORIA
State Government
Environment, Land, Water and Planning
005


GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C410ggee
CLEMENTINE CT
Grovedale
DREWS RD
Marshall
RESERVE RD
BURLEIGH DR
BARWARRE RD
PAO12
PAO2
PAO4
Charlemont
HORSESHOE BEND RD
ASHCROFT DR
BEAUMONT AV
TYSON LOOP
BARWON HEADS RD
WINTON ST
EVERTON CR
ALBANY WAY
AV
DEVEREUX WAY
BRAMLEY
HADLEY ST
NED WALK
SWANBURRA DR
BAELISH DR
EDWIN ST
LYANNA WAY
TYWIN ST
LARKSPUR WAY
BARATHEON RD
AMBER AV
SANDOR TCE
NORTON PDE
NAUGHTIN CCT
TRENT
OLEARY WALK
HAVANT CCT
LEGEND
PAO2 - Public Acquisition Overlay - Schedule 2
PAO4 - Public Acquisition Overlay - Schedule 4
PAO12 - Public Acquisition Overlay - Schedule 12
Local Government Area
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Print Date: 16/04/2020
Amendment Version: 2
NORTH
0
150
300
Metres
VICTORIA State Government
Environment, Land, Water and Planning
Part of Planning Scheme Map 67PAO
006

Crs Mansfield and Kontelj declared a Conflict of Interest in the following report and left the meeting room prior to discussion of the item at 7.22pm

3. PROPOSED MINISTERIAL PLANNING SCHEME AMENDMENT- MCKELLAR CENTRE

Source:	**Planning, Design & Development – Strategic Implementation**
Director:	**Gareth Smith**

Purpose

1. To seek Council support for the Minister for Planning to undertake a planning scheme amendment to facilitate a new mental health bed facility at the Grace McKellar Centre, North Geelong.

Background

2. The State Government through the Department of Health and Human Services are seeking to deliver 144 additional mental health beds at four sites in Victoria. This is in response to the Royal Commission into Victoria's Mental Health System.

3. One of the sites is on Barwon Health managed land at the Grace McKellar Centre (see map in Attachment 2).

4. The Grace McKellar Centre land is zoned Public Use Zone and is affected by a Heritage Overlay. A planning permit may be required for the proposal due to the Heritage Overlay.

5. A Ministerial planning scheme amendment is proposed by the consultants for the State Government to fast track approval.

Key Matters

6. Consultants managing planning aspects for the State Government have provided further information in a letter to the City (Attachment 2) and consider it to be a matter of State significance and hence warranting Ministerial intervention under Section 20(4) of the *Planning and Environment Act 1987*.

7. The buildings are proposed to be single storey only and located on the northern part of the site in an area currently free of buildings and with some mature trees.

8. While a planning permit could be applied for there is a risk that it could be delayed and on this basis officers recommend that Council supports a Ministerial amendment to apply a Specific Controls Overlay to the site exempting it from planning permit requirements.

Cr Grzybek moved, Cr Harwood seconded -

9. That Council support the Minister for Planning undertaking a Section 20(4) Planning Scheme Amendment to facilitate the State Government's proposed mental health bed facility at the Grace McKellar Centre.

Carried.

Attachment 1

Financial Implications

1. There are no financial implications to Council in considering this matter.

Community Engagement

2. A Ministerial amendment would not be subject to public exhibition and hence there wouldn't be the usual community engagement or right to make a submission or object.

Social Equity Considerations

3. This proposal increases access to much needed mental health beds for the Geelong community.

Policy/Legal/Statutory Implications

4. There is a possibility that the proposal falls under an exemption that applies to certain State Government ministers (including the Minister for Health) meaning they don't need to comply with the planning scheme. However, as the Minister for Mental Health is the proponent it is not clear if the exemption applies. The City is discussing this matter with the planning consultants, Barwon Health and the relevant State Government departments.

Alignment to Council Plan

5. The proposal aligns with the Council Plan strategic priority of "Improved health and safety of our community".

Conflict of Interest

6. No City officer involved in the preparation of this report has declared a general or material interest in this matter.

Risk Assessment

7. There is a risk that the adjoining neighbours may not support the proposal and may raise concerns.

Environmental Implications

8. The City's understanding, based on limited information available, is that there are no significant environmental implications with the proposed development. The State Government as the proponent would need to assess the trees to be removed.

Attachment 2 – Letter of Information on the proposal

2 November 2020

[redacted]
City of Greater Geelong
100 Brougham Street
Geelong VIC 3220

By email: [redacted]

Dear [redacted],

LETTER OF INFORMATION FOR INTENDED PLANNING APPROVAL PATHWAY

Program: **Victorian Government's Mental Health Beds Expansion Program**
Pathway: **Planning Scheme Amendment - Section 20 (4) of the *Planning and Environment Act 1987***

The Victorian Health and Human Services Buildings Authority (VHHSBA) has engaged Mecone as planning consultants for the abovementioned program. VHHSBA is a branch of the Victorian Department of Health and Human services and leads the planning, delivery and oversight of Victoria's public health infrastructure.

Further to your discussions with our office on 12 October 2020, we now write to formally inform the City of Greater Geelong of the intended planning approval pathway for this urgent program of state significance.

Program Background

On 22 February 2019, Her Excellency the Honourable Linda Dessau AC, the Governor of the State of Victoria, formally established the Royal Commission into Victoria's Mental Health System.

The Royal Commission is inquiring into how Victoria's mental health system can most effectively prevent mental illness, and deliver treatment, care and support so that all those in the Victorian community can experience their best mental health, now and into the future.

The Victorian Government has committed to implementing all the Royal Commission's recommendations, acknowledging that the mental health system is 'broken' and more needs to be done support people with mental illness.

The Royal Commission's Interim Report, released on 28 November 2019, recommended the Victorian Government deliver 135 additional public mental health beds across four health services, with the majority of these to be operational by the end of 2021and the remainder by mid-2022. The recent uncertainty surrounding the COVID-19 pandemic, the need to be isolated from family and community support networks and the increased financial insecurity have reinforced the need for these additional mental health services.

Melbourne – Sydney – Brisbane | **E:** info@mecone.com.au | **W:** mecone.com.au
Level 7, 333 Collins Street, Melbourne VIC 3000 | **T:** 03 8547 9510

Since the inception of the program, VHHSBA's Principal Consultants, NTC Architects, and the broader program team has completed detailed service and capital planning that identified 21 potential program options across a number of sites. These were investigated and assessed against 30 evaluation criteria to identify opportunities, constraints and a preferred investment location that best meets the Royal Commission's requirements, including delivering contemporary models of care.

Following the extensive analysis, the four preferred locations have been determined and endorsed by each of the four health services and the former Minister for Mental Health. The Minister for Mental Health also approved the delivery of 144 public mental health beds.

The Victorian Government now requires urgent planning approval of the program by the end of January 2021.

The Program Sites

The following health service campuses have been identified as providing suitable land and building area to accommodate the new beds:

Program Site by Hospital (Health Services)	Property Campus Address	Local Government Area	Proposed Additional Beds
Royal Melbourne Hospital (Melbourne Health)	300 Grattan Street, Parkville	City of Melbourne	22
Northern Hospital (Northern Health)	185-187 Cooper Street, Epping	City of Whittlesea	30
Sunshine Hospital (Western Health)	176-190 Furlong Road, St Albans	Brimbank City Council	52
McKellar Centre (Barwon Health)	45 – 99 Ballarat Road, North Geelong	City of Greater Geelong	16

Current Planning Controls and Requirements

For each site, the proposal involves construction of a new building or extension to an existing building within the existing health service campus to accommodate the additional beds, as outlined below (refer to appendix for a site map). A summary of the applicable planning controls for the Barwon Health site is as follows:

Hospital (Health Services)	Planning Scheme	Current Planning Controls	Proposed development
McKellar Centre (Barwon Health)	Greater Geelong Planning Scheme	Public Use Zone 3 (Health and Community) Heritage Overlay (HO154) Special Building Overlay (SBO)	New building in a vacant northern corner of the site

We note that under the Public Use Zone 3, use and development for 'Hospital' on behalf of the public land manager does not require a planning permit. However, we have identified some site-specific issues which may require planning consent. These issues include:

- Car parking associated with the additional facilities, to be provided to the satisfaction of the responsible authority pursuant to Clause 52.06. There will be additional car parking proposed as part of this project.
- Altered access to Road Zone, Category 1, which may require a permit pursuant to Clause 52.29 of the Greater Geelong Planning Scheme. There will be no change to the physical access (crossover) and there will be negligible change in traffic volume or frequency. The program team is working with the Department of Transport to address this requirement.
- Heritage Overlay affecting the McKellar Centre, which would require a permit for buildings and works pursuant to the Greater Geelong Planning Scheme.
- Removal of native vegetation, one small tree identified as native species at the McKellar Centre, which would require a permit for removal pursuant to Clause 52.17 of the Greater Geelong Planning Scheme. We have expert advice which has confirmed a planning permit would not be required under the current permit conditions.

Proposed Planning Scheme Amendment

Based on the above, we consider a planning permit would be required for the buildings and works for the McKellar Centre due to the Heritage Overlay.

However, we are of the view that a planning permit is not required under Clause 52.29 of the Greater Geelong Planning Scheme due to the negligible change in traffic volume and frequency, and a planning report to accompany the package to be submitted to the Department of Environment, Land, Water and Planning (DELWP) will address this. Pursuant to Clause 52.06, a planning permit is not required per se, but car parking is to be provided to the satisfaction of the Responsible Authority as the 'Hospital' land use is not listed in the table.

Due to the varying planning controls and triggers across all four sites, the program team, in consultation with DELWP, has determined that a holistic approach to dealing with the planning pathway was most suitable.

Considering the state-significance and urgency of the program, we are seeking a planning scheme amendment to facilitate the proposal without requiring the need for a planning permit. On behalf of VHHSBA, we will request the Minister for Planning to be the planning authority to consider and approve the following:

- amend Specific Controls Overlay (SCO) map of each Planning Scheme to include the entire parcel of each program site;
- amend the Schedule to SCO of each Planning Scheme to include the program and the name of the Incorporated Document;
- amend the Schedule to Clause 72.03; and

- amend the Schedule to Documents Incorporated in each Planning Scheme at Clause 72.04 to include the name of the Incorporated Document.

The new Incorporated Document will facilitate use and development for the program for each individual site without a planning permit, including conditions to address any site-specific issues - car parking and access, heritage and removal of native vegetation.

We also intend to ask the Minister for Planning to use his power of intervention pursuant to section 20(4) of the *Planning and Environment Act 1987*. Section 20(4) enables the Minister to exempt the amendment from any of the notice requirements from sections 17, 18 and 19 of the Act or the Regulations. However, VHHSBA will continue to work with Barwon Health to provide information to local residents and other stakeholders about the program as described below.

Consultation and other matters for consideration

By way of consultation we have engaged each individual Council and followed up with this formal letter of information. We are also engaging with other agencies and authorities, such as the Department of Transport and Environmental Protection Authority.

Furthermore, we are aware that each Council and each individual site is different and our planning report and submission to DELWP will address each site in more detail.

VHHSBA will also continue to work with each of the health services and to engage and provide information about the program to Councils and local residents, including through a letterbox drop and a website. This will provide an opportunity for residents to ask questions and raise any concerns they may have about the program during the planning and delivery phases.

Your Action Required

We appreciate the City of Greater Geelong's support on the program so far. To assist with the Planning Scheme Amendment process, we seek the following in an email from Council within two weeks of receiving this letter:

- an acknowledgement of receipt of this letter; and
- an indication that Council understand the Planning Scheme Amendment VHHSBA intends to pursue to ensure this program of State significance can be delivered and any additional Council views in writing.

For any further information or clarification, please contact me at [redacted]

Yours sincerely,

[redacted]

Associate

cc: [redacted], Executive Director Strategy & Planning, Barwon Health

Appendix – Site map



Figure 1 *McKellar Centre (45 – 99 Ballarat Road, North Geelong) with proposed location in yellow*

Crs Mansfield and Kontelj re-entered the meeting room at 7.28pm.

4. DRAFT COUNCIL COMMUNITY ENGAGEMENT POLICY

Source: **Governance, Strategy & Performance – Corporate Affairs**
Director: **Rebecca Leonard**

Purpose

1. For Council to endorse the release of the draft Council Community Engagement Policy for community consultation.

Background

2. Council is committed to best-practice community engagement which encourages and enhances accessible, diverse and inclusive community participation in decision-making. A draft Community Engagement Policy (the draft Policy) has been developed to reflect Council's commitment.
3. The draft Policy will supersede the City's existing Community Engagement Policy and coincides with the release of the new Local Government Act 2020 (the Act) which sets out a requirement for Councils to adopt and maintain a community engagement policy.

Key Matters

4. Community engagement is an essential element of good governance. It supports the community to consider, respond to and participate in decision making.
5. Under the Act, Councils must adopt a Community Engagement Policy by 1 March 2021.
6. The draft Policy **(Attachment 2)** provides guidance about why we engage, when we will engage, who we will engage with, and how we will engage.
7. The draft Policy:
    - 7.1 Ensures people who live, work and do business across our region have the opportunity to engage with Council and the City about upcoming decisions;
    - 7.2 Promotes effective, authentic and accessible community engagement as a mechanism to driving greater trust, stronger relationships and better outcomes for Council and the communities it represents;
    - 7.3 Establishes transparent processes to show how community input is used to inform and influence decision-making; and
    - 7.4 Guides Council to meet its legislated engagement obligations with the community giving effect to the engagement principles under the Act.
8. The draft Policy will be available for community feedback, with consultation open for a period of no less than 6 weeks.

Cr Aitken moved, Cr Mason seconded -

9. That Council endorse the draft Community Engagement Policy for community consultation.

Carried.

Attachment 1

Financial Implications

1. There are no specific financial implications for this report, however, future community engagement activities, including City officer resources and reasonable support for participants will need to be budgeted for.

Community Engagement

2. An engagement plan has been developed to ensure that the Community Engagement Policy is developed in consultation with the community.

3. The engagement plan sets out three stages of engagement in the development of the Community Engagement Policy:

    3.1 Stage one – Engagement Practice Review (internal employee and external community surveys undertaken to gather sentiment on current engagement practice and recommendations for future practice);

    3.2 Stage two – Pre-draft Community Engagement Policy development consultation (internal stakeholder and Council liaison to inform the draft Policy and provide feedback and recommendations for the further development of the draft Policy); and

    3.3 Stage three – draft Community Engagement Policy consultation. Once endorsed by Council, the draft Policy will be published, and a number of diverse engagement activities delivered to provide accessible and inclusive engagement opportunities.

Social Equity Considerations

4. The draft Community Engagement Policy recognises the importance of equity, access and inclusion as a key priority to best practice engagement.

5. Social equity, diverse and inclusive participation, has been considered during workshops and interviews and considered in the development of this draft policy.

Policy/Legal/Statutory Implications

6. The development of the Council's Community Engagement Policy must adhere to the legislated requirements set out in the Local Government Act 2020.

7. The Community Engagement Policy must give effect to the legislated requirements set out in the Local Government Act 2020.

8. Council must adhere to the legislative requirements set out in the Local Government Act 2020 in the implementation of the Community Engagement Policy.

9. The Local Government Act 2020 requirements have been considered and outlined in the development of this policy, the advice and guidance of the City Legal department has been sought and incorporated in the draft policy.

Alignment to Council Plan

10. Community engagement relates to the majority of areas of Council Plan. Community engagement is central to the development, implementation and evaluation of Council Plan.

Conflict of Interest

11. No City officer involved in the preparation of this report has declared a general or material interest in this matter.

Risk Assessment

12. Community engagement is directly linked and impacts the City's reputation and trust with the people who live, work and invest in Greater Geelong.

Environmental Implications

13. No environmental implications will result from the recommendation of this report.

THE CITY OF
GREATER GEELONG

COMMUNITY ENGAGEMENT POLICY

VERSION: 1

Approval Date: XX February 2021

Approved by: **Council**

Review Date: XX February 2025

Responsible Officer: Director, Governance, Strategy and Performance

Authorising Officer: Chief Executive Officer

CITY OF GREATER GEELONG

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Introduction

PURPOSE

The Greater Geelong region has a proud history of community-inspired leadership and our community is rich in experience and diverse in its expertise. The participation of everyone in our community is encouraged, welcomed, and valued.

This policy is designed to guide Council and the City to meet their engagement obligations with the community, giving effect to the engagement principles, as described under section 55 and section 56 of the Local Government Act 2020.

WHAT IS COMMUNITY ENGAGEMENT?

Community Engagement is a process used by Council and the City to connect with the community. The purpose of the engagement process is to seek feedback about issues that might affect, impact or interest the community, such as planning, decisions or general council activities.

WHY IS ENGAGEMENT IMPORTANT?

Listening to and considering the needs, priorities, and expectations of our community before making decisions has long been ingrained in our practices. We believe it is critical that the decisions which shape the region's liveability and prosperity are informed and influenced by the people and communities who live, work, visit or do business in the region.

Effective and authentic community engagement promotes greater trust, builds stronger relationships and leads to better outcomes for the City and the community. This results in better decisions that deliver better outcomes and are more widely valued by the community.

Furthermore, while in a community as dynamic as ours with a huge diversity of backgrounds, experiences and perspectives, we may not achieve consensus in our decisions, best practice community engagement helps people and groups understand the rationale behind our decision-making processes.

SCOPE

This policy provides direction on all formal, legislative and informal community engagement planning and activities conducted by Council and anyone carrying out delegated duties or functions of Council. This includes:

- Councillors
- City officers
- external providers
- contractors and
- volunteers.

The following engagements are outside the scope of this policy:

- those related to planning permit applications and planning scheme amendments governed by the *Planning and Environment Act 1987*
- legislated engagements governed under other Acts
- Council or City matters where the statutory form of community engagement is governed by section 223 and section 119 of the *Local Government Act 1989* (which is being progressively repealed).

Definitions

ACT

Local Government Act (Vic) 2020.

THE CITY

The City of Greater Geelong organisation led by the Chief Executive Officer.

COMMITTEE

A delegated committee, joint delegated committee or community asset committee under sections 63, 64 and 65 of the Act, respectively.

COUNCIL

The Greater Geelong City Council comprising Councillors and its Delegated Committees.

DELIBERATIVE ENGAGEMENT

Deliberative engagement is a process of engagement that brings participants closer to the decision makers than other forms of engagement; where participants are provided with a clear task or question, have access to appropriate resources and information, and are given the time and space required to deliberate and reach their consensus.

PARTICIPATORY ENGAGEMENT

Participatory engagement involves one-way information exchange either from Council to community or community to Council. Participatory engagement typically occurs when feedback is invited on ideas, alternatives or draft documents.

Policy

WHO WE WILL ENGAGE WITH

We will engage with people and groups likely to be affected by, or interested in, planning and decision-making by Council, including individuals, community groups, advisory committees, businesses and organisations, peak bodies and other levels of government.

However, we recognise that there are barriers to participation for some of these people and groups. Barriers could include abilities, language and cultural differences, carer and work responsibilities, age and lack of access to transport.

To hear a full range of perspectives and make sure our decisions are meeting the needs of the community, we will make reasonable adjustments to its consultation processes to ensure the greatest number of people and groups can contribute. We will identify and engage direction with relevant people and groups where barriers are particularly significant, or certain people or groups are under-represented.

WHEN WE WILL ENGAGE

We will engage when it anticipates decisions or plans are likely to impact the community. This may include situations where we are:

- making plans – for example, developing strategic plans or policies
- changing something – for example changes to a service where those changes may have an impact on the community
- making a decision that is likely to impact people and the places they live, work, invest or play – for example, introducing a new project, initiative or service
- required by law to do so
- seeking to address an issue affecting the community that has been raised and requires a decision.

We may also engage in cases where:

- the broader community raises, or expresses an interest in, a policy, initiative or service
- it requires assistance to identify community needs or aspirations
- it desires to build capacity, provide information to increase knowledge and change behaviour
- it seeks new or wishes to strengthen existing relationships with the community.

Situations where we may not engage

There are times when we may decide it is not appropriate to engage with the community. This would include situations where:

- decisions must be made immediately – for example, in emergency management, community safety or for occupational health and safety reasons
- decisions relate to the City's day-to-day organisation operations (except where there is likely to impact the community)
- legal or commercial restrictions prevent it
- Council does not have the decision-making power.

HOW WE WILL ENGAGE

Community engagement principles

We will give effect to the five engagement principles described below in the design, delivery and reporting of all engagement activities by ensuring they are:

- consistent
- clearly defined
- informative and

- inclusive in their approach.

COMMUNITY ENGAGEMENT PRINCIPLES
1. A community engagement process must have a **clearly defined objective and scope.**
2. Participants in community engagement must have access to **objective, relevant and timely information** to inform their participation.
3. Participants in community **engagement must be representative of the persons and groups affected** by the matter that is the subject of community engagement.
4. Participants in community engagement are **entitled to reasonable support to enable meaningful and informed engagement.**
5. Participants in community engagement are **informed of the ways in which the community engagement process will influence** Council decision making.

In observance of the community engagement principles, we will:

- plan its engagements to be timely, open and easily understood
- make sure engagement activities are inclusive, accessible and seek a diverse range of perspectives
- be upfront about how much opportunity there is to influence a decision
- define the community's role in any community engagement process
- provide community members with reasonable support to help them participate
- provide information to support meaningful community participation
- use a variety of engagement techniques that meet the needs and interests of the community
- let the community know how their input has influenced our decision, and
- learn from each experience to review and improve future engagement practices.

Choosing the best engagement process

We will use best practice engagement when choosing the best process for planning, delivering, and reporting on engagements to ensure that we use the appropriate variety of tools, activities and methods to produce the most meaningful feedback.

We will use the following key steps to developing a best-practice community engagement:

1. define the purpose of the engagement.
2. understand stakeholder and community interests, values and opportunities for engagement.
3. design an appropriate engagement process.
4. deliver genuine and respectful engagement.
5. review and interpret the engagement information and data.
6. apply the outcomes of the engagement to inform the decision-making process and its reasons for decision.
7. evaluate the success of the engagement and share lessons learnt.
8. report feedback and 'close the loop' on the public engagement.

The engagement process also establishes the level of community engagement. Engagement activities can be conducted anywhere along a spectrum of engagement from inform and consult to involve, collaborate and empower, and can be broadly categorised as either deliberative or participatory (see descriptions of these on page 8).

Factors that may influence the level of engagement chosen include:

- level of influence people and groups can have on the decision
- level of complexity and risk associated with a project
- specific projects goals
- timeframes
- resources
- the legal and governance framework under which the Council operates.

The level of engagement may also vary depending on the stage a project or decision is at – for example, the input required when scoping a project will be very different to that required for delivering it. Ultimately, the interests of the community and stakeholders will be the key consideration in determining the process and level of engagement in any public participation activity.

Once the level of engagement for a given planning or decision-making process has been determined, tools, activities and data-collection methods will then be identified.

Deliberative engagement

Deliberative engagement is a process that brings participants closer to the decision makers than other forms of engagement. Deliberative practices take place to allows for a representative group to come together to deliberate an issue in depth, over time, before coming to an informed consensus or decision.

As part of the deliberative process, participants must:

- be provided with a clear task or question
- have access to appropriate resources and information and
- be given the time and space required to deliberate and reach the desired outcome, consensus or decision.

Deliberative engagement should be conducted when participants have a high level of influence over, or impact on the outcomes or decision to be made.

Council will engage deliberatively when developing things such as:

- the Community Vision
- Council Plan
- Asset Plan
- Financial Plan
- other significant projects or initiatives as considered appropriate.

Participatory engagement

Participatory engagement is an informal engagement process that enables participants to provide feedback that does not necessarily include a conversation or dialogue with us.

While participatory engagement may be a simpler process than deliberative engagement, it is valuable for hearing important and useful information from a broad range of people and groups.

Examples situations where we may engage in participatory engagement include, but are not limited to:

- program evaluations
- determining satisfaction with services levels
- inviting community ideas
- determining views on an issue
- seeking feedback on alternative draft documents
- gauging support for a proposal
- asking community for local knowledge
- seeking feedback on a design or plan
- changing service levels.

Table 1: The tools, methods and activities suitable for different levels of engagement

	PARTICIPATORY		DELIBERATIVE		
	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
TOOLS	Factsheets Websites Information sessions Letters	Feedback and submission forms Online forums Surveys Public meetings Drop-in sessions	Workshops Community panels Focus groups Design charrettes Field trips	Advisory committees Deliberative decision-making Focus groups Study circles Community panels	Citizen juries or panels Delegated decision Ballots

HOW WE WILL REPORT ON ENGAGEMENT

We are responsible for, and committed to, reporting back the following information to the community:

1. What was learnt – that is, the data and information collected as part of the process.
2. How this has influenced the decisions, plans and activities of Council.

In determining the best ways to report this information back, we consider the people and groups involved and the level of interest to the wider community.

Methods for reporting back could include, but are not limited to:

- updates on Geelong Australia website
- updates on the project Have Your Say page
- posts on social media
- public notices and newspaper advertisements
- direct communication with the involved people and groups.

Implementing this Policy

RESPONSIBILITIES

Party/parties	Roles and responsibilities
Councillors	• Champion the commitment and principles for community engagement through leadership and decision-making. • Adopt the Community Engagement Policy and oversee its implementation.
Executive Leadership Team	• Champion behaviours that foster good engagement practice and drive the principles through policy, process and leadership. • Implement and ensure compliance with this policy.
Leadership Team	• Manage areas of responsibility to ensure community engagement is consistent with this policy.
All staff involved in community engagement planning and delivery	• Design and deliver best-practice community engagement that aligns with this policy, in consultation with managers and the Corporate Affairs team.
Corporate Affairs' Community Engagement team	• Monitor the implementation of this policy and conduct periodic reviews to drive continuous improvement. • Support Council to plan and deliver best-practice engagement processes.

MONITORING AND REPORTING

The City commits to monitoring processes, information sharing and decision making to understand the overall level of success in the policy's implementation. Key evaluation measures of success over each 12 month period will include:

- community satisfaction with community consultation and engagement (annual survey)
- number of engagements
- number of participants
- percentage of deliberative and participatory engagements

and may also include measures such as:

- diversity of engagement methods
- information delivery modes
- representation – adequate and diverse representation across target groups
- timeliness of reporting back to the community (closing the loop)

ADVICE AND ASSISTANCE

The Responsible Officer for this policy is responsible for advising the organisation about this policy and monitoring its implementation.

RECORDS

The City must retain records associated with this policy and its implementation for at least the period shown below.

Record	Retention / Disposal Authority	Retention Period	Location
This policy	Manager, Corporate Affairs	Four years	Geelong Australia
Feedback archives	Manager, Corporate Affairs	Four years	CityWeb location

REVIEW

Council should review and, if necessary, amend this policy within four years of the approval date. A periodic review of this policy will also be undertaken to ensure necessary changes or updates are made in a timely manner.

References

External references

- *Victorian Local Government Act 2020*
- *Victorian Local Government Act 1989* (being progressively repealed)
- *Public Participation in Government Decision-making Better Practice Guide* – Victorian Auditor-General's Office 2015
- *Public Participation and Community Engagement: Local Government Sector* – Victorian Auditor-General's Report 2017
- *Public Participation in Government Decision-Making* – Victorian Auditor-General's Report 2017
- *Victorian Government Draft Public Participation Framework* (2020)
- *Local Government Act 2020 – Principles Community Engagement* (DELWP)

5. GEELONG CENTRAL BUSINESS DISTRICT ENGAGEMENT TASK FORCE – FINDINGS REPORT

Source:	**Economy, Investment & Attraction – Central Geelong & Waterfront**
Acting Director:	**Tim Ellis**

Purpose

1. To present the Geelong Central Business District (CBD) Engagement Task Force – Findings Report **(Attachment 2)** and note the feedback and suggestions provided for consideration by the incoming Council with an option for ongoing engagement.

Background

2. At its meeting on 30 June 2020, Council resolved to call for nominations of prominent, experienced and respected business people in Geelong to form a CBD Engagement Task Force to provide feedback and suggestions on the following matters:

   2.1 Public transport servicing the CBD;

   2.2 On and off-street parking in the CBD;

   2.3 Central Geelong Marketing Committee and Levy; and

   2.4 Commercial rates.

3. Council noted that as the City endeavours to navigate through the current challenges and recover post COVID-19, it is extremely important we transition out of the pandemic environment with a healthy and active CBD.

4. The eligibility criteria for the Task Force required participants to own or operate a business in the 3220 postcode; and/or own a commercial property in the 3220 postcode; and, not to be a current member of the Central Geelong Marketing Committee. The process for nominations was co-ordinated through the City's Have Your Say online platform and promoted via a media release which generated press and radio news coverage, on City-operated social media channels and in City News.

5. Thirty-one eligible members were accepted onto the Task Force following a validation process based on the eligibility criteria.

Key Matters

6. Task Force members participated in independently facilitated workshops held on 19 and 20 August to provide feedback on the topic areas. Five fact sheets relating to the topic areas **(Attachments 3-7)** were sent prior to the workshops. A follow up briefing and questionnaire was conducted before finalising feedback and suggestions. There was also a commitment by many of the Task Force participants to be involved in future engagement.

7. The Geelong Central Business District (CBD) Engagement Task Force – Findings Report **(Attachment 2)** provides the detailed suggestions of options for Council to consider.

8. Should Council request for any suggestions to be explored or evaluated further, it would be appropriate that further engagement take place with government, businesses, advocacy organisations and property owners along with other community stakeholders, including residents, visitors, community groups and not-for-profit organisations.

Cr Kontelj moved, Cr Moloney seconded -

9. That Council:

9.1 thank and note the advice, feedback and suggestions from the Task Force contained in the Geelong CBD Engagement Task Force - Findings Report (Attachment 2), which identified the four topics of:

9.1.1 public transport servicing;

9.1.2 on and off-street parking;

9.1.3 Central Geelong Marketing Committee and Levy; and

9.1.4 commercial rates;

9.2 requests the Chief Executive Officer by 23 February 2021 draft Terms of Reference for Council's consideration to establish an ongoing engagement process to be conducted three times per year with members of the original Geelong CBD Task Force regarding the four topics in 9.1 in order to provide Council with feedback regarding Geelong's CBD precinct; and

9.3 officers, when presenting future reports to Council on the four topics in 9.1, consider and reference the advice and feedback from the Geelong CBD Task Force Report in their recommended initiatives to Council.

Carried.

Attachment 1

Financial Implications

1. The Geelong Central Business District (CBD) Engagement Task Force advice, feedback and suggestions have financial impacts on the City and will require further analysis relating to financial implications.

Community Engagement

2. The eligibility criteria for the Task Force required participants to own or operate a business in the 3220 postcode; and/or own a commercial property in the 3220 postcode; and, not to be a current member of the Central Geelong Marketing Committee. The nomination process was co-ordinated on the City's Have Your Say online platform

3. Thirty-one eligible members were accepted onto the Task Force following a validation process based on the eligibility criteria.

4. Should Council request for any suggestions to be explored or evaluated further, it would be appropriate that further engagement take place with government, businesses, advocacy organisations and property owners along with other community stakeholders, including residents, visitors, community groups and not-for-profit organisations.

Social Equity Considerations

5. COVID-19 impacts all of our community with some segments impacted more significantly and with increased risk in health and/or financial terms. As Geelong navigates through the pandemic and plans its move towards recovery, it is important to support a healthy, active and thriving CBD.

6. Should Council request for any suggestions to be explored or evaluated further, social equity considerations will need to be assessed relating to specific initiatives.

Policy/Legal/Statutory Implications

7. The topic areas relate to several Strategies, Plans, Policies and Frameworks as outlined in the five fact sheets in **Attachments 3-7**. These include Revitalising Central Geelong Action Plan, Central Geelong Structure Plan, Urban Design Guidelines, Smart City Framework (under development), Draft Central Geelong Parking Strategy (under development), Commuter Car Parking Strategy (under development), Activity Centre Zone Planning Framework Review (under development), Draft Connection and Movement Plan (under development), Bus Services Review (led by Department of Transport), Network Operating Plan Review (led by Department of Transport), Central Geelong Marketing Strategic Plan, Central Geelong Marketing Annual Activities Plan and the City of Greater Geelong Budget and Rating Strategy.

8. Some feedback and suggestions can be considered and implemented by the City whereas other suggestions will require the City to take on an advocacy role as the responsibility sits with other levels of government.

Alignment to Council Plan

9. The advice, feedback and suggestions outlined in the Geelong CBD Engagement Task Force – Findings Report, align directly to the strategic priorities outlined in the Council Plan 2018-22 with regard to *'A Thriving and Sustainable Economy', 'Informed Social Infrastructure and Planning', 'Growing our Tourism and Events',* and *'Integrated Transport Connections'*.

Conflict of Interest

10. No City officer involved in the preparation of this report has declared a general or material interest in this matter.

Risk Assessment

11. COVID-19 presents many risks to the community and businesses. As the City navigates through the current challenges and toward a recovery post COVID-19, it is extremely important we transition out of the pandemic environment with a healthy and active CBD.

12. A further risk assessment would be conducted should Council request for specific initiatives to be explored and evaluated further.

Environmental Implications

13. The advice, feedback and suggestions relating to the priority topic areas of public transport servicing the CBD and on and off-street parking in the CBD would require further assessment in relation to environmental implications, should Council request for specific initiatives to be explored and evaluated further.

Geelong CBD Engagement Task Force



Findings Report to Council

September 2020

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Context

As our nation passes the milestone of six months living with the coronavirus COVID-19, it is timely to review the economic and social impact it is having on our community.

The pandemic has had a significant effect on the community and the local economy of Geelong. Independent economic modelling indicates a potential drop in Geelong's GDP of up to 10%, with particular impacts on retail, hospitality, manufacturing and tourism. (SGS Economics, COVID-19 and summer bushfires: The economic impact on your suburb and pathways to recovery, 04/05/2020).

Device counts indicate that Geelong CBD foot traffic has fallen dramatically, and because the timeline for the easing of restrictions is unclear, there is no certainty when consumer confidence and business conditions might begin to improve. The potential for future waves of the virus, and the current lack of a vaccine, contribute to the sense of concern for business and community life.

As Geelong navigates through the pandemic and plans its move towards recovery, it is important to support a healthy, active and thriving CBD. Business people and commercial property owners are important stakeholders in the process of planning recovery initiatives. Their insights into how trade has fallen, and the levers that may assist in restoring confidence and vitality to the CBD, will be valuable sources of advice for the City of Greater Geelong as recovery plans are fine-tuned.



Assembling the Task Force

In response to the challenges of economic recovery, the City of Greater Geelong passed a notice of motion from Cr Eddy Kontelj on 30 June 2020 to form the Geelong Central Business District Engagement Task Force, comprising 31 respected business people and commercial property owners from Geelong. The Task Force was asked to provide advice, feedback and suggestions to help Council make decisions about future CBD investments and initiatives. A list of Task Force participants is included at Appendix A.

Process for gathering ideas

The participants of the Task Force were invited to participate in a collaborative online workshop custom-designed to elicit their feedback, advice and suggestions in four priority topics areas – on and off-street parking, public transport, commercial rates and the Central Geelong Marketing Committee and levy. Three workshops were run to maximise the time available for dialogue and interaction, and to accommodate the differing time commitments of each Task Force participant.

The workshops were supported by an independent facilitation team from Melbourne Leadership Group, experienced in running collaborative events, and with digital facilitation expertise to make online work more productive and engaging.

After the workshop, Task Force participants received a follow-up questionnaire designed to capture any undiscussed or newly emerging ideas. A final briefing session was held to allow participants to discuss the ideas captured through the process.

The outcomes of both the workshops, questionnaires and briefing sessions are included in this report.

Parking



1 Multideck parking

The most common suggestion to improve parking availability was for Council to fund or facilitate the construction of multideck car parks.

Task Force participants felt that multideck parking made better use of scarce and valuable land, and would free up on-street parking for drivers needing parking very close to their destination, for example elderly drivers or people with a disability. The use of both above ground and below ground options, and car stacker technology, would provide further capacity.

Participants suggested locating multideck parking sites based on parking demand data, to ensure a connection between demand for parking and the locations being offered, and to increase the accessibility of Geelong's CBD attractions. The concept of parking precincts was discussed, with the need for more parking close to the hospital, train stations, central shopping area, and the arts and library precinct. Consequently, specific sites suggested for multideck parking included Geelong Station, South Geelong Station, Kardinia Park, Civic Arts Precinct, Eastern Beach, and the redevelopment of an existing car park in Little Ryrie St.

Task Force participants suggested that the pricing of multideck parking could be structured to provide incentives for drivers not to use on-street parking, for example through the provision of weekly passes or early bird rates for city workers.

Ultimately Task Force participants envisaged a parking system where accessibility and availability was paramount – where drivers could quickly access Geelong's CBD and easily know where to park.

"Multi level parking on existing parking sites should be developed in stages that cause minimal disruption to existing car park numbers. The structure should be that it can be incorporated into commercial buildings once autonomous and driverless vehicles become more common place. The structure could also be made from engineered timber, effectively being able to be dismantled and recycled when not required."

Parking



2 First 30 minutes free

Many Task Force participants were welcoming of Council's initiative to provide free parking for 30 minutes in existing on-street car parking spaces, and supported the continuation of this initiative. It was regarded as a good way to encourage the turnover of car parking spaces on a frequent basis, and improve parking availability without the cost of constructing new spaces.

A specific suggestion canvassed by Task Force participants was for the first 30 minutes of metered parking to be free, and then for a $2.00 per hour parking fee to apply thereafter.

"Free parking seems to be working, would like to see it continue."

3 Free parking with purchase

The third most common suggestion from Task Force participants was the implementation of a refund system, possibly based on a coupon, which enabled drivers to park for free if they had made a purchase from a nearby business. Similar schemes exist at major shopping centres in other cities, whereby shopping receipt barcodes or special free parking vouchers are used by customers to receive parking discounts or free exit from car parks.

This suggestion would encourage shoppers to support local businesses when in the CBD, and does not require the construction of additional parking infrastructure to have an impact on local trade.

A related suggestion was for free parking coupons to be provided to hospital patients, visitors, and elderly residents of Greater Geelong, to enable them to easily park close to their destination.

"What about if use of these parks came with a discount for coffee or tea from a participating café in the CBD?"

Parking



4 Parking scheme overhaul

Task Force participants made a range of suggestions to overhaul the rules guiding Geelong's parking scheme. Ideas focussed on establishing clear parking zones, with differential parking time limits and rates that could be assigned based on the level of demand in each zone. Whilst some Task Force participants preferred greater consistency of parking times and costs, others thought each zone could be priced based on likely usage groups, for example, workers, shoppers or tourists. Times of lower demand could be cheaper or free.

By way of example, one Task Force participant proposed a three-zone model, with Zone A closest to the middle of the CBD permitting parking for 1 hour, then Zone B further out permitting parking for 2 hours, and finally a Zone C area with 3 hour parking. This was suggested as an easier way for drivers to understand and plan where to park.

Some clear principles also emerged to guide any revisions to the parking scheme:

- Clear signage to direct drivers to appropriate parking sites
- Consistent and clear parking pricing to avoid confusion
- Opening up of permit zones after business hours to increase availability
- Free parking rebates in certain areas

The application of parking fines was discussed, with some Task Force participants advocating a move away from what they saw as a severe enforcement approach, preferring more lenient warnings, particularly for visitors to Geelong. Some people preferred the cost of parking to increase slightly if it meant that parking fines could be reduced.

To inform decisions around parking options, many Task Force participants were supportive of Council publicly releasing the results of all previous parking studies and reviews. There was also support for any future research commissioned by Council being conducted by Geelong organisations, with local knowledge and lived experience, rather than academics from Melbourne.

"The CBD needs to be divided into zones and address or balance each of those zones needs. There are around six zones that may overlap in area: Waterfront, Arts Precinct, Deakin University, Medical/Hospital, Retail/ Entertainment, and Civic. At the moment fees are uniformly applied (apart from privately owned parks); there should be a lower charge for zones that require less demand/ turnover."

Parking



5 Park & Ride

A common theme in Task Force discussions was the concept of larger car parks being built outside the CBD, serviced by regular, free shuttle buses to ferry workers and shoppers into the centre of Geelong. Decentralised parking would take the pressure off the CBD and also help reduce traffic congestion in some parts of the city. Partnerships with large employers such as Deakin University were encouraged as a way to speed up the adoption of this mode of commuting into Geelong. Car-pooling incentives could also be explored as a further way to reduce congestion in the CBD.

Participants suggested examining what other cities have done and leveraging similar models. To make it work, the park and ride facilities would need to be cheaper than CBD parking, and the shuttle service clean, safe and efficient, ideally with more frequent services during high demand hours. If designed to a standard that professional workers could rely upon, it was envisaged they would prove popular.

"Hop on-hop off shuttle services to and from multi level off-street car parking should be provided. Encourage a 'cleaner-fewer cars' approach to inner city streets."

"The park and ride should come from several outlying areas such as Belmont and be a lot cheaper than parking."

6 Worker zones

A related concern was how to accommodate the need for long-term, all day parking in the CBD for city workers. Task Force participants were encouraging of ways to incentivise workers to use off-street parking or park and ride facilities located outside the CBD. There were some observations that the current supply of free parking is being occupied by CBD workers rather than shoppers, and by reinstating parking fees, those workers would be encouraged to seek parking elsewhere.

"All long term parking for CBD workers should be completely removed from CBD bays."

Parking



7 Private car parks

Several Task Force participants discussed the idea of council land being sold to encourage the development of private car parks. Grants to developers and planning regulation changes were also suggested as ways to deliver more private car parking spots. Alternative options, such as Council selling all of its car parks to a commercial operator, with capped parking levies and incentives to make it easier to get car parks, were also suggested.

There were also Task Force participants strongly opposed to for-profit operators taking over public parking.

"Create more off-street parking, potentially by selling off parking land with covenants to ensure minimum levels of publicly available paid parking."

8 Active transport

Parking conversations often drew the observation that solutions needed to include incentives to reduce car use. The exploration of more active transport options, including upgrading and separating cycling and walking tracks from parking were discussed, noting that cycling was more difficult from hillier suburbs such as Highton, Newtown or Wandana Heights.

The trend towards adoption of e-scooters was discussed as a viable alternative for people living close to the CBD, particularly if traffic lights on major roads could be adjusted to suit cyclists and pedestrians in busy periods. More ambitious proposals in this space included Council granting rights to a private operator to establish an e-scooter or e-bike hire system at parking sites for park and ride purposes, or Council subsidising interest-free loans for residents to buy e-scooters or e-bikes directly.

"The Geelong population is set to double in the following decade. A long term solution is required."

Parking



Other suggestions

A range of further options were floated for Council to consider:

- Banning trucks from the CBD
- Improving access for disabled parking
- Ensuring developers deliver on parking requirements in planning permits
- Creating more loading zones and 15 minute zones in high traffic areas to allow deliveries to traders to be received in a timely manner and ensure couriers do not occupy parking spots for shoppers
- Removing parking meters entirely, to bring the city into line with other successful shopping strips such as Werribee, Brighton and Oakleigh
- Smart solutions that prevent people from moving their cars every two hours and taking up spots that could be better used by shoppers
- Greater use of federal and state government infrastructure partnerships to deliver more parking

"In Singapore a car license is $58k. Mainly taxis on the road. No cars, no parking problems."

"We need cars to shop in the CBD, bit hard to carry a TV home from JB on your bike."

Public Transport



1 Trackless trams

The most common and popular suggestion amongst Task Force participants was the introduction of trackless trams or light rail to Geelong. Participants saw it as a fast, modern, environmentally friendly, and efficient way to bring people into the CBD from areas such as Belmont, Waurn Ponds, North Geelong, and the Bellarine – and create connections beyond the CBD into growing areas of Geelong.

Specific suggestions explored by Task Force participants included:

- Routes being tested and developed with the community in the form of a shuttle bus service in the short term, before investments in trams are made
- A two-axis connection to the CBD being proposed initially, with a north-south and an east-west route
- Trams stopping en-route to the city at multideck park and ride car parks
- Specific routes being developed to service high demand areas

There was an enthusiasm from many participants to explore trackless tram technology being used overseas, to avoid the need to reintroduce tram tracks to Geelong streets. A small number of participants, however, felt that there were other opportunities in the public transport space to more quickly make an impact on the CBD whilst waiting for this technology to be trialled in Australia.

"The trackless tram would be a revolution for environmentally friendly state of the art transport."

Public Transport

2 Move bus interchange out of Moorabool St

The location of bus stops in Moorabool St received a lot of attention during public transport discussions. Task Force participants had a very strong and clear preference to relocate the bus interchange to lessen the current impact on shop front areas for nearby businesses.

Task Force participants felt that moving bus stops would deliver a range of benefits:

- Enhance the appearance, desirability and safety of the entire street
- Improve the pedestrian experience for visitors and shoppers
- Enable shop fronts to flourish
- Enable alternative uses of valuable space for al-fresco dining or city events

Moving the bus interchange to be closer to the train station would enable the creation of an accessible transport hub, with adequate shelters for poor weather, better linking of buses to trains, and the opportunity to create a direct walkway, scooter path or shuttle bus route to the CBD.

An alternative, but less preferred solution, was directing different buses to terminate at different points of the CBD, to remove the congregation of buses in one street.

"Change the location of the Moorabool bus station. This was overwhelming in agreeance between forum members."

Public Transport



3 Better public transport services

Task Force participants felt that members of the public would be more likely to use public transport if services were shorter, more direct, and more frequent. There was a preference to move away from complicated routes towards more direct routes, that brought people quickly into the CBD. The need to have transport services focussed on bringing workers, students and shoppers from Geelong suburbs into Geelong CBD, and not just sending them to Melbourne, was emphasised.

Some participants felt that analytics could be used to create new routes that service demand more effectively, rather than sticking with traditional routes. Some of the newer developments outside the CBD could be analysed to see which areas were most in need of services. Improving connections between modes of transport and to all areas of the city was encouraged.

"If it's affordable, comfortable and reliable people will use it. I feel the current structure is not practical to people's needs."

4 Free city loop service

Many Task Force participants were in favour of a free service running around the CBD and connected to Geelong station and waterfront, to encourage tourists and enable commuters and shoppers to connect to other modes of transport and parking locations. Participants felt a free city loop would create a flow of people around the CBD and created the possibility of seamless travel experiences beyond the CBD.

Participants were looking for the city loop service to be sustainable, clean, frequent, and accessible, to enhance connection across shopping areas, business zones and the arts and waterfront precincts.

"Create a CBD loop service to remove the Geelong culture of needing to park out the front of the place/shop you are visiting. A hop on-hop off, free service."

Public Transport



5 Stronger role for Council

Another common view was a desire for Council to be more active in designing and advocating for better and more integrated public transport for the city. They saw a need for a complete transport plan with all modes well-linked together, and focussed on catering to Geelong's growing population. Tailoring transport plans to cater for crowds visiting for big events was also encouraged.

Enhancing the marketing and promotion of public transport, providing incentives for use, and changing Geelong's car-first culture were also areas where Task Force participants felt Council could have greater influence. Distributing clear route maps that connected modes of transport including bikes, shuttle services, buses, trams, trains, park and ride facilities, and car parks would be very user-friendly.

Working with government to fast-track ideas such as the Geelong Station master plan, which could enable a westerly connection into the CBD via Gordon Avenue, were encouraged.

"CoGG need to take the lead and follow the likes of Brisbane. Don't rely on the Department of Transport to solve the problems. CoGG have a part to play."

Public Transport



Other suggestions

A range of further options were floated for Council to consider:

- Establishing an Uber hub in the CBD, similar to taxi hubs
- Investigating driverless buses
- Making public transport free within 3 kilometres of the city centre
- More bike storage locations, and initiatives to make it easier to take bicycles on buses, to encourage more cycling
- Increasing the level of cleaning, sanitation and safety on buses to encourage greater patronage
- Promoting disability access and creating a safe system for independent travel
- Funding event-specific public transport
- Extending public transport to run later at night
- Specific initiatives focussed on Latrobe Terrace to connect Geelong West to the CBD for pedestrians and cyclists
- Encouraging access to the CBD for bicycles, scooters and pedestrians by travelling along the flatter river corridor

"The train and the pedestrian experience needs to be enhanced with sheltered walkways from the station to the arts precinct and Malop St."

Parking vs Public Transport

Balancing the need for different transport modes

There was an acknowledgement that public transport and parking solutions are intrinsically linked, however there were several divergent perspectives on the need for Council to balance parking initiatives with incentives for the greater uptake of public transport:

"Parking will be in high demand if it continues to be the most convenient, comfortable and affordable option. A multideck car park, or all day parking near Moorabool St with a free or cheap all-day shuttle would take the pressure off workers parking in the CBD. Developing car parks like the Civic, Haymarket or Little Malop St could give scope to underground parks while adding revenue from the construction of buildings to rent out or at the very minimum add to the rate pool."

"Parking is more important as the culture of the majority of Geelong residents is to drive into the CBD."

"Parking should take priority (particularly in a post-COVID environment) as it encourages visitors to the CBD to go at their own pace (as well as more retail shopping) and also due to personal security."

"Balancing is too simplistic, it requires a co-ordinated, planned approach with both these services working to complement each other. Ideally parking isn't an issue because our public transport is so effective."

"Make public transport the priority over cars."

"Slowly push people toward public transport with higher fee parking options for those willing to pay."

"Geelong residents still expect to park out the front of where they shop. Melbourne residents are more content to park a kilometre away and either walk in or take public transport. On street parking should be encouraged to be short term. Encourage the culture of parking further outside the CBD area. In Melbourne CBD the majority of people would rather take public transport into CBD than drive. It's a cultural thing."

Central Geelong Marketing Committee & Levy



1 Remove the levy

A very commonly supported view amongst Task Force participants was a desire to remove the Central Geelong Marketing Committee levy entirely. Most participants thought centralised marketing had merit, and generally supported the work of the committee, but felt it would be better funded by Council directly or through state government tourism initiatives.

Some Task Force participants felt that the impact of removing the levy all together would help many CBD businesses financially, and that local business owners would feel more positive towards the work the committee is doing if they weren't hit with paying the levy. It was pointed out that hospitality businesses, for example, receive much more benefit from the events funded by the levy than accounting firms, even though both paid the levy.

Some businesses also felt that CBD owners were indirectly funding events that benefited the entire region, and that therefore their contribution was disproportionate to the benefit they received.

"The levy should be abandoned."

"Make it paid for in the council budget rather than focus on city occupiers. The marketing events are for the benefit of Greater Geelong and any real return is in my eyes limited to particular businesses."

"There is a place for this committee but not ratepayer funded."

"The current marketing levy seems to favour some businesses and not others. I believe it should be scrapped."

Central Geelong Marketing Committee & Levy



2 Transparency of budget

A common view amongst Task Force participants was a desire for greater transparency of how the Central Geelong Marketing Committee operates. There was a desire for committee participants to reach out more to business owners, and for business owners to have a greater role shaping the types of events to be pursued.

One view with reasonable support was the desire for an events and marketing budget to be determined first, and the special levy to be based on that, rather than vice versa, where business promotional activity expands or contracts to fill the amount of levy funds collected.

Some participants also supported a model whereby the funds and programs were controlled solely by a collection of business owners, with no involvement from Council at all.

Finally, there were several participants who thought the spending of the committee should be externally benchmarked and return on investment (ROI) actively tracked and reported back to those who paid the levy. It was felt that businesses paying the levy would feel more positive about it if they could clearly see the ROI and benefits to their business.

"Be open and transparent. Preside over working committees and engage with a substantial number of CBD business owners, consult and market for all sectors of the CBD."

"Speak to traders after major events for feedback and any changes needed."

"I think there should be an open and transparent process of review and ROI for all events and planning should involve a wide cross-section of the community including CBD businesses."

Central Geelong Marketing Committee & Levy



3 Types of events

Task Force participants were supportive of it pursuing a range of styles of events. One-day events could encourage day trippers to visit Geelong, bringing newcomers to the Geelong CBD and enabling local producers of food and beverages to showcase their products. Multi-day events would attract overnight stays and also benefit accommodation providers, encouraging visitors to spend more time in the city. Finally, large-scale, iconic events would gain major media focus and attract interstate guests.

There was an enthusiasm to focus on distinctly Geelong experiences, rather than trying to copy things that Melbourne already does well. Highlighting the unique goods and services that Geelong produces provides a point of difference, and would encourage a diversity of visitors, benefiting a wide range of local businesses.

Task Force participants were also interested in leveraging event opportunities with corporate sponsors, or complementing existing events, such as Day on the Green, which could be promoted with transport opportunities back into the Geelong CBD, with benefits to hospitality and accommodation businesses.

"Go for events that corporate sponsors can assist in financing, for example busking festivals with record labels providing support."

"Events and festivals are great for small boosts. The CBD needs to stand out and have a unique offering. This could be for services but it should also be in its retail. High end artisan retail (jewellers, ceramic artists, hat makers, designers, shoe makers). People should want to fly in to Avalon and shop the weekend in Geelong. We need to have a Flinders Lane or Gertrude St. There should be no competition with the outlying retail - there should be a completely unique offering. The committee should be doing its utmost to attract and fill long term all those empty shops."

"Create large-scale city-wide events that attract both Geelong residents and tourists: one major event per quarter with a focus on the CBD."

Central Geelong Marketing Committee & Levy



4 Match events to contributors

There was a view amongst some Task Force participants that payment of the levy should be made optional, and the work of the committee tailored only to benefit those businesses who paid it.

Similarly, a broadening out of different types of events might benefit a greater range of contributing businesses. Discussion occurred around the observation that not all events need to be child-friendly, and some night-time centric events would benefit bars, nightclubs and similar hospitality businesses who pay the levy.

"The levy should only apply to outlets who benefit, like food and entertainment venues."

5 More contemporary promotional strategies

Discussion occurred about the way the committee promotes its events, with a strong view that more contemporary promotion was warranted, with a stronger focus on social media strategies and less on printed brochures. Spending on traditional media was seen as potentially a waste of money.

"We need to be engaging on social media and excite people about the CBD's offerings as the lockdown winds back. No more printed material… it's inefficient and poor for the environment and relies on people being in the CBD to start with."

"Rather than focussing on more events, use their time and funds to promote to the community the free parking, conveniences and positives of supporting central Geelong businesses."

Central Geelong Marketing Committee & Levy



Other suggestions

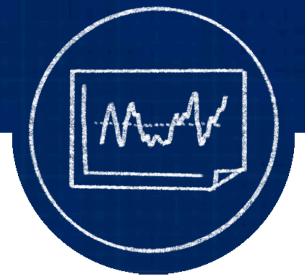
A range of further options were floated for Council to consider:

- Establishing the events calendar further in advance, to enable a longer lead-time for business coordination
- Spending more of the levy collected on research and targeting the events very specifically based on that evidence
- Council matching the funds provided by commercial ratepayers to provide a larger investment pool
- Tendering out the entire marketing committee operation to a private provider with expertise in event design and promotion
- Integrating all events with a transport plan, and locating more events in transport-friendly locations like Johnstone Park
- Greater promotion of Christmas in Geelong
- Keeping food trucks out of the CBD, or incorporating the levy so that food trucks also pay it
- Thinking bigger and using the work of the committee to brand Geelong more ambitiously

"Geelong CBD has an identity issue. It lacks ambience, a variety of shopping, and convenience. Perhaps give Geelong a theme of the Wool Capital of Australia, and take advantage of our heritage. Brand it the Milan of Australia. Focus on bringing back the wool industry to Geelong. It could become a tourist destination for Australians and overseas travellers."

"Stop spending on networking events for businesses in the area. There are other enterprises offering this. Concentrate on promoting to potential customers our offerings."

Commercial Rates



1 Lower rates than Wyndham

Of the many divergent suggestions put forward in response to the level of rates, the most common view to emerge was a simple desire for Greater Geelong's commercial rates to be lower than the City of Wyndham. It was felt that lower rates in Geelong would encourage businesses to set up here, and that Wyndham was a reasonable council for comparative purposes.

"Commercial and industrial rates in Geelong should be no higher than Wyndham."

"Reduce to an equivalent percentage rate as Wyndham."

"Commercial and industrial rates to be benchmarked and be lower than Wyndham."

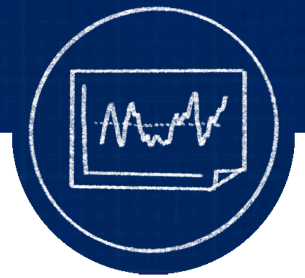
2 Competitive rates with other councils

Beyond the dominant view of a simple level playing field with Wyndham, some Task Force participants were also interested in a review of council rates that examined their competitiveness with other regional cities. The request to be benchmarked against other municipalities stemmed from a desire for business establishment to be competitive with other regions.

Ultimately Task Force participants felt that residents and businesses would have a more positive attitude towards Council and the paying of rates if the rates were fair and comparable to other councils.

"The future of retail is going to be very challenging in the next few years. With the threat of online purchases becoming much more popular, shopfronts will decline. Rate relief would help."

Commercial Rates



3 Vacancy taxes

There were some divergent views amongst Task Force participants on how to handle the issue of vacant land, vacant shops, and derelict buildings. Some participants supported a special tax to encourage the land holder to improve the site, whilst others favoured rate reductions to provide an incentive for new tenancies. There was strong encouragement to take action to get empty shops tenanted.

The community benefit generated from incentivising landlords to invest in improving rundown properties led to one Task Force participant suggesting that council might run rate relief programs targeted at micro-precincts or individual streets. For example, a row of rundown shops in one block might be given rate relief for six months if they agreed in return to spend those funds improving their shopfront and providing a more appealing street presence for shoppers and pedestrians. If Council was willing to provide some matching funds, businesses may be further willing to renovate and improve fit-outs and street appearances.

This idea was further examined with a discussion of the concept of business innovation districts, where capital investment in public spaces can encourage businesses in specific communities of interest to establish and thrive.

"The ability to offset payments for community service or providing community benefit would be good."

"Offer commercial ratepayers support and discounts upon their community engagement. For example, commercial tenants and owners should be encouraged to be community orientated and engaged to get a rate discount. Let them help our community."

4 Boundary review

A small number of Task Force participants felt that the geographical structure of the Council made the rate base challenging, with a feeling that Geelong ratepayers were subsidising the Bellarine. There was a perception that splitting the council into two would provide better value for the dollar for commercial ratepayers and be perceived as fairer on Geelong CBD businesses.

"Annex the Bellarine and lower the costs."

Commercial Rates



5 Referendum on Council services

Task Force participants suggested various forms of audits, reviews or even a public referendum on which Council services the community wants funded. There were views expressed that the range of services being provided may not all be wanted, that obsolete programs could be terminated, and that rates could be lowered by only running the services that residents need and want.

Linked to this suggestion was a desire for greater transparency of where Council is spending ratepayer funds, and another suggestion to review the efficiency with which Council spends funds on services. Some participants referenced models being used in the UK, which grant residents and businesses decision-making power on pools of funding for local services and improvements.

"I'd like greater transparency of spend in relation to the CBD rate pool. Business and property owners acknowledge that rates are necessary, but view all expenses as an ROI calculation. Give data around this and provide ROI along with fair rates compared to other LGAs and there will be little complaint."

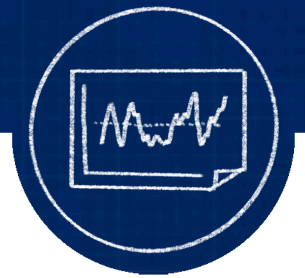
6 Waive al-fresco fees

There were some Task Force participants surprised at the way Council imposes fees on restaurants setting up al-fresco dining areas. If vibrant outdoor dining precincts are desirable, particularly in a COVID-safe economy, then al-fresco fees could be removed as an incentive for cafes and restaurants to establish more outdoor options.

There was also concern about the regular presence of food trucks (particularly those from outside Geelong), who don't pay rates and levies to Council, taking trade from established Geelong hospitality businesses. This further encouraged Task Force participants to urge Council to remove other levies that result in higher costs for commercial businesses.

"Halve rates, remove CA Levy, delete al-fresco fees, halve food registration."

Commercial Rates



7 Hardship policies

Conscious of the impact of the pandemic on retail trade, Task Force participants were supportive of the extension of a range of measures to temporarily support businesses during the economic downturn. There was not universal agreement on the type of support to be offered, rather there was agreement that some form of hardship policy was still required.

Suggestions ranged from continuing existing rate relief measures, to suspending rates entirely until the pandemic is over. Some participants supported pro-rata rate payments based upon the impact of the pandemic on business turnover. Another participant put forward the suggestion that where landlords waive 50% of the rent, Council should waive 50% of the rates. Finally, there was a view that given very few Central Geelong Marketing Committee events would occur in 2020, that waiving the levy would be a reasonable response from Council.

Participants also encouraged much stronger, clearer and more consistent communication from Council about its response to the pandemic and the hardship policies to be applied. Examples were cited of individual responses being given by Council staff to businesses about rates and services that were not consistent with Council's broader desire to be helpful and supportive during the economic downturn.

> *"A full or part waiver of rates depending on how affected the business has been. In Council correspondence it was suggested that rates need to go up to help with COVID assistance, which seems ridiculous when we are some of the most affected with a 95% downturn of trade. It was also stated that only 1% of commercial rate payers had asked for assistance. May I suggest this was probably more to do with process than need."*

Commercial Rates



Other suggestions

A range of further options were floated for Council to consider:

- Consistency of rate application
- Flat rates for all properties, regardless of size or wealth
- Increased rates in Geelong suburban shopping malls and lower rates in Geelong's CBD
- Different rates for priority investment areas
- Greater government help for the City of Greater Geelong specifically given its size, significance and rate base
- Engaging the community and businesses to co-design a new rating scheme and surveys to determine where rates should be spent
- Compensating specific commercial ratepayers for trade downturns caused by the Green Spine

"Instead of being a wealth-based tax model, a more equitable model for tenanted business would be a flat rate, or pro rata for size/value. The building value does not reflect the business value, and it is the business that pays the rates, not the landlord. The fees do not represent the consumption of services as they do in residential."



Conclusion

Task Force participants brought a strong passion to their discussions and a visible commitment to see their city succeed and thrive once the pandemic threats pass.

The suggestions made should be considered a menu of options for Council to explore and evaluate further with business people and commercial property owners, in consultation with other community stakeholders, including residents, community groups, and not-for-profit organisations.

The wealth of ideas and insights that Task Force participants have would prove valuable for future Council planning and consultation purposes. To this end, the vast majority of Task Force participants indicated a willingness to be involved in future workshops or briefings, and contribute their ideas and advice for the benefit of the city.

"I believe this initiative is the best thing Council has ever done. If we can work together as a team, amazing achievements will result. I would be more than happy to be part of that."

"Extend this task force to allow for proper debate rather than a survey."

"I think the openness of engaging and offering roles to the community onto committees and task forces is good."

Appendices



Task Force participants

Sharon Bromley, *Art Gusto*

Nick Clements, *Tract Consultants*

Bill Votsaris, *Batman Management Group*

Andrew Alexander, *Alexander ILP Lawyers & Advisors*

Neville Richards, *Geelong Residential & Commercial Property*

Wendy Maloney, *Piano Bar*

Patrick Richards, *Geelong Residential*

Jennifer Cromarty, *Committee for Geelong*

Darryn Lyons, *Homehouse Nightclub*

Amanda Rimmer, *Caruggi*

Richard Hill, *GHD*

Sebastian Loader, *Timezone*

Michael De Stefano, *Gartland*

Gillian Costa, *Cunningham Pier*

Cameron O'Keefe, *Centra*

David Summers, *Geelong Dive Centre*

George Ramia, *National Hotel*

Julie-Anne Hunter, *Huntercorp Investments*

Gareth Kent, *PRP Property Valuers*

Cameron Hamilton, *Hamilton Group*

Jason Doherty, *Lifeline Geelong*

John Fitzgibbon, *Cross Laminated Offsite Solution*

Andrew Clark, *Cremorne Hotel*

Tim Tanner, *Kermond's Hamburgers*

Nicholas Heath, *Pace Advertising*

David Browning, *A Spot For Joe*

Mark Oates, *Panache Café*

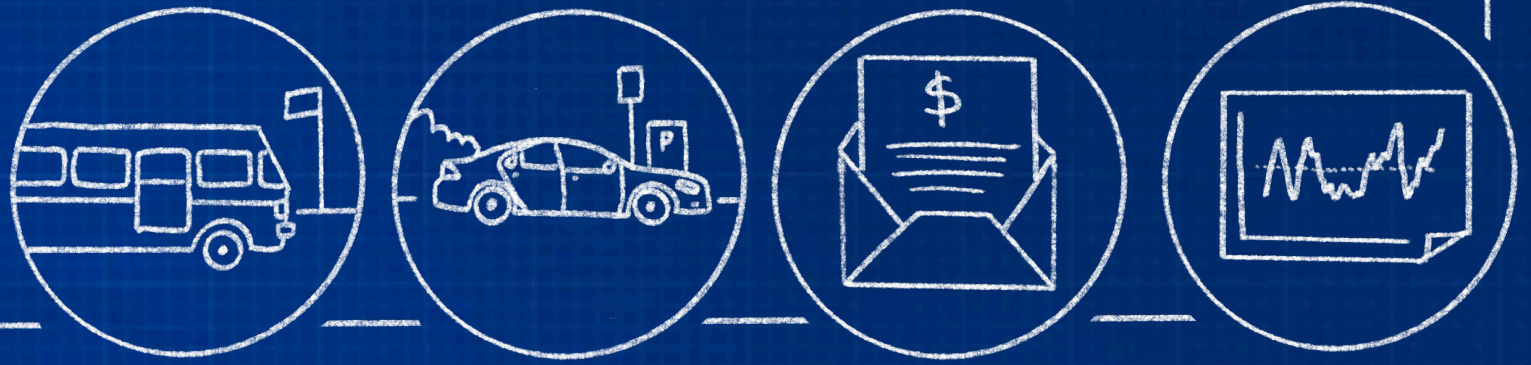
Adrian Hart, *Chilwell Consulting*

Douglas Unsworth, *Parkers Steakhouse*

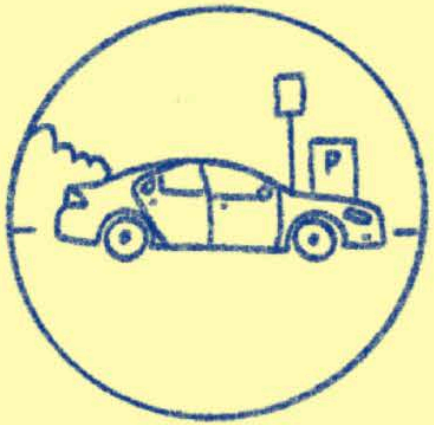
Nathan Johnston, *Coffee Cartel*

Alexandra Brown, *Spiire*

Ideas



Parking



PARKING

It's a past COVID future, businesses are booming and the city is thriving. What were the initiatives that helped us get there?

reduction of workers being able to use inner cbd parking bays to allow shoppers greater access to parking spaces

Park and ride access and availability

parking should be cost neutral and not for profit across fees/fines etc

Clear distinction between on- and off-street parking. Same parking rules apply across areas, limit confusion.

Developed multideck car parks

multi storey car park at Eastern Park

car stackers in existing spaces

Multi level Car park at Train station

Multi level car parks were made to be relocatable and deconstructable, ready to move on when not required.

Create all day parks, free outside the CBD and link to CBD via free pt

incentive to drive to CBD & park through coupon/refund of any parking fees

encourage Private operators of car parks to develop bigger parking business via grants and planning regulation changes

incentive to workers to park off street or use park and ride so that shoppers and foot traffic find the city more appealing and accessible

better networks for public transport and active transport to reduce the demand on parking and use it for alternative uses (open space, greening etc)

council treated the 8000 street parking like it was 1 horizontal parking business and sold it off to a commercial operator, with capped parking levy's and incentives to make it easier to get parks, but with less chance of being fined.
then used the money to off set marketing levy and cbd rates.

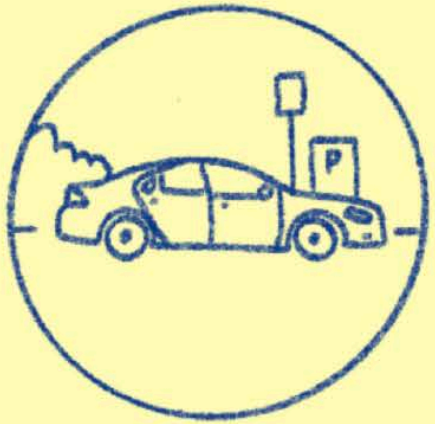
improve transport and regular pick up and drop off wuithin 4 kms of central CBD for car park areas

ease of access & convenience

more flexibility in work hours means less demand for 'peak parking'

smarter use of large parking blocks to optimise open space and amenity

Parking



PARKING

It's a past COVID future, businesses are booming and the city is thriving. What were the initiatives that helped us get there?

large trucks out of CBD

Rebate for parking if $ spent in CBD

Free first 30 mins

long term agreement with fed/state govt on infrastructure investment

Consideration for developers on parking numbers to encourage walking/riding access to CBD

integrated a public transport solution to support parking

initiated a clever and creative transport strategy aligned to other successful cities.
transfer parking space to valuable landuse space - alfresco areas / iconic people spaces.
traffic controls converted to allow faster movement of people / PT systems and bicycles.
CBD is safer place to be in and move around.

made all parking within the cbd access zone timed and paid

sell the land currently used as car parking with the caveat to build multi level carparks

second caveat to sell car parks to allow shoptop concerios to residential

remove parking meters from CBD

made parking affordable and free out of business hours. Rebate for parking if $ spent in CBD

Parking separated from cycling/walking paths to ensure access for all

better signage so people can navigate the parking option better

free parking during business hours is counterproductive in the objective of creating a vibrant cbd. greater emphasis on active modes of transport and PT.

resolved public transport modes

Parking separated from cycling/walking paths to ensure access for all. Additional support for disabled parking to improve access

Free parking first 30 mins

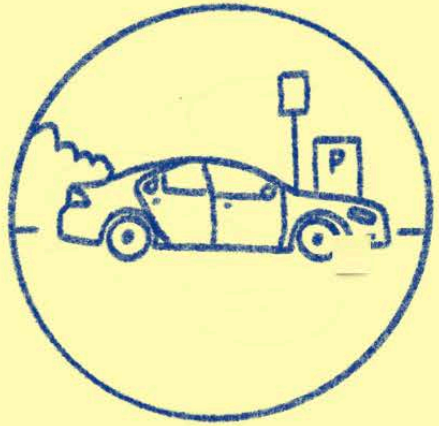
Free first 30 mins

driverless cars ride sharing systems

long term off-street parking options

designated multi level parking supported by a complete PT system complete with reduced red arrows and one way streets for better traffic management

Parking



PARKING

It's a past COVID future, businesses are booming and the city is thriving. What were the initiatives that helped us get there?

'High-traffic' laneway streets: making better use of loading zone / 15 min parking (e.g. James Street / Shorts Place) ie like parts of Flinders Lane in Melb

treating parking as seperate zones ie health, civic , arts waterfront, reatil with different fees and legths of stay

deliberate investment in parking infrastructure catering for CBD workers by private sector is encouraged and implemented

Free parking for shop front zones for shoppers/visitors

Mulit-level parking at Train Stations at South Geelong & CBD Station

A 15 million dollar negative experience

fees varing for all day to hourly

different fees for different zones

Electronic bikes or scooters rather than need for parking

Car park outside of CBD with regular commute transport into CBD

Large Civic car park to accomodate Arts Centre, Gallery Library

Fining a huge an issue

Activation of council owned property currently under used

first hour free

30 min free

Rotation policy

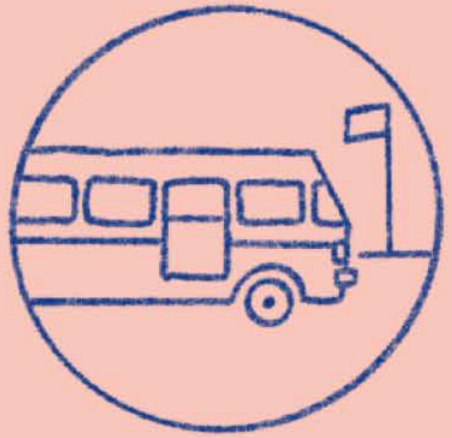
short term parking and opening up walkway between little Malop and Malop

Increase Private Parking

Successes easy around geelong

Council decided to relinquish thier hold on large parcels of valuable cbd land currently used for parking

Public Transport



PUBLIC TRANSPORT

It's a past COVID future, businesses are booming and the city is thriving. What were the initiatives that helped us get there?

"city circle" type free PT

create clear connection and free pt between all day parking facilties outside the CBD, so workers park outside CBD

"City loop" service as free hop on and hop off

free public transport within 3 kms of cbd

Light rail link to hight st belmont

More splaces for bikes on PT encourages more people to split the ride

utilise PT to ferry workers in from parking hubs as per park n ride

link train station with buses to remove from cbd streets, then tram, shuttle from station into cbd

Link transport types to allow commuters and tourists alike to be able to use public transport over personal cars. Buses and train station combined, multi-level parking in one area. Perhaps free bus loop around CBD and commuter parking spaces.

light rail to waurn ponds

catching the train between Geelong based stations is more appealing

explore the tram idea more, maybe with the concept of the non track tram? connected from yarra street to Deakin in Waurn Ponds via highton

aspriation of east/west & north south free tram/light rail

better east west connectivity

Driverless bus on predetermined routes

remove buses from Moorabool Street - they create a divide in the cbd

explore the tram idea more, maybe with the concept of the non track tram? connected from yarra street to Deakin in Waurn Ponds via highton

circle transport round main cbd and waterfront

consideration around the stigma of PT following Covid re santising/health

improve appeal/incentive towards using PT rather than driving (environmental, congestion and amenity benefits)

improved culture and marketing towards public transport

links between public transport and active transport networks

Green, Predictable & Regular

Move bus stop

there are more active street frontages on Moorabool street than Yarra, so by moving to upper yaara (ie over little malop), you have minimal impact on business

move busses from Moorabool street to Yarra street

create an Uber hub,similar to taxi hub

Public Transport



PUBLIC TRANSPORT

It's a past COVID future, businesses are booming and the city is thriving. What were the initiatives that helped us get there?

council listened to and referred to best practice/research to make decisions and consulted wid

cog to take a lead and follow the likes of Brisbane. don't rely on DoT to solve the problems. Cogg have a part to play.

improved decision making between different levels of govt (i.e. DOT and Council speaking the same language)

align with integrated transport planning via DOT

Free park and ride options for commuters

Frequency of service

Direct services

direct bus services - not via long / slow circuits

PT services to cater for user needs - not just getting people to Melbourne

more regular and reliable public transport especially from low socio economic areas

CoGG need to take the la

Time efficient options ie tram to encourage more use

Start a long term public transport plan

Leverage Deakin parking for park and ride

buses - free park and ride, regular service, improved routes and free in the CBD

integtrated public transport with tram - integrated with e-bikes, bus routes and public transport outside the CBD

Remove buses from Moorabool Street

significant investment and commitment to tram like mode to attract more public transport users

Linkage with public transport to outside CBD parking (park and ride)

a system (possibly trackless trams) to reignite access from the bellerine are and certainly from belmont, linking the commuters to the cbd and back. picking up and dropping iff at mulit level car parks along the route

Event specific public transport

greater frequency of existing services / improved east-west services / disbursement of bus interchange, not just its relocation

regular public transport loops within the CBD (possibly free to encourage movement wthin the cbd

strong commitment to active transport - pedestrian & cycling modes and access

priority bus lanes , trackless trams, new systems, CoGG supported mobility systems - support investment in e-bikes etc

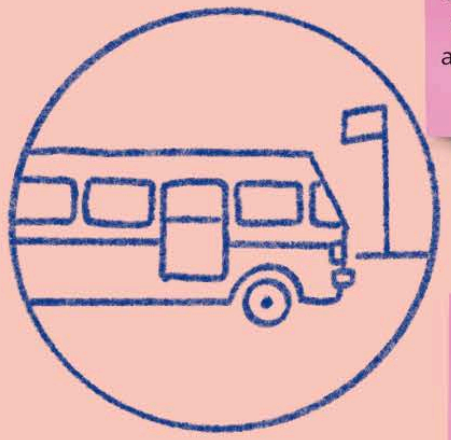
free PT services

move the interchange from Moorabool Street

move the bus interchange from moorabool st to the train station

introduce a mini bus city loop free service

Public Transport



Safer options of transport and transport stops

faster transport to Melbourne

develop park and ride to an effective and user friendly service catering for CBD workers:
Eastern Park
Belmont Common
Highton/Waurn Ponds

Trackless tram free or low cost in the CBD

Remove bus interchange from CBD strips - period. Suggest city fringe location to link with circle service

Direct Routes from suburbs

All buses stop and start at Busport, shuttle buses pick up

late night transport, it currently finisjes at 6 on Saturday night

Buses out of Moorabool

Bus shelters removed from Moorabool st

Park and ride service not working

more reliable park & ride service ie from Belmont Common area

warning instead of fines for tourist areas like waterfront

City Circle - Free regular circling bus service

Trams or similar infrastructure connecting CBD, Train, Kardinia Park, Deakin Uni Campuses

All buses start andd finish at Busport, shuttle buses pick up passengers every 30minutes from collection points around CBD. Remove all bus shelters from shopfronts.
Parking on street 30 min free and $2 p/h thereeafter.

The central bus station to be moved from Moorabool Street (suggested alternatives: Mercer St / behind Officeworks / Fenwick St)

Relocating the Moorabool Street bus shelter

PUBLIC TRANSPORT

It's a past COVID future, businesses are booming and the city is thriving. What were the initiatives that helped us get there?

City fringe parking options with sustainable, comfortable shuttle options e.g Trams

Alternatives from Public transport, ie electric scooters or bikes

Trackless trams

reliable suburban train system to CBD

more frequency

trams as an enviromentally great way to / the future of the way public transprt should move

Move bus exchange from central moorabool

Re intro of trams and boulevard down moorabool

Direct Shuttle transport from train station to waterfront

shuttle buses running from out skirts all day to accomodate different working times

frequency of commuter services is inadequate from most resi areas around geelong

More direct routes into the CBD from central suburban points with all day parking

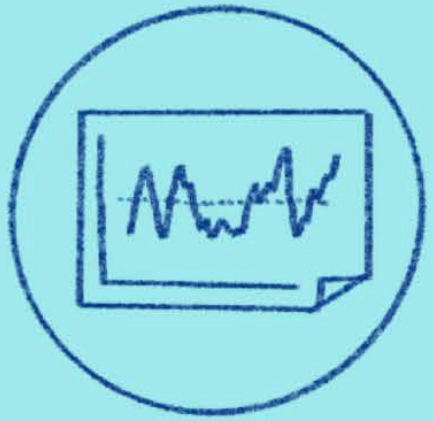
Trackless trams at direct routes to CBD

light rail or tackless trams

fairs cheaper than parking as incentive

Electric Tram

Rates



RATES

It's a past COVID future, businesses are booming and the city is thriving. What were the initiatives that helped us get there?

review with other comparable Regional cities

Annex the Bellarine, and lower the costs, hence increase saving and decrease rates

rates are a function of the budget, but Geelng has the biggest LGA area in Victoria, so we should be asking state Government to treat us differently as our costs per owneris not fair in comparison to other LGA areas

if business turn over is affected through "green spine" type works a discount was applied to rate payers to acknowldge hardships caused

value for money

a review is needed into the amount our rares are. Geelong CBD is almost twice as much as the Melbourne CBD

have an audit of all the services provided by council, and get ride of all obsolete programs, have a public referendum on what services should we have. put the saving back into lowering CBD rates

align with other comparable LGA's. Seems we are disproportionatel y higher

The state Government should consider providing a rebate for Geelong CBD commercial owners, due to the size of the Geelong LGA area and extra burden of cost on property owners

Rates have to be paid - simple. However we do need to understand that we are receiving value for money in services provided, balanced against an appropriate rating system.

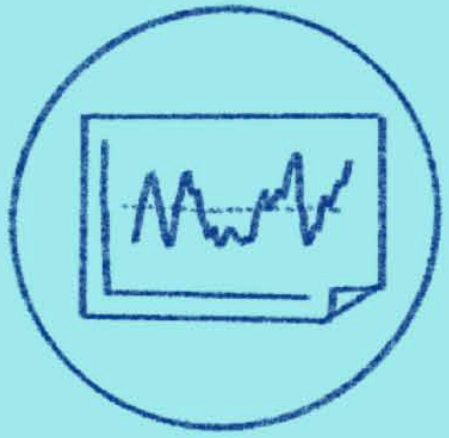
community to have more of a say on where rates are spent

cost of rates - Comparisons

Rates are linked to community engagement and the "give back" to community. The amount can be offset by actions

better transparency on where money is spent available to all

Rates



RATES

It's a past COVID future, businesses are booming and the city is thriving. What were the initiatives that helped us get there?

Engage business owners in the creation of a fair rate scheme

fair and reasonable rates to encourage private investment

Consistency of rate application

commercial and industrial rates need to 20% lower than wyndham

Rates present a major outgoing for most businesses. Geelong rates seem particularly high compared to other municipalities.

rates much higher in geelong, plus the marketing committee it is far more , nexpensive for businesses

have rates better reflect the services used by the premises, and to greatly reduce the councils expenses by elliminating any function council performs that they cant confidently compete with private operators on.

incentives to have shops filled

removal of additional levies

Rates needs to be comparable.

comercial and industrila rates 20% lower the wyndham

coucil to provide basic bin collection fro commercial properties

promoting events should take account of car dependency and ability for all community to attend.

empty shop levy to stop land banking

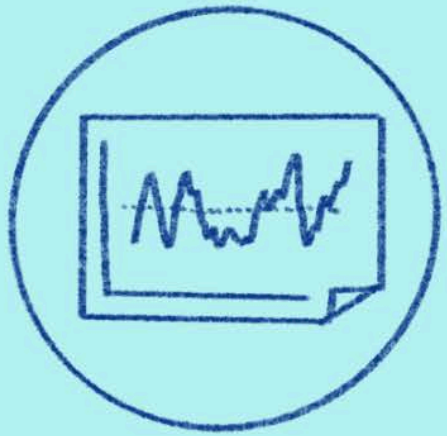
Rates that support the increase in business attraction to the CBD

NFP encouragement to use empty spaces with rates offset

research other city solutions - clever and creative

Rate reductions should be available to attract business to our region. The lower rents are often outweighed by the higher rates

Rates



RATES

It's a past COVID future, businesses are booming and the city is thriving. What were the initiatives that helped us get there?

a flat rate would represent a more equable enviroment

Rates do not reflect the services recieved

Cheaper rates than Melbourne to entice Melbourne investors and tenancies

Rates for commercial should be a flat rate rather than wealth based. At the moment the rate does not reflect the the turnover or wealth of thebuisiness

reduced rates to vacant shops so they are able to offer cheaper rents to tenants

Rate structure to encourage a range of businesses

Geelong Commercial and Industrial Rates should be no higher than Wyndham

To entice from businesses into CBD maybe increase rates in the suburban shopping centres were there is unlimited parking and free parking

Rates in other municipalities are irrelevant up to the point where it impacts Geelong's competitiveness to attract BUSINESS

devacant building tax

benchmarking against other councils required for competitive reasons, not comparative reasons

0.05% of properties generate 16% of rate revenue - how does that work?

Commercial rates are off the planet 100% higher than many parts of melbourne

Comparing resi rate to commercial is a red herring. there is no relativity

Commercial rates should be same as wyndam, no marketing levy for business's.
Reduce residential rates in CBD ro promote inner city living

Competitive rates with other councils

Commercial/Industrial rates need to be below competitor Councils to attract jobs and investment, Possibility of creating differentiated rates for priorities investment areas/locations in COGG

Benchmarking should include key metrics for efficiency of Cogg in spending the rate $ not just collecting it!

Many ccd melbourne hotels for instance are paying half the rates than geelong right in Melbournes flourishing CBD WE IN SOME INSTANces are playing 300 % more

Also the added charges of central geelong marketing levyWith no opt out

Marketing Committee and Levy



MARKETING COMMITTEE & LEVY

It's a past COVID future, businesses are booming and the city is thriving. What were the initiatives that helped us get there?

greater focus on attracting spend to CBD rather than holding "networking events" for business owners.

even better connection between events and tourism (i.e. events making Geelong a destination)

This should be a government paid thing, not paid by business owners.

co-ordinated campaigns with a longer calender of upcoming events to allow greater co-ordination between business marketing to align with CGM

getting better return on the dollar

transparency of the budget

Take any events from others areas

spend some of it on researching marketing opportunities and create a marketing task force to decide what to go after

Focus on big draw card events, do not spend it on brochures mailed to my office!

The marketing levy appears to be spent on 'networking events' and two main areas - Little Ryrie and the Waterfront. It is difficult to see return as a business elsewhere. Events also require us to discount our product. Does council match funds (that is support this levy directly) or at least match funds?

doing an ok job, but would be better if it was targetted

Budget set to determine levy and reviewed every 12 months

more events like tastes that promote small business. not just hospitality but also sport/leisure, arts etc. there are so many great businesses that people dont know exist

More diversity and inclusion in events to pitch to a broader audience

more strategic approach to promotion iei print media, social media, bill boards etc.

marketing campaign to regional Victoria and Melbourne Through All types of media

Marketing Committee and Levy



MARKETING COMMITTEE & LEVY

It's a past COVID future, businesses are booming and the city is thriving. What were the initiatives that helped us get there?

suggest a choice of optional component, or full levy, enabling marketing to be more targeted to those who choose to take it up. Have very measured initiatives so all are aware of the benefit, or otherwise as determined.

inputs are in reposne to what Geelong community have asked for - not what people think they need.

unique events, draws interstate visitors, supported by investment in world class infrastructure - sporting events!

initiatives are integrated with transport plans, parking strategy and sustainable solutions - ideas are not in isolation

targeted at all community members and focused on the CBD - not out of town locations

social well being has been supported

look at other models

Expand the role of the committee

increase the delivery of campaigns to at least 6 a year

Utilise the experience of current business owners on the committee

Increase communication channels for CBD marketing

tender it out to professional private enterprise with specific milestones

alternatively council mange the fund distribution and the business take control of the activities with more focus.

remove the levy altogether

consider a model like in the UK of Business Investment Districts where the levy is managed by the business owners direct

greater visibility of approach and outcomes

The marketing committee seems to focused around day events and school programs and misses the hospitality sector even though we are major contributors

Greater transparency required in spend and reported outcomes

add events that attract people from outside the region

Marketing Committee and Levy



MARKETING COMMITTEE & LEVY

It's a past COVID future, businesses are booming and the city is thriving. What were the initiatives that helped us get there?

Any benchmarking on effectiveness of money spent? Value for $

There is a place for this committee but not rate payer funded

While important it should be absorbed by revitalise geelong

marketing levy should be paid by food trucks if utilised at events Limit food vans at events. Limit road closures prior to events.Committee visit traders post events for feedback to improve if needed, cheap marketing COGG.

Still spending on traditional media a waste

transparency of budget, clear objectives for what events we want to run

Outdated methodsWho pays landlord or businessWhy would you pay if you get no return from it t all which most businesses dont

I have asked re costs of omg team to no response to emails 2 days agoNo opt out vPoor valuePoor ROINO TARGET MARKETINGStill using old methods

Industry and user specific - not blanket levies

More specific to meet needs of areas that need more exposure

The success and growth should also be recognised as partly because of the growth of new business in the last 5 years

The levy does not reflect an equality of marketing between business, very reatil, hospitality focused

discounts for businesses who are involved in the events

business associations have a role to play here, not rate payers

more targeted events for diversity

No consultation with business owners and or landlordsHuge cost very little or no return

Review which businesses contribute to the levy and the relative fees. More transparency on how it is spent and the economic benefits. Engagement with stakeholders is priority.

there are only so many Tim Tams you can eat

Does Geelong need one brand for it's promotion

Imposing additional charge on businesses in CBD to pay parking fees at Xmas is not what I would consider a worthwhile use of tax payers money

Is it fair for this levy to be imposed on Tenants who don't receive a benefit.

marketing levy includes wages

Greater transparency and breakdown of finances/spend in relation to specific activities

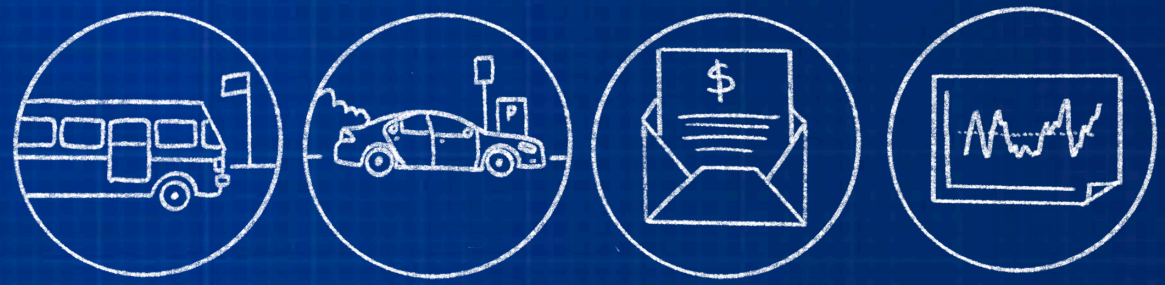
more targeted to create a diversity businesses

More target to ensure all business benefit

more targeted event for diversity

CBD businesses are struggling more than outlying business, additional levy could be seen as unfair

There has been not one call from geelong marketing to my business in years


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GEELONG CBD ENGAGEMENT TASK FORCE

FACT SHEET ONE (OF FIVE)

CITY OF GREATER GEELONG

CENTRAL GEELONG - OVERVIEW

ECONOMIC PROFILE

Central Geelong is an important economic driver for Greater Geelong.

Central Geelong hosts 1,969 (10.5%) of the City's 18,849 businesses and 22,607 (22.5%) employees of the 100,666 in Greater Geelong.

The majority of businesses in central Geelong are:

- Health care social assistance (243 – 12%)
- Professional, scientific technical services (298 – 15%)
- Rental, hiring, real-estate services, construction (181 – 10%)
- Retail trade and accommodation and food services (276 combined - 14%).

The greatest number of employees per sector is health care and social assistance with 7,554 employees (33%), public administration at 2,785 (12%) and then retail trade at 2,040 (9%).



RESIDENTIAL PROFILE

The current residential population in central Geelong is estimated at approximately 1,600 people.

An additional 1,300 residents are anticipated in the next 2-3 years in line with developments already approved or underway. There are a number of further residential developments on top of this which are currently in pre-approval stage.

The City and Victorian Government would like to see at least 10,000 people living in central Geelong by 2028, as part of commitments to revitalise Geelong's CBD.

PLANNING AND DEVELOPMENT



As at 30 June 2020, the Victorian Government had approved 19 planning applications, with a total value of $560 million. These applications include residential and commercial buildings as well as accommodation and education providers.

There are also an additional five applications currently under consideration by the state government, valued at $478 million.

Other major projects yet to be considered for a permit include the Convention centre, Arts Centre as well as the sale / upgrade of the old Geelong Post Office.

CITY DEAL

The Geelong City Deal, agreed on 11 March 2019, is a 10-year plan to revitalise Geelong and unlock the potential of the Great Ocean Road visitor economy. The Australian Government, Victorian Government and City of Greater Geelong will deliver $370 million in government investment to the region.

One of the major priorities for the City Deal is to 'revitalise central Geelong and develop infrastructure to make Geelong an even better place to live, work and invest.'

Incorporating smart technologies into parking and other revitalisation projects will improve services for the local community, add to visitor experiences and support Geelong's reputation as a great place for innovators to set up shop.

Key commitments under City Deal:

- Geelong Convention and Exhibition Centre Precinct
  - 1000+ seat plenary, at least 3700m²
  - Project plan to be finalised this year
- Revitalising Central Geelong (Victorian Government and City of Greater Geelong partnership projects):
  - Geelong Train Station upgrade and Precinct Development Plan
  - Green Spine Blocks 1 and 3
  - Arts and Culture Precinct public realm improvements
  - Gheringhap Street Drain – complete
  - Laneways Project, delivering pedestrian links between Little Malop Street and Malop Street
  - City Arrivals project streetscape upgrades, artworks and public realm improvements
  - Geelong Train Station
  - Civic Precinct planning
  - Improving accessibility in central Geelong - complete
  - Moolap Management Masterplan
  - Barwon River Planning



- Geelong Waterfront Safe Harbour Precinct
  - $3.5 million wave attenuator - installation complete
- Smart City Initiatives
  - Cameras to enhance community safety and provide information on how central Geelong functions
  - Beacons to count pedestrians and movement of people around the city
  - Cameras that read number plates to support a 30-minute free parking trial
  - Sensors to identify vacant carparks

CURRENT STRATEGIES AND PLANS

REVITALISING CENTRAL GEELONG ACTION PLAN

The Revitalising Central Geelong Action Plan sets out the Government's plan to drive change in central Geelong.

Ultimately, the Revitalising Central Geelong Action 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.

All projects delivered through Revitalising Central Geelong (including as funded through City Deal, above) are undertaken as a partnership between the Victorian Government and City of Greater Geelong, except for the Malop Street Green Spine. It is understood the Victorian Government is declaring Malop Street as a Designated Road Project under state control.



CENTRAL GEELONG STRUCTURE PLAN

The Central Geelong Structure Plan (2007) provides a 20-year planning and design framework for the revitalisation of central Geelong, in line with Council objectives and State Government policy.

Key objectives include:

- Strengthen central Geelong as the regions primary location for retail, professional and business services, employment, tourism, cultural, entertainment and medical activities.
- Consolidate, strengthen and protect the strategic land use precincts and support the incremental expansion of the medical health and the arts, culture and education clusters of activity.
- Increase the range of visitor activities on the waterfront and enhance its visual appearance as central Geelong's most iconic feature.
- To encourage innovative and contemporary architecture, that complements the existing heritage and waterfront character, retains and shares key views, and incorporates ecologically sustainable design principles.
- To maximise the overall intensity of development, including increased business activity and employment, mixed use development and residential densities, while providing required community infrastructure and protecting residential amenity.
- Encourage intensification of people-based activity and activation of street edges, particularly on identified key pedestrian routes and linkage opportunities.
- Develop a movement network within central Geelong that is efficient, legible and convenient, while promoting public transport use and prioritising pedestrian comfort and safety.
- Ensure an attractive, active and safe pedestrian environment that strengthens the visual and functional linkages from the retail core to the waterfront and to Geelong Station.

The structure plan is currently being updated in collaboration with the Department of Environment, Land, Water and Planning under the Revitalising Central Geelong Partnership. A draft is expected by the end of 2020 / early 2021.

URBAN DESIGN GUIDELINES

The Central Geelong Urban Design Guidelines (2008) support the Central Geelong Structure Plan (2007), providing direction on appropriate urban form that compliments the existing character of the central city.

The guidelines aim to:

- Strengthen the city's unique urban identity
- Promote sustainable growth
- Improve the public environment

The guidelines address:

- Building height and massing
- Environmental sustainability
- Car parking design
- Building design detail
- Views and landmarks
- Heritage
- Private open space and residential amenity
- Contribution to the public environment and waterfront

The guidelines are currently being updated in collaboration with DELWP under the Revitalising Central Geelong Partnership. A draft is expected by the end of 2020 / early 2021.

SMART CITY FRAMEWORK

Work is underway on the development of a framework for the future of smart technology within our municipality, and central Geelong in particular.

A Smart City Framework will allow us to develop a shared vision, and to refine and enhance ongoing initiatives, alongside our partners. Our Smart City Office has been trialling and testing innovative technology solutions over the past year, with achievements to date including:

- The Geelong Data Exchange - our open, publicly accessible data platform for the generation of new ideas, applications and solutions. This platform will enable us to improve the type, quality and quantity of data collect on the CBD to help inform decision making, with regards to planning, movements, safety and economy.
- The Lorawan Sensor Network - providing free access and connectivity for anyone wanting to understand and utilise the "Internet of Things"
- Smart Nodes – installed along the Waterfront to replace outdated, cluttered and disconnected street poles and
- 3D City Model (Digital Twin) - a virtual, 3D digital model of urban and rural areas to support development design and visualisation.

TOURISM PROFILE



According to the latest figures available the urban Geelong sub-region attracted a total of 3.04 million visitors in 2018, including 2.3 million day trip visitors (77%) and 713,356 overnight visitors (23%).

Visitation to central Geelong accounted for 53% of the 5.8 million trips to the Greater Geelong and the Bellarine region.

The Visiting Friends and Relatives market is important for central Geelong, with 52% of domestic overnight visitors primarily visiting for this purpose. As the core commercial district for the region, central Geelong also attracts the majority of the region's daytrip business travel market.

Arts and culture has developed into a key attraction for central Geelong, including the Geelong Gallery, Geelong Library & Heritage Centre and Geelong Arts Centre.

Central Geelong has only four major accommodation establishments with more than 50 rooms. There is a clear gap in supply for larger accommodation, conference and exhibitions establishments. There is also a gap in backpacker accommodation.

Tourism opportunities identified for central Geelong:

- Geelong Convention and Exhibition Centre;
- Waterfront Geelong – Safe Harbour Precinct;
- Cruise ship infrastructure;
- Geelong Cultural Precinct redevelopment;
- 4-5 star large branded hotel accommodation
- Contemporary experiential accommodation.
- Gateways and signage improvements;
- Quality budget accommodation e.g. 'flashpacker' accommodation.

MAJOR EVENTS

Through Geelong Major Events we attract and procure events in Geelong.

Geelong has both the natural and built infrastructure assets that has the capability to host major iconic events in the region. Our track record and strong relationship with visit Victoria Geelong means Geelong is home to a number of major events that supports the economy and social connection for the community.

Flagship events include:

- Cadel Evans Great Ocean Road Race
- White Night
- Geelong Revival
- Festival of Sails
- The Archibald Prize exhibition
- International sailing events hosted at the Royal Geelong Yacht Club
- Various sporting codes at the GMHBA stadium including the Big Bash, Western Force.

Geelong was to be a location for the T20 2020 World Cup (which has subsequently been postponed due to COVID19), with decisions pending on the future T20 World Cup in either 2021 or 2022.



GEELONG CBD ENGAGEMENT TASK FORCE

FACT SHEET TWO (OF FIVE)

CITY OF GREATER GEELONG

ON AND OFF-STREET PARKING

OVERVIEW

The revitalisation of central Geelong is underway. It is growing and will continue to grow as a vital city centre attracting our community for work, living, shopping, learning, playing and visiting. With growth comes challenges, among them, parking.

Currently, most people travel to central Geelong by car, and park once they arrive. This was once a relatively easy thing to do, with ample spaces available. However, with more people and activities in Geelong, people are starting to feel that the experience of driving and parking in central Geelong is changing. The community has said that it is becoming more difficult to find a parking space today. As the city grows, finding a parking spot will become increasingly difficult.

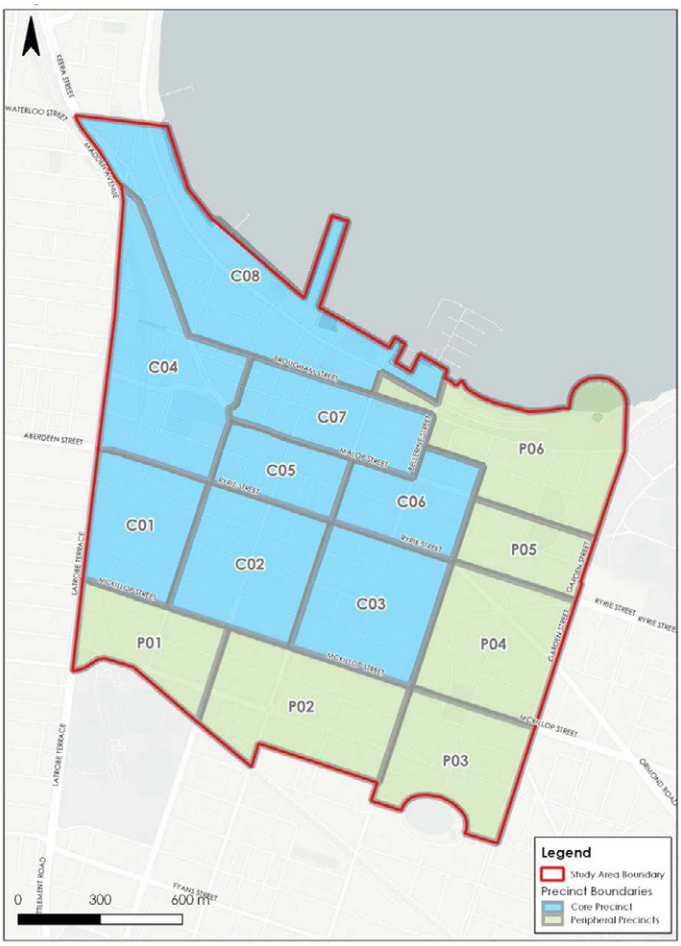
The considerations around how to plan for future increased car traffic in central Geelong are varied and complex. Our streets already take up a third of the central Geelong's space, devoting more spaces to parking and car traffic means less opportunity for delivering the pleasant spaces and economically vibrant places that people also want.

FACTS AND FIGURES

Within central Geelong there are more than 19,000 car parking spaces. Of this:

- 15,000 are in the core of the CBD
- 4,000 are on the edge of the CBD
- 8,000 are on street spaces
- 9,000 are public off-street spaces
- 2,000 are private off-street car parks
- 3,600 on street bays are subject to paid parking between the hours of 9.00am and 5.30pm Monday to Friday.

See Car parking in Geelong - the Numbers, page 5





PARKING TIMES AND PRICING

Currently, parking is priced based on industry conventions. Parking in front of shops is 1P or 2P and as you travel further away people are allowed to park for longer. The amount paid is roughly based on demand how well a particular area is used. The first parking meters in Geelong were introduced in 1961 to reserve the car spaces in central Geelong for local shoppers and promote workers catching the bus as work trips to the same place each day are ideal for public transport.

Most people expect to pay for parking in larger cities with larger CBDs that have more jobs in them (See Car parking across City centres, page 6). In a bigger city, people pay for parking as it reflects competition for space.

Nothing comes 'free' as ultimately someone will have to pay for building and maintaining spaces. Putting a fair price on parking means that people who benefit from parking pay for it rather than the whole community being expected to subsidise car parking.

Further, those who occupy spaces that are most in-demand should arguably pay more than the average. This is how pricing works in most of our daily lives, where suppliers set prices based on availability and demand. People respond to prices. Examples include airlines' advance booking, whether farm produce is in-season, or supermarkets trying to clear old stock.

The City undertook a car parking survey over 3 months from 20 December 2018 until 29 March 2019 with 2,582 respondents. Only 7% of respondents said it was fair to park all day in central Geelong for free, while 68% said charging $1-2 per hour was acceptable, and most considered $8 per day acceptable.

Council reviews all fees and charges annually, including parking. The review includes benchmarking with somewhat similar regional cities in Victoria and Australia and private car parks in Geelong.

Council has also made several resolutions regarding free parking in central Geelong since 2006 which have been informed by independent expert studies and reports. In each instance free weekday parking has not been supported (Except in COVID-19 period), primarily due to the costs (financial and non-financial) outweigh any perceived or tangible benefit in attracting additional customers to central Geelong and/or extending visitors duration.

The findings indicated that pay parking forms a key element to the management of parking for all Councils, with the most common reason being to facilitate turnover of parking space allowing access for more shoppers over a daily period.

Proactively managing time restrictions and price for on-street parking improves the availability of on-street parking for people who need to be close to their destination.



The City's experience has been that time restricted, free car parks are useful in areas where a high turnover of parking is necessary - for example, in front of shops, where a constant flow of new people is critical to generating business. However, these parking bays, whether free or paid, are often used by central Geelong workers who are prepared to move their cars a number of times throughout the working day, rather than pay for off-street parking.

Free parking has been provided in central Geelong as one of Council's COVID-19 support measures. Free parking is now in place in central Geelong on and off-street 2-hour parking zones until 31 December 2020.

Earlier this year Council was undertaking a trial of free 30-minute parking in 2-hour zones in central Geelong. The trial progressed for just over 3 months until COVID-19 set in. An analysis of the first 3 months did not indicate a growth in parking numbers or extending times of use, albeit it was only 3 months of a 12 month trial. The introduction of Council's COVID-19 support measures has temporarily paused this trial, to resume in 2021.

FINANCIALS

There were nearly 2.4 million paid car parking transactions in 2019 and an annual revenue in 2019-20 of $9,816,850.

Parking fine revenue in 2019-20 was $3,966,276 with the majority from central Geelong.

The 2020-21 budget includes revenue of $6,153,182 from parking fees and $3,768,021 from parking fines. Due to expected continued impacts from COVID-19, the budgeted revenue is based on an assumption of a reduction in parking fees and fines of 50% for the first 3 months of the financial year. With recent return to Stage 3 restrictions it is reasonable to suggest the budget will not be achieved.

Since 2007, Council has invested over $5milliion in parking technology which has improved the manner and ease in which the customer can transact their parking arrangements.



ISSUES

- More than 80% of commuters to central Geelong come by car. Given the population trajectory that the city is currently on, this will not be a sustainable method of transport moving forward.
- The region is heavily reliant on private vehicle (car) use (travel to work trips to central Geelong by vehicle; less than 2km = 48%; 2-4km = 83%; 4-6km 92%, 6-8km = 94%).
- Public transport takes significantly longer travel time than driving.
- There are too few options for safe, separated and direct cycling paths resulting in conflicts and competing demands for 'road space' between pedestrians, cyclists and vehicles.
- Large volumes of 'through' movement (vehicles that do not have a destination within central Geelong) – particularly east-west movement due to limited opportunities (only South) to go around central Geelong due to Corio Bay.
- Lack of pedestrian amenity to walk to the central Geelong including broken linkages, traffic signalling favouring vehicles, lack of tree canopy to shelter from sun and rain and poor pavement conditions.
- Parking rates are cheap compared to other transport mode travel costs (ie all-day parking is available free or low-cost in some areas ($5-7), compared to a daily bus fare of $4.80).

WHAT HAS THE COMMUNITY TOLD US?

It is imperative that the health and wellbeing of our community and the economic and social impacts of our parking and transport options are all considered to deliver a fair and accessible system for all.

The following information was collected from the City's car parking survey undertaken over 3 months from 20 December 2018 until 29 March 2019.

- Of the 2,582 respondents to the survey, 66% commute to central Geelong for work, with 80% of those respondents travelling by car.
- The lack of a fast, reliable and connected transport was cited as the major barrier to using public transport to travel to central Geelong.
- Almost half of the respondents parked in central Geelong all day, with the majority of respondents saying they would be happy with a daily rate of $8.
- Those who travelled by car mostly used public parking, with half of respondents parking on-street.
- Respondents generally disagreed with on-street parking being used for commuters, residential and visitors.
- Respondents felt that on-street parking should be available for hospital visits and accessing services.
- The survey results have helped to inform the draft Central Geelong Parking Strategy (not yet available). Other elements that inform the parking strategy includes plans for public transport, bus schedule and route revision, CBD truck movements, active transport connections, outer-urban commuter parking, road upgrades and projected population growth.

RECENT RELEVANT DECISIONS BY COUNCIL

- April 2019 - Council adopted a 12-month parking trial to offer a once off 'First 30 minutes Free' in all 2 hour on-street parking zones in the CBD. This resolution included that the CEO report to Council by 30 November 2020 on the impacts of the 12-month parking trial and the impacts on the outcome of the Central Geelong Car Parking Discussion Paper. This trial has now been paused due to COVID-19 support measures in place.
- Council resolved at its 24 March 2020 meeting to provide Free casual on and off street parking in central Geelong until 30 June 2020, as an immediate support measure in response to the COVID-19 Pandemic. This provision was extended until Sunday 2 August.
- Council has now resolved to maintain free parking in central Geelong on-street 2 hour parking zones until 31 December 2020.
- Adopted the Sustainability Framework, which incorporates various transport initiatives to promote and make movement more sustainable (https://www.geelongaustralia.com.au/common/Public/Documents/8d7bf6b344b7c93-councilmeetingminutes-25february2020.pdf)
- Endorsed a notice to investigate sustainable transport opportunities for Geelong (https://www.geelongaustralia.com.au/common/Public/Documents/8d8237d8bcdff69-councilminutes-30june2020.pdf)

WHAT IS COUNCIL/VICTORIAN GOVERNMENT DOING AT THE MOMENT?

- Developing the draft Central Geelong Parking Strategy for consultation
- Developing the Commuter Car Parking Strategy
- Activity Centre Zone Planning Framework Review
- Draft Connection and Movement Plan
- Malop Street Green Spine construction (led by Department of Transport)
- Bus Services Review (led by Department of Transport)
- Network Operating Plan Review (led by Department of Transport and VicRoads)

WHERE CAN I FIND OUT MORE?

- https://transport.vic.gov.au/
- Parking survey infographic attached.
- City information about parking: https://www.geelongaustralia.com.au/parking/default.aspx

CAR PARKING IN CENTRAL GEELONG - THE NUMBERS

There are more than **19,000** car parking spaces in Central Geelong...

15,000 are in Downtown Geelong

4,000 are on the edge of the CBD

Streets take up **1/3** of all land space



Of the **19,000** spaces in Central Geelong...

8,000 are on-street spaces

9,000 are public off-street spaces

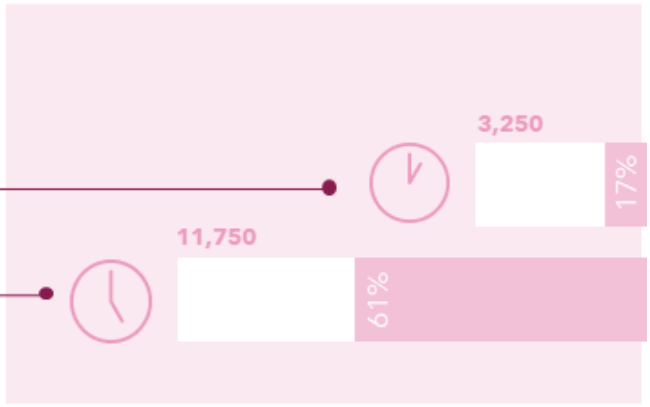
2,000 are private off-street spaces



Of the **15,000** spaces in Downtown Geelong...

3,250 spaces are for short term (1P & 2P) use, which are used **17%** of the day

11,750 spaces are for long term (4P+) use, which are used for **61%** of the day

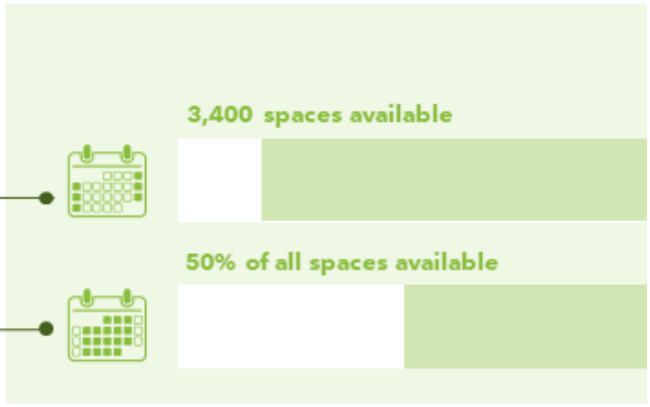


Parking remains available during peak periods...

89% of people drive to work in Central Gelong

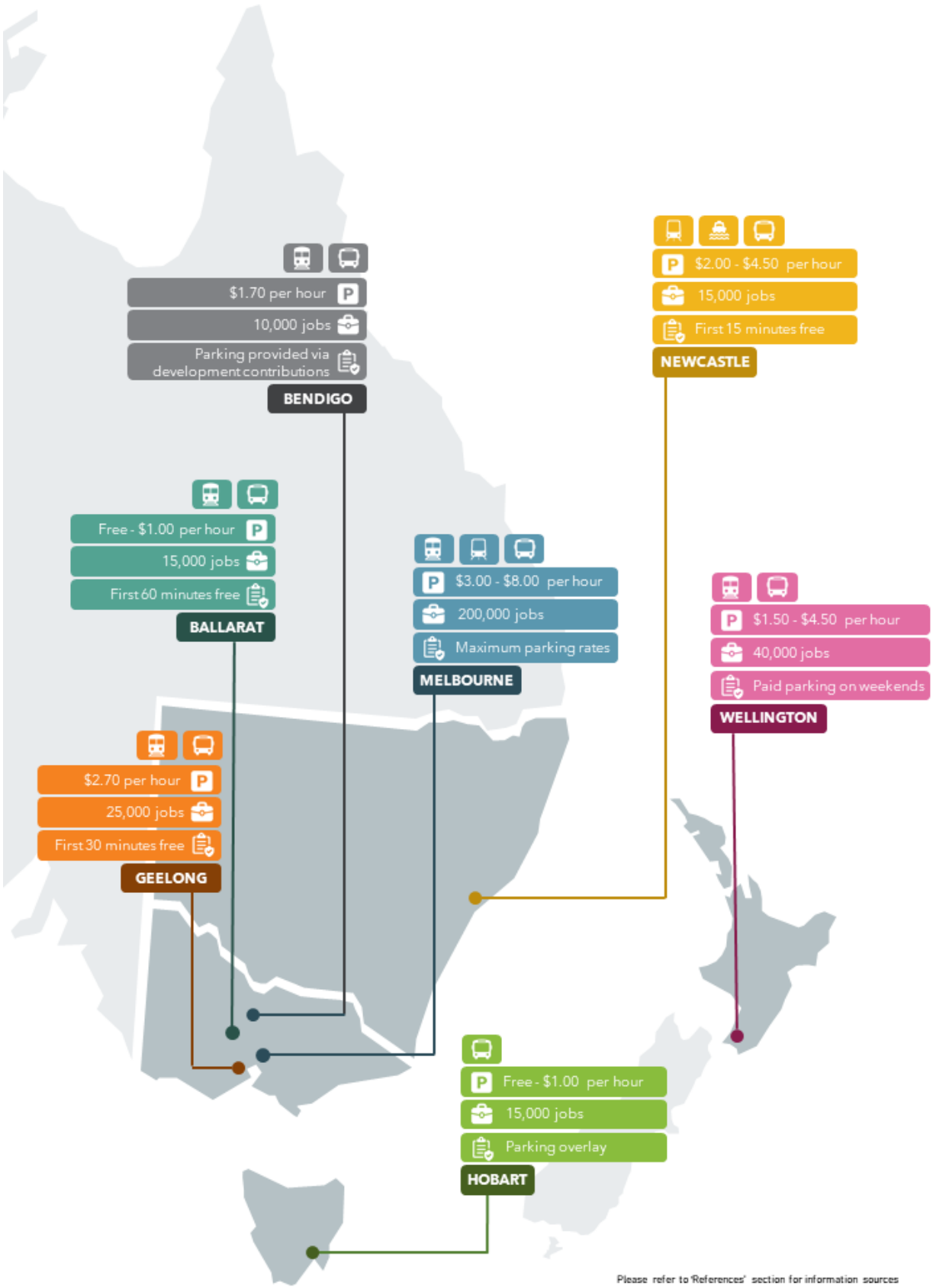
There are **3,400** spaces available during peak periods on **weekdays**

Half of all spaces are available during peak periods on **weekends**



All data was extracted from GTA's Technical Report that supported public consultation

CAR PARKING ACROSS CITY CENTRES



Please refer to 'References' section for information sources

GEELONG CBD ENGAGEMENT TASK FORCE

FACT SHEET THREE (OF FIVE)

CITY OF GREATER GEELONG

PUBLIC TRANSPORT OVERVIEW

OVERVIEW

Public transport services in Geelong (and across Victoria) are coordinated, managed and delivered by Public Transport Victoria, which is a Victorian Government agency under the Department of Transport.

Local Governments do not operate public transport, including bus or train services.

In some instances, Local Governments may provide supplementary services, such as shuttle buses.

These services must operate under the same stringent conditions as public transport operators and are often very costly. Due to this, they are often contracted out to operators (ie McHarry's, Benders etc) that also tender for the delivery of Public Transport Victoria's public transport bus contracts.

An example of this is the 'Park and Ride' service that the City of Greater Geelong provides from Eastern Park, looping through central Geelong and back to Eastern Park. This service provides access to the free all-day parking at the eastern end of Eastern Beach Rd and Hearne Parade.



HOW DOES THIS CONTRIBUTE TO THE CBD?

Public Transport is vital piece in the transport system, particularly for movement to be sustainable and ease the congestion we face as a growing region.

Public Transport services provide a means for workers, shoppers and visitors to access employment, services and retail within central Geelong, as well access to Geelong's waterfront and education precinct.



WHAT HAS THE COMMUNITY TOLD US?

Our community has expressed concern with the current Public Transport services in relation to:

- Timetabling and frequency of inner suburban bus services;
- Lack of frequency and timing of services to the outer suburbs, particularly to/from the Bellerine Peninsula, Surf Coast and Lara;
- Bus trip duration – the time it takes for services to get to/from Geelong suburbs to central Geelong, due to complex and indirect routes. This is a difficult balance in providing a route that is close and accessible to the community, but also direct and efficient;
- All bus services start and end in central Geelong making suburb-suburb trips extremely time consuming;
- Lack of service reliability and trip duration between Melbourne and Geelong (for workers and visitors;
- Frequent train service cancellations;
- Lack of outer-urban commuter parking.

PAST TRANSPORT DECISIONS MADE BY COUNCIL

- Rejected the Transport Network Operating Plan for central Geelong, requesting further work to be completed to develop broader 'whole of municipality' plan; (www.geelongaustralia.com.au/common/Public/Documents/8d7bf6b344b7c93-councilmeetingminutes-25february2020.pdf)
- Council adopted the Sustainability Framework, which incorporates various transport initiatives to promote and make movement more sustainable (www.geelongaustralia.com.au/common/Public/Documents/8d5a50ab0f129c9-councilmeetingagenda-28july2020.pdf)
- Endorsed a notice to investigate the sustainable transport opportunities for Geelong (www.geelongaustralia.com.au/common/Public/Documents/8d8237d8bcdff69-councilminutes-30june2020.pdf)



ISSUES IMPORTANT TO CENTRAL GEELONG BUSINESSES

- Concerns regarding the bus stop agglomeration in Moorabool Street.
- Department of Transport is currently reviewing the Bus Services Capability review – to assist bus service planning for the future.

WHAT IS COUNCIL DOING AT THE MOMENT?

The City provides current public transport information on the Geelong Australia website www.geelongaustralia.com.au/transport/article/item/8cbceb910533419.aspx

Work is underway on a report in response to a Council notice of motion regarding sustainable transport in the region. This report will outline how Council will continue planning for transport to become increasingly sustainable as growth across the region continues, including how existing plans align with strategic transport planning underway by the City and other agencies.

The City is also working with Public Transport Victoria and the Department of Transport to develop the Network Operating Plan, with a view to supporting their delivery of region-wide plans that include and prioritise public transport.

Council's Strategic Planning unit are also developing a draft Connection and Movement Plan as part of the Planning Framework Review for central Geelong (not available yet).

Car Parking is part of the transport equation and must be designed to be sustainable and support public transport use. The Central Geelong Parking Strategy is currently being reviewed to support the Planning Framework Review, the Network Operating Plan, the Sustainability Framework, Open Space Strategy, Commuter Car Parking Strategy, Property Acquisition and Divestment Strategy and Social Infrastructure Plan.

FIND OUT MORE?

www.transport.vic.gov.au

City information about public transport:
www.geelongaustralia.com.au/transport/article/item/8cbceb910533419.aspx

GEELONG CBD ENGAGEMENT TASK FORCE

FACT SHEET FOUR (OF FIVE)

CITY OF GREATER GEELONG

COMMERCIAL RATES / FINANCIAL SUPPORT FOR BUSINESSES

OVERVIEW

In 2020-21, the City of Greater Geelong has 129,002 properties that contribute $209 million of general rates to Council's total revenue requirement of $375 million. A further $51 million from rates will be contributed for specific services, for example Waste and Special charges.

There are 1,701 commercial and Industrial properties in central Geelong, out of a total of 8,216 across the region.

Commercial and Industrial properties are made up of 5,994 Commercial and 2,222 Industrial properties.

In addition, there are 113,201 residential properties and 7,585 other properties (including vacant land, farm land etc).

Council applies a Differential rating regime to determine how much each rating group contributes. The rate in the dollar is calculated from the total rates required divided by the total Capital Improved Value. Please note that every municipality will have a different rate requirement and a different total Capital Improved Value.

RELEVANT DECISIONS BY COUNCIL

- Budget and Rating Strategy adopted 30 June 2020 including the removal of the Municipal Charge. Read more: Budget and Rating Strategy
- The City has provided financial assistance in the waiving of the CAA (Central Activity Area) levy at a cost of $282k and commercial rates for businesses directed to fully close for the quarter 1 April to 30 June 2020 at a cost of $216k, for a total cost of $498k. This benefited 1,576 properties.
- Food premises registration fees, Alfresco Dining Permits and A frame fees have been waived for 2019-20 at a cost of $525,000
- The City has approved a number of COVID-19 support packages:
  - Support Package 1 ($3.2M), endorsed 24 March
  - Support Package 2 ($1.8M), endorsed 14 April
  - Support Package 3 ($546k), endorsed 28 April
  - Support Package 4 ($5.2M), endorsed 30 June

HOW DOES THIS CONTRIBUTE TO THE CBD?

To reduce commercial / industrial rates would require an offset by a significant increase to residential rates.

There will be an opportunity for Council to review the relativity of each sector's contribution and the relativities within the City in future years.

WHAT HAS THE COMMUNITY TOLD US?

Approximately 130 ratepayers have contacted the City via the hardship mailbox. Many other ratepayers have contacted us and requested specific payment arrangements tailored to their individual circumstances.

WHAT IS COUNCIL DOING AT THE MOMENT

- Interest on unpaid rates is temporarily on hold.
- Debt collection of outstanding overdue rates is temporarily on hold.
- Waiver of rent/fees for community and sporting groups within City owned land/grounds and buildings for six months from 1 March 2020 at a value of $312,000.
- Reduction of rent by 50% for eligible commercial tenants in City buildings or on City Land for six months from 1 March 2020 at a value of $216,000.
- Commercial waste customers can suspend, cancel or amend their collection service at no cost.
- COVID Hardship Policy in place and is available to all persons and businesses
- Ratepayers can enter payment arrangements tailored to individual needs including the deferral of rates. The City has approximately 2,600 ratepayers that have agreed to individual payment arrangements.

WHAT IS COUNCIL DOING AT THE MOMENT

- Of the 8,216 properties, less than 1% of commercial/ Industrial ratepayers have agreed to a payment arrangement including temporary holds on interest and debt collections. By comparison over 2% of residential ratepayers are on an agreed payment arrangement.
- Benchmarking with other Councils on relativities between residential, industrial and residential ratepayers. It is correct that the rate in the dollar is higher than that in Wyndham for commercial and industrial properties, but it is lower for residential properties. However, it is more relevant to compare the average rates for each sector type. When this comparison is made the actual average payable provides a better comparison.
- The City has been reducing the relativity between the commercial and industrial differentials since 2016-17 with the intention of these two rates being set at the same rate in the dollar in future years.
- The relativity of commercial to residential differentials reduced from 241.8% in 2019-20 to 222.6% in 2020-21.
- As part of the Rating Strategy, Council has an opportunity to review the differential rates that will apply for the 2021-22 financial as well as future years. Noting if the differential rates are decreased for the Commercial and Industrial sectors, they will also increase the contribution that residential ratepayers will need to make.

ISSUES IMPORTANT TO CENTRAL GEELONG BUSINESSES

The Valuer-General Victoria has confirmed that no changes have been made under the Valuation Best Practice Specifications Guidelines as a result of COVID-19.

The 2020 general valuation has a relevant date of 1 January 2020 and is therefore based on the market conditions at, and immediately before that date.

There is no basis under the Valuation of Land Act 1960 for valuers to consider COVID-19 impacts when assessing statutory values for the purposes of the 2020 general valuation.

Any market changes occurring now, or in the future, due to coronavirus will be applicable to future annual revaluation cycles.

Ratepayers in the CBD, like all ratepayers in the city are encouraged to consider the appropriateness or otherwise of all sector contributions to the rate requirements of the City, noting every sector will have issues or views on what their contributions and relativities should be.

FIND OUT MORE?

Benchmarking the City's average Commercial Rate with other Victorian Councils is attached for further information.

For reference - the average capital improved value of a commercial property in the City of Wyndham is $1,621,126, Surf Coast Shire is $798,644 compared to the City of Greater Geelong $999,644.

COMMERCIAL RATES 2019-20

Council	Rate in $	Average CIV for Differential	Rates Payable	Municipal Charge	Total Payable	Relativity to Residential
Glen Eira City Council (NAV)	0.02926900	48,467	1,418.58	-	1,418.58	Uniform Rate
Mornington Peninsula Shire Council	0.00164620	617,948	1,017.27	-	1,017.27	Uniform Rate
Surf Coast Shire Council	0.00409360	798,644	3,269.33	208.00	3,477.33	190.0%
Yarra Ranges Shire Council	0.00434100	820,204	3,560.50	-	3,560.50	150.0%
Ballarat City Council	0.01065800	857,837	9,142.83	-	9,142.83	271.7%
Hume City Council	0.00330560	953,081	3,150.50	-	3,150.50	Uniform Rate
City of Greater Geelong	0.00522789	999,644	5,226.03	105.25	5,331.28	241.8%
Greater Dandenong City Council	0.00323037	1,254,901	4,053.79	-	4,053.79	190.0%
Knox City Council	0.00439290	1,260,987	5,539.39	-	5,539.39	250.0%
Maroondah City Council	0.00252030	1,270,385	3,201.75	-	3,201.75	120.0%
Monash City Council	0.00179606	1,436,729	2,580.45	-	2,580.45	113.4%
Wyndham City Council	0.00345700	1,621,126	5,604.23	60.98	5,665.21	140.0%
Melbourne City Council (rated on NAV)	0.04492500	3,016,344	8,110.36	-	8,110.36	109.2%

INDUSTRIAL RATES 2019-20						
Council	Rate in $	Average CIV for Differential	Rates Payable	Municipal Charge	Total Payable	Relativity to Residential
Glen Eira City Council (NAV)	0.02926900	48,467	1,418.58	-	1,418.58	Uniform Rate
Ballarat City Council	0.01101300	527,901	5,813.77	-	5,813.77	280.8%
Mornington Peninsula Shire Council	0.00164620	617,948	1,017.27	-	1,017.27	Uniform Rate
Yarra Ranges Shire Council	0.00434100	790,171	3,430.13	-	3,430.13	150.0%
Surf Coast Shire Council	0.00409360	798,644	3,269.33	208.00	3,477.33	190.0%
Maroondah City Council	0.00252030	802,135	2,021.62	-	2,021.62	120.0%
City of Greater Geelong	0.00618097	904,262	5,589.21	105.25	5,694.46	285.9%
Knox City Council	0.00465640	1,004,375	4,676.77	-	4,676.77	265.0%
Hume City Council	0.00330560	1,302,534	4,305.66	-	4,305.66	Uniform Rate
Monash City Council	0.00179606	1,489,829	2,675.82	-	2,675.82	113.4%
Wyndham City Council	0.00395000	1,752,872	6,923.85	60.98	6,984.83	160.0%
Greater Dandenong City Council	0.00467553	1,799,996	8,415.93	-	8,415.93	275.0%
Melbourne City Council (rated on NAV)	0.04492500	3,016,344	8,110.36	-	8,110.36	109.2%

COMMERCIAL VERSUS RESIDENTIAL RATE INCOME					
Commercial	Rate in the $	Commecial Assessments	Residential Assessments	% of Rate Income Commercial	% of Rate Income Residential
2015-16	0.00590800	5,448	100,803	14.3%	65.7%
2016-17	0.00548900	5,584	102,925	14.6%	65.4%
2017-18	0.00572500	5,773	105,211	15.1%	65.5%
2018-19	0.00547300	5,864	107,633	15.4%	65.3%
2019-20	0.00522789	5,927	110,102	15.5%	65.1%
2020-21	0.00532080	5,993	113,197	16.0%	71.2%

INDUSTRIAL VERSUS RESIDENTIAL RATE INCOME					
Industrial	Rate in the $	Industrial Assessments	Residential Assessments	% of Rate Income Industrial	% of Rate Income Residential
2015-16	0.00788100	1,887	100,803	6.3%	65.7%
2016-17	0.00768400	1,934	102,925	6.2%	65.4%
2017-18	0.00753000	1,972	105,211	6.1%	65.5%
2018-19	0.00687100	2,096	107,633	6.2%	65.3%
2019-20	0.00618097	2,153	110,102	6.0%	65.1%
2020-21	0.00581731	2,225	113,197	6.0%	71.2%

GEELONG CBD ENGAGEMENT TASK FORCE

FACT SHEET FIVE (OF FIVE)

CITY OF GREATER GEELONG

CENTRAL GEELONG MARKETING COMMITTEE

OVERVIEW

The Central Geelong Marketing (CGM) committee was established in 2001 as a Section 86 Special Committee of Council with delegated responsibility for the expenditure of the funds raised by the Special Rate Scheme.

The CGM committee was one of three key initiatives in the 2000 Central Geelong Revitalisation Strategy, alongside a major streetscape improvement program and a change to the transport movements within central Geelong.

CGM was established to deliver a marketing and business promotion program for the businesses within the specific geographic boundary known as central Geelong.

The Committee comprises 13 members, either elected by the special rate paying community or nominated by various stakeholder bodies as documented in the Committee Terms of Reference.



CGM SPECIAL RATE SCHEME

The CGM Special Rate Scheme requires each property owner to contribute a set percentage of the capital improved dollar value of their premise.

The special rate scheme was initially established for a five-year term from July 2001 – June 2006. This has been renewed for three additional consecutive five-year terms. CGM is currently in the fifth year of its fourth special rate term. This is the Committee's 20th year of operation.

In 2019, the CGM committee resolved to request Council consider a further five-year term of the special rate for the period 2021-2026. The committee will also seek additional financial resources from Council to support the work of the CGM committee in recognition of the broader community and social benefit of the programs delivered. This Intention to Declare a Special Rate report is due to come before Council for decision in December 2020.

The committee has been recognised for its governance and performance with awards and commendations from national place management groups including Mainstreet Australia and Place Leaders Asia Pacific.

The main focus of CGM is to increase the number of people visiting central Geelong and spending at central Geelong businesses.

FACTS AND FIGURES

- More than 1500 businesses operate in central Geelong, including retail, hospitality, professional services, attractions, arts, cultural and entertainment organisations.
- More than 30,000 people work in central Geelong (pre-COVID)
- Approximately 30,000 people visit the precinct daily (pre-COVID)
- Approximately 2,400 people live in central Geelong and over 8,400 students study in the precinct.
- 1469 commercial properties and business operators contribute to the current CGM special rate scheme in 2020/2021
- The average property/ business contribution in 2020/2021 is $14.68 per week, or $763.77 per annum
- Since the establishment of CGM, the number of commercial properties in Central Geelong has grown from 1,149 in 2001 to 1,469 as at July 2020. An increase of 320 / 27.8%.



HOW DOES THIS CONTRIBUTE TO THE CBD?

The role of CGM is to market and promote central Geelong in a coordinated and integrated manner. CGM implements programs and activities to improve the way central Geelong operates, enhances the marketing and promotion of the businesses in central Geelong and improves the image of central Geelong.

The CGM Committee's Terms of Reference state that it is to be considered by Council and other stakeholders as the peak body representing the businesses and property owners in central Geelong.

In 2019/2020, CGM delivered a suite of programs and activities in line with the CGM's vision being 'Central Geelong – A Vibrant Place of Choice'. This program focused on:

- Marketing and promotional initiatives that attracted people to central Geelong and raised the profile of central Geelong businesses
- Delivering events that highlighted central Geelong's reputation as a leading business and cultural precinct
- Fostering improved business presentation and appearance
- Supporting improved business capability and sustainability through education, training and the dissemination of relevant information
- Providing business to business and networking opportunities for central Geelong business operators
- Assisting in the attraction and support of new business to central Geelong

CGM's collaborative approach enables the businesses in central Geelong to act as a single entity, focusing its combined strength and resources in the most efficient fashion for the benefit of all the properties and businesses in the precinct.

REPORTING

The CGM Committee developed a strategic framework for each special rate period to meet agreed outcomes and identify the challenges facing central Geelong. The Committee then developed an Annual Activity Plan for each year of the program's five-year term. A copy of the 2016-2021 Annual Activities Plans are attached.

CGM's program of measurement and evaluation is guided by annual plans with program evaluation undertaken via face to face and online surveys, pedestrian counting at events, electronic device counts and stakeholder surveying. This data is collated to determine the economic, social, community and strategic benefits generated by CGM's activities and documented in a formal evaluation summary.

This data is then communicated back to the CGM Committee, Council and central Geelong business via quarterly printed newsletters, monthly electronic updates, quarterly networking functions and an annual report to Council. The evaluation reports use the REMPLAN economic modelling system to provide consistency of measurement.

See below document titled CGM Key Programs & Highlights 2019-2020 for an overview of the program, evaluation figures and key deliverables.

WHAT HAS THE COMMUNITY TOLD US?

During the consultation period prior to the renewal of the current special rate (2016 – 2021), a stakeholder survey was undertaken of all businesses. Results indicated a high level of support for a consolidated marketing body.

- 86% of businesses surveyed indicated they were aware of CGM's programs,
- 60% agreed that CGM had provided a central focus for businesses and the promotion of central Geelong
- 78% agreed there is a benefit in having a collective approach to marketing central Geelong

Surveys of businesses who participated in one or more of CGM's flagships activities since July 2016 indicated an average of 99.5% said they would participate in future programs. An average of 90% felt the flagship program they had participated in was important/very important for central Geelong.

In addition to measuring economic impact, in 2017 CGM began measuring the social and community value of its flagship activities.

Participants surveyed at fourteen CGM flagship events indicated when they attended the event an average of 94% said they felt safe and welcome, an average of 83% said they felt connected to their community, an average of 89% said they felt proud of central Geelong and an average of 91% enjoyed the vibrancy in central Geelong.

ISSUES IMPORTANT TO CENTRAL GEELONG BUSINESSES

The following issues were identified through activity planning workshop with Committee members and via evaluation feedback from business operators and the general public to CGM events and activities relating to central Geelong:

- Perception of central Geelong;
- Engagement of operators and property owners – especially national retailers
- Engagement of workers, students, residents (existing & new)
- Multicultural communities
- Changing retail impacts – competition, catchment, communication channels, suburban competition
- Keep growing offer of central Geelong – Value offer (time, effort, $) – what will make people come into central Geelong

WHAT IS COUNCIL DOING AT THE MOMENT?

The CGM Committee has continued to deliver the 2019-2021 Annual Activities Plan, despite the impact on central Geelong from COVID-19 restrictions.

Some events have been cancelled, while other have been adapted or rescheduled.

CGM has provided additional supports to business operators throughout the COVID19 pandemic with increased online content, direct communications, sharing information about COVID-19 support measures.

CGM has delivered a support, spend, shop local initiative online and has engaged and increased extensive databases through content creation and competition engagement. Event adaptations have included shifting the workers engagement campaign to an online format, as well as adjusting event programs for Tastes of Central Geelong and the Winter Kids Fun Program. These events were changed to include small family group activities, increased self-guided elements and showcasing business products and services online. All event programs were delivered in electronic format.

Planning continues for Spend & Win, Shopping Festival & Sidewalk Sales and Christmas in Central Geelong as well as continuing digital and consolidated marketing activities.

At its meeting on 28 April 2020, Council resolved to:

- Endorse the City to provide financial support to the 1,482 businesses who pay the Central Geelong Special Rate, to the value of a quarter of the yearly amount paid for the Special Rate, equating to a total amount of $283,907; and
- Approve $283,907 in the City's 2019-20 budget to fund the support outlined in paragraph 9.2.

This decision, as part of Council's Community Support Package, provided support to central Geelong business operators and property owners and ensured the services provided by Central Geelong Marketing to support and promote businesses in central Geelong continues.

FIND OUT MORE?

See attached document providing overview of the activities delivered in 2019/2020. See also links to CGM Strategic Plan, Annual Activity Plans and Annual Program Evaluation Overviews.

Visit www.centralgeelong.com.au to view CGM's website including the business directory listing, event listings and programs and blogs as well as member section incorporating training and professional development program.

Download the Love Central Geelong app to view functionality including parking, park and ride shuttle live locator and open near me features as well as self-guided walking tours and business directory

Follow Love Central Geelong on Facebook, Instagram and Twitter to see the content created in partnership with central Geelong business operators.

2016-2020 EVALUATION FIGURES

YEAR	SPECIAL RATE INCOME	BASE ECONOMIC VALUE OF KEY FLAGSHIP ACTIVITIES (NO MULTIPLIERS)	REMPLAN TOTAL ECONOMIC OUTPUT	NUMBER OF ATTENDEES OF KEY FLAGSHIP ACTIVITIES	LONG TERM EMPLOYMENT (JOBS DIRECT AND INDIRECT)	RETURN ON INVESTMENT
2016-2017	$1,044,704	$6,308,048	$14,753,000	132,625	88	$1: $14.12
2017-2018	$1,066,024	$6,472,612	$16,744,000	136,546	105	$1: $15.70
2018-2019	$1,090,009	$7,946,872	$20,828,000	168,892	125	$1: $19.10
2019-2020	$1,117,259	$5,942,402	$16,681,000*	118,909*	97 (as at end Dec)	$1: $14.93
2020-2021	$1,121,228	Not yet delivered	Not yet delivered	Not yet delivered	Not yet delivered	
TOTAL AS AT 1 JUL 2020	$5,439,224	$26,669,934	($69,006,000	556,972	415	$1: $15.96

*Does not include StoryFest 2020 or May Magic 2020 as not delivered due COVID-19 restrictions

EVENTS AND ACTIVITIES IN 2019-20



Flagship activities

- Tastes of Central Geelong
- School Holiday Fun Program including Storyfest
- Shopping Festival & Sidewalk Sales
- Christmas in central Geelong including central Geelong Christmas Elves
- May Magic

Sponsorships and partnerships

- Geelong Waterfront Makers & Growers Market
- Geelong Revival
- Archibald Prize
- GPAC Family Magic Series
- Geelong Wine Walk
- Geelong Cats

Business development activities

- Quarterly networking events
- Training and development
- Quarterly newsletters
- Regular information updates

Social media, internet and digital opportunities

- centralgeelong.com.au
- Central Geelong Smart Phone app
- Love Central Geelong
- Facebook, Twitter, Instagram and YouTube.

Other promotional tools

- Short video featuring central Geelong businesses for TV, Cinema, Digital and Social Media use.
- Extensive advertising using Newspaper, Magazine, Radio, TV, Outdoor, Transit, Direct Mail, Catalogues/ leaflets.
- Professional Services Campaign – promoting the 600+ professional services on offer in central Geelong to regional and Wyndham/ Werribee audiences.
- Workers Engagement Program - Incentive program that showcases businesses to central Geelong workers
- Promotion of on street and off-street parking options, including:
  - › the central Geelong Parking Map
  - › financial sponsorship of the Park & Ride service
  - › the smart phone app and the Magic Meter Elves.
- Promotion of new businesses and provision of new business kits

Central Geelong marketing

KEY PROGRAMS & Highlights 2019 – 2020

Central Geelong Marketing (CGM) is the consolidated marketing body for Central Geelong. CGM's extensive program of events, activities, advertising, marketing, business development and business support initiatives enhance and promote the Central Geelong experience and increase the number of customers, workers, residents, students and visitors enjoying Central Geelong and spending in Central Geelong businesses.



Flagship Events & Activities

Each year, CGM delivers five flagship programs to increase the number of people experiencing and enjoying Central Geelong. These flagship activities include:

Flagship Activity Results*

118,909 participants

1918 individual activities delivered

400 participating businesses

TEO **$16.68M**

$5.9M spent at Central Geelong businesses by people who came into Central Geelong especially to attend a flagship activity who then went on to do other things.

Tastes of Central Geelong

Held each July, this festival of food, flavours and fun celebrates the wonderful range of cafes, restaurants and hospitality venues in Central Geelong.

25,297 participants

758 individual activities

113 participating businesses

TEO **$2.67M**

Central Geelong Shopping Festival + Sidewalk Sales

Held on Melbourne Cup Day, this exciting, one day event offers hundreds of specials, discounts, entertainment and activities right across Central Geelong.

33,416 participants

253 individual activities & special offers

203 participating businesses

TEO **$9.25M**

The Central Geelong Kids Fun Program & StoryFest

The School Holiday Fun Program & StoryFest encourage families and children to enjoy the range of fun activities on offer in Central Geelong during the school holiday period.

19,171 participants

393 individual activities & special offers

43 participating businesses

TEO **$2.26M**

Christmas in Central Geelong

This program encourages the community and visitors to enjoy the magic of Christmas in Central Geelong and includes the Christmas Trail Map, a huge program of entertainment, activities, decorations and the Central Geelong Christmas Elves.

41,025 participants

524 individual activities

41 participating businesses

TEO **$2.48M**

Event Support & Street Activation

7 Waterfront Makers & Growers Markets, **42,250** participants

9 Central Geelong Events sponsored

Over **250** on street performances & activations

4 Love Central Geelong Family Magic performances **1647** participants

655 passengers on Seniors Week Festival Shuttle

These figures and data are actual numbers from counts and surveys undertaken in 2019-2020 and have been put through the region's preferred Economic Impact Assessment program – REMPLAN to calculate the Total Economic Output (TEO).

**2019 – 2020 Flagship Activity Results include Tastes of Central Geelong, Central Geelong Shopping Festival + Sidewalk Sales, The Central Geelong Kids Fun Program and Christmas in Central Geelong. May Magic and StoryFest not held in 2019 – 2020 due to COVID19.*

Central Geelong marketing



Consolidated Advertising & Digital Marketing

Consolidated Advertising

CGM's consolidated advertising campaign showcases the Central Geelong experience.

561 print & radio ads

19,110 cinema ads

& over **700** regional television commercials scheduled*

4 twelve month transit advertising campaigns

3 twelve month static signage campaigns

Over **7.7M** impressions

Professional Service Advertising Campaign

CGM's Professional Services Campaign specifically promotes the 600 plus professional service businesses located in Central Geelong. This campaign promotes Central Geelong as a great alternative for the metro west area.

28,805 metro west cinema ads scheduled*

848,239 total audience*

Over **6.9M** impressions - 'Central Geelong At Your Service' Google Advertising

Digital Marketing

The Love Central Geelong App, social media channels and website keeps users up to date on all things Central Geelong.

398,927 visits to centralgeelong.com.au

32,439 followers on Love Central Geelong Social Media

12,750 App downloads

31,956 database subscribers, **50** EDMs



Business & Support Programs

Networking Events & Training Opportunities

CGM hosts quarterly networking functions and delivers an innovative training program each year.

2 networking functions^

Over **500** participants from **195** Central Geelong businesses

22 training opportunities

155 registrations from **94** Central Geelong businesses

Information Updates

CGM regularly communicates with businesses to ensure they are up to speed on Central Geelong activities, opportunities and information that may impact their business.

31 Central Focus electronic updates

6 Event Kits/Newsletters distributed

65 New Business Welcome Kits

7 street name & number signs installed

Worker Engagement Program

This program celebrates the 30,000 people who work in Central Geelong each day. The Worker Engagement Program provides fantastic 'Hump Day' offers for workers including special offers, discounts, tickets, prizes, and exclusive events and activities.

2094 signed up to Workers Database

910 individual Hump Day offers from **67** participating businesses

1628 entries,

673 offers redeemed

Central Geelong Park & Ride

This service provides a convenient and inexpensive way to get to and from work, Monday – Friday.

Average of **150** passengers per day

Live Park & Ride tracker on the Love Central Geelong App

** Scheduled ads for 2019 - 2020. Actual number of screenings/audiences impacted by COVID19.*

^Two networking functions held in 2019-2020. April & June 2020 events cancelled due to COVID19.



Social & Community Benefit

In addition to encouraging people to visit and spend in Central Geelong, CGM's program of events and activities significantly contributes to civic pride and enhances community wellbeing.

When attending a CGM flagship activity, participants indicated*:

- **93%** felt **safe and welcome** in Central Geelong
- **87%** felt **proud** of Central Geelong
- **78%** felt **connected to people in the community**
- **90% enjoyed the vibrancy** in Central Geelong
- **95%** of participants rated the flagship event they attended as **very important/important for Central Geelong**.



Creative & Innovative

CGM continually introduces innovative elements to its programs and activities and the ways in which these programs are delivered. This enables CGM to increase efficiency and leveraging opportunities, reach new and different audiences and continue to offer an exciting, dynamic and engaging Central Geelong experience.

Examples include:

- The Love Central Geelong App. Innovative features of the App include a live tracker of the Central Geelong Park and Ride, live parking updates, push notifications, an itinerary builder where users can add businesses and events to their itinerary and plot these on a map and the ability for users to tailor content to their interests.
- Introduction of augmented reality to the Christmas in Central Geelong program, enabling users to discover fun and engaging Christmas experiences across Central Geelong via their smartphone or device.
- Use of 'City Insights' device counting and reporting system which allows CGM to track on street pedestrian activity, identify trends and monitor the impact of activities and events.
- Production of the Love Central Geelong television commercial which is used across a variety of advertising platforms including television, cinema, digital/online and electronic signage.
- Installation of 3 permanent 3D street murals, enabling users to interact and enjoy street art in an exciting new way.
- Adaptation of the 2020 Central Geelong Kids Fun Program and Tastes of Central Geelong event to a virtual program to counteract the impact of COVID19.
- Use of a variety of locations throughout Central Geelong to activate vacant spaces and encourage the movement of people across the City.
- Development of 'Eat the Street' Guided Tour to showcase cafés and restaurants located in a specific precinct
- Creation of the Central Geelong Workers Engagement Program to harness and celebrate the collective energy of the 30,000 people who work in Central Geelong each day and showcase Central Geelong businesses to workers on a weekly basis.
- CGM continually builds valuable partnerships with businesses and organisations to create leveraging opportunities and support. In 2019 – 2020, CGM secured in kind and financial support valued at over $300K.

Industry Awards & Recognition

In 2019 – 2020, CGM received national industry recognition for its programs and activities.

2 finalist entries at the Australian Event Awards
- StoryFest 2019 & Tastes of Central Geelong 2018

1 special commendation received at the 2019 Place Leaders Australia Pacific Awards for the CGM program

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Average percentages sourced from surveys undertaken of CGM flagship activity participants

6. COMMUNITY LIFE COUNCIL ADVISORY COMMITTEES ANNUAL REPORT

Source: **Community Life – Healthy Communities**
Director: **Robyn Stevens**

Purpose

1. To present an annual report to Council on the work of the Kilangitj Aboriginal Advisory Committee, Access & Inclusion Advisory Committee, the Multicultural Action Plan Advisory Committee and the Women in Community Life Advisory Committee.

Background

2. Advisory committees play a significant and meaningful role supporting Councillors by providing specialist advice on community and Council priorities within their respective portfolios across the municipality. Advisory Committees have no executive authority.

3. The Kilangitj Aboriginal Advisory Committee, Access & Inclusion Advisory Committee, the Multicultural Action Plan Advisory Committee and the Women in Community Life Advisory Committee, with support from the Community Life Directorate, operate within their terms of reference and set the following strategic priorities:

   3.1 identifying barriers to participation and inclusion in community and civic life;

   3.2 providing advice to Council on social equity principles of access, diversity, inclusion and equality, and regarding the future direction of the committees; and

   3.3 providing advice and information to Council on social and political trends relevant to the City's key priorities.

Key Matters

4. During the past 12 months, the activities of the committees have been somewhat challenged due to the COVID-19 pandemic and associated restrictions, however, have continued to meet virtually providing meaningful advice to Councillors and staff.

5. Some key achievements that recognise the work of the committees include the development of Council's first Reflect Reconciliation Action Plan; a strategy developed to increase the number of Accessible Adult Change Facilities; hosting a successful International Women's Day event; and increased support to CALD communities throughout the COVID-19 pandemic amongst many other activities and achievements as outlined in **Attachment 2**.

6. A 'Strengthening Council Advisory Committees' project has been undertaken in 2020 with all Council Advisory Committees (CAC) actively participating. The outcomes will establish a consistent strategically aligned framework and foundation to maximise the contribution of the CACs and their members.

Cr Mansfield moved, Cr Mason seconded -

7. That Council acknowledge the work of all Advisory Committees and note the collective annual report for the four Community Life Council Advisory Committees.

Carried.

Attachment 1

Financial Implications

1. Activities related to the work of advisory committees are funded by relevant departments within existing resources and budget. Any actions that require additional funding will form a business case as part of the annual budget process.

Community Engagement

2. The advisory committees comprise community representatives and a range of organisations and stakeholders.

Social Equity Considerations

3. Council advisory committees play a significant and meaningful role supporting Councillors by providing specialist advice on community and Council priorities. Advisory committees have strategic alliance and alignment to council objectives, Councillor Portfolios, the Council Plan and / or a Municipal Public Health and Wellbeing Plan priority.

Policy/Legal/Statutory Implications

4. The work of the advisory committees aligns with:

    4.1 The City of Greater Geelong Community Engagement Policy;

    4.2 The Victorian Charter of Human Rights and Responsibilities (2006);

    4.3 Reflect-Reconciliation Action Plan 2020;

    4.4 Access & Inclusion Action Plan 2018-2022;

    4.5 Ba-gurrk Gender Equity Framework 2019-2022; and

    4.6 Multicultural Action Plan 2018-2022.

Alignment to Council Plan

5. The actions of the advisory committees align with City's key priority in the Council Plan of 'Creating a more inclusive and diverse community' and with the City's *Municipal Public Health and Wellbeing Plan.*

Conflict of Interest

6. No Council officers or contractors 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 high or extreme risks arising from the subject of this report.

Environmental Implications

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

Attachment 2

THE CITY OF
GREATER GEELONG

COMMUNITY LIFE COUNCIL ADVISORY COMMITTEES

ANNUAL REPORT 2020

CITY OF GREATER GEELONG

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ACKNOWLEDGEMENT OF COUNTRY

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

City of Greater Geelong is home to Victoria's largest Aboriginal and Torres Strait Islander community.

Greater Geelong lies within the lands of the Wadawurrung People, the Traditional Owners of the land that has been home to the oldest continuing culture in the world. The story of the Aboriginal and Torres Strait Islander Peoples is now been passed on from generation to generation.

The City of Greater Geelong has a long history of working with the local Aboriginal communities in the region, to promote the strength of the local Aboriginal culture as a vital aspect of the Geelong identity.

COVID-19 PANDEMIC

All Advisory Committees continued to meet and undertake activities adapting to the restrictions of the COVID-19 pandemic. Two-way information sharing resulted in several innovative and creative projects and activities delivered.

STRENGTHENING COUNCIL ADVISORY COMMITTEES PROJECT 2020

All Advisory Committees actively contributed to the Strengthening Council Advisory Committees (CACs) project in 2020. This project recognised the significant and meaningful role the CACs provide through specialist advice on community and Council priorities. The project builds on these valuable contributions with outcomes aimed at establishing a consistent strategically aligned framework and foundation to maximise the contribution of the CACs and their members.

Kilangitj (formerly Karreenga) Aboriginal Advisory Committee

BACKGROUND

Council resolved to form the Kilangitj (formerly Karreenga) Aboriginal Advisory Committee in February 2017 and the first meeting was held on 25 September 2017. The primary purpose of the Committee is to provide advice to Council on how to conserve and promote the unique Aboriginal cultural heritage of Greater Geelong, and to act as an advocate for all cultural heritage matters within the Municipality.

The formation of the committee demonstrates the City's commitment to building strong partnerships with the Aboriginal community in the Geelong region.

TERMS OF REFERENCE AND COMMITTEE COMPOSITION

The Kilangitj Aboriginal Advisory Committee acts in an advisory role to Council on Aboriginal matters across the municipality. It has no executive authority and operates in accordance with the terms of reference, which were adopted by Council in February 2017.

The terms of reference provide for a voting membership consisting of at least one Councillor (Chair); one representative from Wathaurung Aboriginal Corporation; Wathaurong Aboriginal Co-operative and other identified member organisations listed; two community representatives unaffiliated with any of these organisations and non-Aboriginal community group; and City staff members. Member organisations can nominate an alternate delegate to ensure continuity of representation.

MEETINGS

The Committee meets quarterly. Working groups are formed as required and report back to the Committee.

ACTIVITIES AND ACHIEVEMENTS

COVID-19 has impacted on many things this year and led to some clever and innovative achievements including the following activities guided by the Committee in 2020:

- The Committee name was changed from Karreenga to Kilangitj. Kilangitj in Wadawurrung meaning everyone talks.
- A collaborative online exhibition of artworks by Aboriginal Australians featured as part of **National Reconciliation Week 2020** from 27 May-3 June. The online exhibition featured paintings created with the support of The Torch Program, a state-wide program that employs Indigenous Arts Officers to support participants in prison to explore their cultural identity through art. The aim of the program is to reduce the disproportionate representation of Aboriginal and Torres Strait Islander Australians in prison by connecting participants with their cultural identity and helping them to develop confidence and define new pathways.
- The City of Greater Geelong's first Reflect - Reconciliation Action Plan was endorsed by Council and approved by Reconciliation Australia. This is available on the Geelong Australia website.
- The Committee was involved in NAIDOC Week events. Celebrations were postponed due to COVID-19 and launched in November 2020. Events included:
  - A virtual tour of the Geelong region. Developed together with Wadawurrung Traditional Owners Aboriginal Corporation and Wathaurong Aboriginal Co-operative, a specially developed web page features 20 selected sites that have significance not only to the local Aboriginal and Torres Strait Islander people but also to the wider community.
  - Digital art projections on City Hall, Gheringhap Street, each evening between 8-15 November, featuring the artwork from the Torch and the animated artwork by Matt Bonner.
  - New street banners featuring artwork from Billy-Jay O'Toole, Wadawurrung Traditional Owner titled "Wadawurrung Country and Connection".
  - The Torres Strait Islander flag flew at City Hall in addition to the Aboriginal flag which is flown on a permanent basis.
- The Committee were informed of the new First Nations Heritage Grant Program, a new $100,000 grant program initiated by Council to protect Aboriginal cultural heritage as defined in the Aboriginal Heritage Act 2006. Guidelines are currently been prepared.
- Work in partnership to share information with the community on Council's response to COVID-19.

FUTURE ACTIVITIES

Discuss and monitor The City of Greater Geelong Reflect - Reconciliation Action Plan activities throughout 2021. These include but are not limited to:

- Research best practice and principles that support

partnerships with Aboriginal and Torres Strait Islander stakeholders and organisations;

- Establish a preferred communication strategy of engagement with Aboriginal stakeholder and organisation networks;
- Support the City to increase Councillor and staff understanding of the purpose and significance behind cultural protocols, including Acknowledgement of Country and Welcome to Country protocols;
- Conduct a review of cultural learning needs within our organisation;
- Coordinate a cultural celebration event on Close the Gap Day annually, encouraging staff and community to attend ensuring Aboriginal people are central in planning the event;
- Develop a business case for Aboriginal and Torres Strait Islander employment within our organisation; and
- Advise and support the development of the City of Greater Geelong Innovate – Reconciliation Action Plan.

Table 1: Kilangitj Aboriginal Advisory Committee Members

Organisation	Members
Wadawurrung Traditional Owners Aboriginal Corporation	Corrina Eccles, Traditional Owner
	Paul Davis, CEO (alt)
Wathaurong Aboriginal Co-Operative	Lisa Brigg, CEOs
	Simon Flagg (alt)
Barwon Health	Renee Owen, Program Manager Aboriginal Health
Department of Health and Human Services	Deb Kearney (resigned)
	Julie Jose
Geelong One Fire Reconciliation Group	Vicky Grosser
Aboriginal Community Members	Lowell Hunter
City of Greater Geelong	Councillor Sarah Mansfield, Chair
	Robyn Stevens, Director Community Life
	Janice Lane, Manager Healthy Communities
	Kaley Nicholson, Aboriginal Workforce and Engagement Advisor
	Jane Wager, Co-ordinator Social Equity & Safety
	Kevin Krastins, Community Development Officer

Access & Inclusion Advisory Committee

BACKGROUND

The Access and Inclusion Advisory Committee – previously the Disability Advisory Committee – was established by Council in 2003, and continues to offer a forum for structured dialogue, discussion and exchange of ideas regarding universal access and inclusion for people with a lived experience of disability.

Access and Inclusion Action Plan

Access and inclusion for all is the key driver behind The City of Greater Geelong Access and Inclusion Action Plan 2018–22. The plan describes how we're working towards a more accessible and inclusive community and culture. One of the roles of the Access and Inclusion Advisory Committee is to support the implementation of this plan.

TERMS OF REFERENCE AND COMMITTEE COMPOSITION

The Terms of Reference guide the role and composition of the Committee, and potential members formally apply and are interviewed for a position on the Advisory Committee. The term of committee membership is for two years, and then positions are declared vacant, with the ability to reapply.

- This Committee is integral to our operations and makes an invaluable contribution to both our organisation, as well as the community we serve.
- The Access and Inclusion Advisory Committee advises us on matters affecting people with a lived experience of disability within the Greater Geelong municipality.
- It also supports the implementation of The City of Greater Geelong Access and Inclusion Action Plan 2018–2022.
- The primary aim of the committee is to help us make disability access and inclusion part of our core business.
- The committee operates according to the Committee Terms of Reference and does not have the authority to change council policies or procedures.

MEETINGS

The Committee meets every two months to advise on and support the implementation of the Access and Inclusion Action Plan 2018-2022, a plan for equitable access to goods, services and facilities across the municipality.

ACTIVITIES AND ACHIEVEMENTS

- Consultations and presentations including our new Civic Precinct, planned Positive Ageing Strategy, Social Infrastructure Plan, Rippleside Park Inclusive Play Space and Social Housing Plan.
- Changing Places Facilities and Strategy:
  - A goal of the City's Access and Inclusion Plan 2018-2022 is to develop a strategic plan for Changing Places and to identify priority locations, as well as increase the number of community facilities with accessible toilets or Accessible Adult Change Facilities.
  - Changing Places are facilities for people with disability who require the use of a track hoist and adjustable adult change table for toileting. This means that the person with disability and family or carer can go out for extended periods of time without having to return home for appropriate toileting. Social events and opportunities can be enjoyed without limitations due to lack of facilities, and family/carers can change a person in suitable surroundings rather than needing to put a blanket on the floor of an accessible toilet floor in order to be changed.
  - There are currently 11 Changing Places facilities in Greater Geelong distributed across the four wards.
- The following city assets were purchased and are available for community use:
  - Mobi-Chairs: Floating wheelchairs for use at beach or in rough terrain
  - Beach Matting: matting at Eastern beach to provide access to the water
  - Marveloo: Portable Changing Places Facilities
- Community Engagement with people with lived experience of disability or mental health.
- Developing partnerships and collaborating with key stakeholders including Deakin University, Leisure Networks, Encompass Community Services, VALID, Scope, NDIA.
- Design and delivery of learning programs: Understanding Disability Access and Inclusion for City staff, community members, students, stakeholders, organisations, business owners/managers and their staff.

- Key Inclusion Events including:
  - International Day of People with Disability
  - Having A Say Conference
  - Geelong Awards for People with Disability
  - My Story Project
  - Inclusion Week
  - Geelong Inclusive Sculpture
  - StreetFace Project
  - Program development in identified areas of need e.g.: Parent's Autism Support Group / StreetFace Project - Young People with Disability.

FUTURE ACTIVITIES

- In accordance with the committee terms of reference and ongoing role with supporting the Disability Access and Inclusion Action Plan, the Advisory Committee will continue to advise on Council responsibility within the Action Plan to:
- Reduce barriers to persons with a disability accessing goods, services and facilities.
- Reduce barriers to persons with a disability obtaining and maintaining employment.
- Promote inclusion and participation in the community of persons with a disability.
- Achieve tangible changes in attitudes and practice which discriminate against persons with a disability.

Table 2: Access & Inclusion Advisory Committee Members

Organisation	Members
Recurrent Community Members	Ainslee Hooper
	Alex Holland
	Dr Simon Morris
	Kayla Denham
	Kirraly Nix
	Oliver Lynch
	Prof Richard Tucker
	Rachel Thompson
	Rob Kuebler
	Steph Southby
	3 positions vacant. Will be advertised in December 2020
City of Greater Geelong	Councillor Anthony Aitken, Chair
	Robyn Stevens, Director Community Life
	Guy Wilson-Browne, Director City Services
	Emma Wheatland, Coordinator Community Inclusion

Women in Community Life Advisory Committee (WiCLAC)

BACKGROUND

Established in 2013, the purpose of the Women in Community Life Advisory Committee (WiCLAC) is to provide advice to Council on matters relating to women's participation, representation and leadership in community life.

The Ba-gurrk Gender Equity Framework for the Greater Geelong Region, endorsed by Council in February 2019, informs the direction of WiCLAC.

Through the development of the Ba-gurrk Gender Equity Framework, the City has identified relevant current research, policy and community expectations to achieve gender equality. It addresses gender equity as a governance, community and organisational issue and will provide a guide to develop, implement and monitor actions.

WiCLAC strengthens Council's commitment to the Victorian Local Government Women's Charter, which was endorsed by Council in 2010.

The Victorian Local Government Women's Charter also provides direction to the Committee. Each key principle of this Charter assists to create a strong framework for action and change.

The Charter identifies support of three principles:

1. Gender Equity;
2. Diversity; and
3. Active Citizenship.

In 2021 this commitment will be further supported by obligations set out in the *Gender Equality Act 2020*.

TERMS OF REFERENCE AND COMMITTEE COMPOSITION

The Committee comes from a combined community development and human rights approach of working with, and supporting people 'where they are at', while recognising that every person has the right to take part in public affairs without discrimination (*Victorian Charter of Human Rights and Responsibilities Act 2006*). The Committee does not have delegated authority.

The Committee consists of 10–12 members plus City representatives. Membership of the Committee is open to both women and men. This recognises that to achieve gender equity, changes in all areas of communities, organisations and government, understanding, commitment and effort will be required by both men and women.

Council has two representatives to the Committee; one Councillor is a Social Inclusion portfolio holder and chairs the Committee.

The Committee must reflect the diversity of local communities and it is expected that they use their influence to impact change within their organisations, networks and the wider Geelong community.

MEETINGS

The Committee meets quarterly and provides advice to Council on barriers to women's participation, emerging women's issues, aspirations and initiatives to further progress gender equity in the Geelong community.

The committee has only met once face to face in 2020 due to COVID-19, meetings have otherwise been held virtually.

ACTIVITIES AND ACHIEVEMENTS

The following activities have been undertaken by the committee:

- Hosted the 2020 International Women's Day (IWD) celebration with Nova Peris as guest speaker.
- Facilitated the IWD Awards with nominations in six award categories presented at the 2020 celebration.
- Evaluated, reviewed and proposed enhancements for the 2021 IWD Awards and celebration.
- Met with internal Corporate Communications and provided advice on improving gender equality in City communications, including language and images.
- Supported Women in Local Democracy (WILD) events that aim to support more women to run for Council elections in 2020.

FUTURE ACTIVITIES

The Committee has identified the following priorities for 2020 - 2021:

- Increase the community profile of Women in Community Life Awards (branding).
- Host the City's International Women's Day celebrations and awards in March 2021.

- Continue to develop an action plan for the Committee, highlighting key advisory roles and responsibilities.

Table 3: Women in Community Life Advisory Committee Members

Organisation	Members
Community Members	Amanda Sherring
	Christine Couzens, MP
	Erica Wastell
	Emily Kerr
	Emma Cvitak
	Jeni Wills
	Kara Tieman
	Rachel Drady
	Shurlee Swain
	Simone Stevens
	Stevie van der Chys (maternity leave)
City of Greater Geelong	Councillor Sarah Mansfield, Chair
	Councillor Kylie Grzybek, Deputy Chair
	Robyn Stevens, Director Community Life
	Janice Lane, Manager Healthy Communities
	Julie Spec, Gender Equity Officer
	Cathy Walker, Social Equity Officer

Multicultural Action Plan Advisory Committee (MAPAC)

BACKGROUND

The City endorsed the formation of the Multicultural Action Plan Working Group, which subsequently became an advisory committee through a Council resolution in 2010.

The Multicultural Action Plan Advisory Committee (MAPAC) provided advice and guidance to Council in the development and implementation of the City's inaugural Multicultural Action Plan 2011-2014.

The Committee has played a critical role to contribute to the planning and development of the Multicultural Action Plan 2018- 2022 and continues to provide advice on the implementation, promotion of the MAP and supports the City to celebrate successes, milestones and participation of the multicultural community in civic life.

TERMS OF REFERENCE AND COMMITTEE COMPOSITION

The central function of MAPAC is to provide advice and guidance to Council, special committees or staff with delegated powers on multicultural affairs in the implementation of the City's Multicultural Action Plan 2018-2022 and any ensuing plans and policies related to the multicultural community.

The MAPAC is an advisory committee to the City of Greater Geelong, and does not have delegated authority, reporting to Council as required.

The current Committee consists of up to 15 community members, with a minimum of 7, including Council representatives.

MEETINGS

The Committee meets quarterly and provides advice to Council on barriers to participation, emerging issues, aspirations and initiatives to further progress multiculturalism in the Geelong community.

ACTIVITIES AND ACHIEVEMENTS

The following key milestones have been achieved with the guidance and support of the MAPAC:

- Advised the implementation of the Multicultural Action Plan 2018-2022. Including participation in a facilitated workshop to identify Multicultural Action Plan priority areas.
- Advised, connected and shared information for CALD communities regarding the COVID-19 pandemic and associated restrictions.
- Promoting and participating in the online grants information session for CALD community leaders.
- Linking International Students to support due to specific challenges experienced as a result of COVID-19.
- Resourcing a needs analysis of local refugees during and post COVID-19 pandemic.
- Online events and celebration of Diversity Week, Harmony Day and Refugee Week in 2020.
- Active participation and support to CALD youth initiatives at the fOrT Youth Centre, Corio with new partnerships and activities responding to the COVID-19 including:
  - Adopt a grandparent young people writing to residents of the Multicultural Aged Care Service (MACS).
  - 12 CALD young people are participating in Barwon Community Legal Service Safestreets Project.
  - The fOrT young people are developing a Human Library. This entails recording individual stories to be used with external agencies/organisations.
- Members valued the opportunity to connect and network with others.
- Promoting information session for CALD communities regarding enrolling and voting in the 2020 Council elections.

FUTURE ACTIVITIES

The following activities have been identified for 2020 - 2021:

- Cultural Diversity and Refugee Weeks initiatives in 2021.
- Multi-faith event during Cultural Diversity week 2021.
- Multi-agency approach to the implementation of the identified priority actions of the Multicultural Action Plan 2018-2022.
- Support the City to increase Councillor and staff understanding of the purpose and significance of multi-culturalism in Greater Geelong.

Table 4: Multicultural Action Plan Advisory Committee Members

Organisation	Members
Diversitat	Michael Martinez (retired)
	Meril Perera
Geelong Ethnic Communities Council	Dr Linda Petkovic
Victoria Police	Rob Mesic, Multicultural Liaison Officer
Deakin University	Jo Cook, International Student Advisor
	Helen Nicholls-Stary, Operations Manager, Student Engagement and Experience
Islamic Society of Geelong	Shaykh Mohammad Ramzan, Director Education & Imam
Geelong Interfaith Network	Vanessa Wooley
	Farhang Afshar (alt)
	Randall Apps (alt)
Community Members	Mukhles Habash
City of Greater Geelong	Councillor Kylie Grzybek, Chair
	Robyn Stevens, Director Community Life
	Janice Lane, Manager Healthy Communities
	Jane Wager, Co-ordinator Social Equity & Safety
	Veema Mooniapah, Community Development Officer
	Danielle Parker, Youth Development Officer

7. PROPOSED SALE OF PART 11 MCHARRY COURT, CORIO

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

Purpose

1. To provide a report and recommendation to Council following the issue of the public notice of the intention to sell the land being certificate of title volume 9332 folio 123, addressed as part 11 McHarry Court, Corio. Refer **Attachment 3** for location.

Background

2. Consideration of the potential future sale of this land originated from the Council meeting on 25 November 2014 when, while considering rezoning the adjacent land, the Council resolved that *"Officers prepare a report on the sale and rezoning of Connections Park East (BMX Site)".*

3. This led to the Planning Scheme Amendment C330 - a Council initiated amendment which rezoned Connections Park East, Corio from the Public Park and Recreation Zone to the General Residential Zone Schedule 1 – this is the parcel known as part 11 McHarry Court, Corio although the parcel of land connects to Welch Court, Consedine Court, Kilpatrick Court, and Goodwin Court, Corio.

4. When the Council adopted Amendment C330, the report noted that:

   "*Rezoning of the site to a residential zone will improve Council's ability to attract investment in a challenging urban renewal precinct that will also see the redevelopment of the adjacent former Rosewall Primary School land. The long-term strategy to redevelop Connections Park East for residential use complements other renewal projects that will bring significant benefits for the local community. These include redevelopment of the former primary school land, sporting improvements to Flinders Peak Reserve, development of the Hendy Street Family Hub and the redevelopment of the Rosewall Neighbourhood House. The retention of the western part of Connections Park at over 1.3 hectares, with established playground equipment and neighbouring the Rosewall Neighbourhood House, will adequately serve local open space needs. The loss of the site as designated open space in the Planning Scheme will not adversely impact on the community".*

5. At its meeting of 12 May 2020, the Council resolved to commence the process to sell the property by giving public notice and inviting submissions, requiring that, if submissions were received, a further report will be put to Council.

Key Matters

6. Public notice was issued in accordance with sections 189 and 223 of the Local Government Act (Act) and submissions were invited.

7. Six submissions were received and a full copy of each has been provided to the Councillors, as well as a summary on **Attachment 2.**

8. No submitter requested to be heard by a submissions review panel.

9. In considering the submissions, it is noted:

   9.1 The reserve is poorly situated and suffers from a lack of passive surveillance and safety concerns. Redevelopment of the surrounding land will address the objectives within the Corio Norlane Structure Plan 2012 of creating improved access and visibility of the remaining part of Connections Park located to the West.

   9.2 The report presented to the Council meeting of 16 February 2016 noted *"the long-term strategy to redevelop Connections Park East for residential use complements other renewal projects that will bring significant benefits for the local community".*

   9.3 The report also noted that "*The retention of the western part of Connections Park at over 1.3 hectares, with established playground equipment and neighbouring the Rosewall Neighbourhood House, will adequately serve local open space needs. The loss of the site as designated open space in the Planning Scheme will not adversely impact on the community".*

   9.4 The Council has recently completed the $3.76m construction of the Rosewall Community Centre which provides a meeting point for community groups, adult education classes and social gatherings and art activities.

   9.5 The 'reserve' status on the certificate of title will need to be removed by a planning permit prior to sale so the land can be developed in accordance with the General Residential Zone.

   9.6 The nearby property, formerly the Rosewall Primary School, is likely to be sold by the State Government and be a complementary redevelopment opportunity to the City's land.

Cr Grzybek moved, Cr Aitken seconded -

10. That Council:

10.1 Consider the submissions received;

10.2 Determine that the land addressed as at part 11 McHarry Court, Corio, being certificate of title volume 9332 folio 123, is surplus to its requirements and sells the property on the following terms and conditions:

10.2.1 The 'reserve' status is removed from the land by way of a planning permit;

10.2.2 The land be sold by public process and the net proceeds from the sale to be directed to improvements in open space in accordance with Section 24A (8) of the *Subdivision Act 1988*;

10.2.3 The price being no less than a certified valuation of the land obtained no more than 6 months prior to the date of sale; and

10.2.4 Other appropriate terms and conditions; and

10.3 Authorise the Chief Executive Officer or approved delegate to sign all documents relating to the sale of the property;

10.4 Seek to have funding for the Masterplan be considered as part of the 2021-22 budget process for the remaining open space identified in the original Corio Norlane Structure Plan 2012 – former Rosewall School Concept Plan, including such elements as: community garden, skate park and other interactive elements considered appropriate by the local community and Council.

Carried.

Attachment 1

Financial Implications

1. The sale of the property will reduce the financial impact of maintaining land which is surplus to the City's needs. The proceeds from the sale will provide a positive financial benefit.

2. The costs associated with the sale such as removing the reserve status, property valuations and sales commission will be offset against income.

Community Engagement

3. Community engagement has been completed in accordance with sections 189 and 223 of the Local Government Act 1989. Consideration of public submissions is a requirement of the Council.

Social Equity Considerations

4. The proposal has been considered against the *Social Infrastructure Plan: Generation One 2020-2023* which identifies the needs of the community and sets investment priorities for infrastructure and services such as kindergartens, parks and playgrounds. These services are located in the neighbourhood and are accessible to residents.

Policy/Legal/Statutory Implications

5. The Greater Geelong Planning Scheme Municipal Strategic Statement includes local policy Clause 21.18 *Corio Norlane*, which outlines key issues facing Corio and Norlane including a stagnant residential population, low housing densities, ageing housing stock and a lack of quality, usable public reserves.

6. Section 189 of the Act requires that Council give public notice of its intent to sell the property in accordance with section 223 of the Act. This requirement has been completed.

7. Section 189 of the Act requires that Council must obtain a valuation of the property from a suitably qualified property valuer which is made not more than 6 months prior to the sale.

8. While zoned as General Residential 1, the title description for part 11 McHarry Court, Corio identifies the property as a reserve. The title status can be amended in accordance with Section 24A of the Subdivision Act 1988 prior to the sale of the property.

9. Section 24A (8) of the Subdivision Act requires that:

   If a body sells land under this section that was public open space, it must apply the proceeds:

   9.1 first, in paying the expenses of or incidental to the sale; and

   9.2 secondly, for any of the following recreational or cultural purposes:

      9.2.1 halls and public buildings;

      9.2.2 sport, recreation, leisure and arts;

      9.2.3 parks, gardens and reserves;

      9.2.4 libraries and museums;

      9.2.5 historic buildings and places; and

      9.2.6 public entertainment.

Alignment to Council Plan

10. The sale of a property which is no longer required by the City aligns with the strategic priority of organisational leadership, strategy and governance and its key priority of *'proactively managing our assets, including land holdings'.*

Conflict of Interest

11. No City officer involved in the preparation of this report has declared a general or material interest in this matter.

Risk Assessment

12. There are no notable risks associated with implementation of the recommendations.

Environmental Implications

13. There are no environmental issues identified with selling the property.

Attachment 2

Additional Information

1. Key points made within the submissions are summarised below;

    1.1 Submission 1. Land owned by Government should not be sold and, being a large lot, this site is irreplaceable. Suggested uses for the site include, plant a native bush reserve, expand the community garden located in the Rosewell community centre, another playground, a cricket wicket, or a fenced in dog off lead area or leaving the area as an open field.

    1.2 Submission 2. As a low social economical area with stretched resources, building more houses will stress support services. The park land is currently used extensively by the local communities, families and children. It is a safe enclosed area for families and young children, ideal for kicking a football, learning to ride a bike or plying games. The state government is investing $154 million parkland in Melbourne, because of the benefits to peoples mental and physical health so it is not in the communities' best interest to sell the land for houses that can never get bought back.

    1.3 Submission 3. Would like to use as a family friendly community space, with a community garden to bring the community together and encourage the community to use fresh food. with the community centre including in their programs. A big park would be beneficial with a sitting area for families; a BBQ area, a small bike jump/scooter jump.

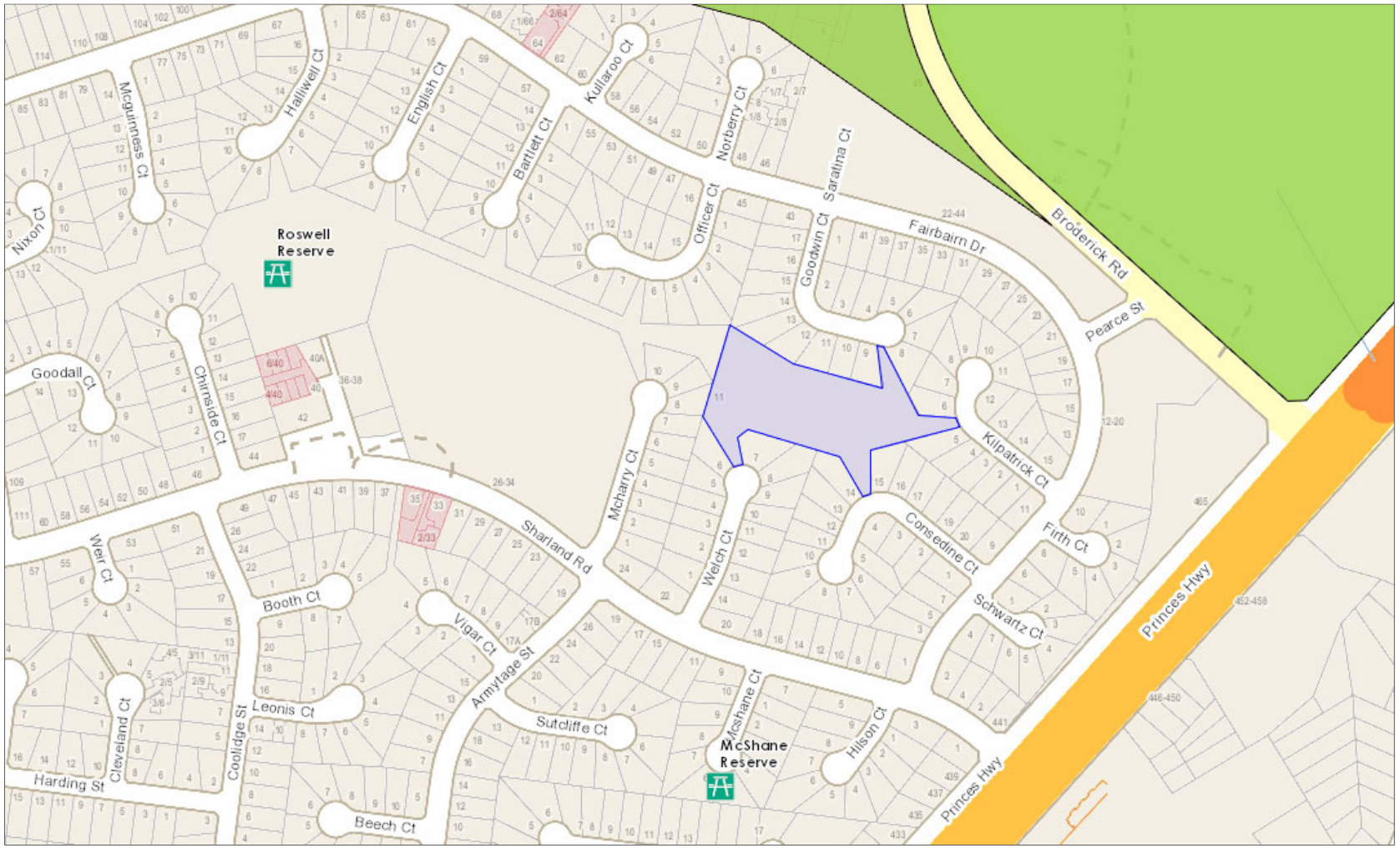
    1.4 Submission 4. Considering the location, it could be a community garden or orchard, managed by a community group or local residents so the City wouldn't have to manage the upkeep as much as a normal park or reserve. The council report says there are no social equity concerns when it is well known that the Corio and Norlane areas experience significant food security issues. Selling will be to the detriment of the local community.

    1.5 Submission 5. This should be retained as a linear reserve with walking/cycling trail to link the neighbourhoods, a wide area and well-lit for at night. Around the neighbourhood centre a community garden could be established to grow produce and produce seedlings for future plantings in the community.

    1.6 Submission 6. Suggests using land to grow the support and arts in the Northern Suburbs of Geelong, for example, it would be ideal to build a new venue for a community arts centre designed for disability, Geelong's northern demographic and struggling independent artists such as CentreStage, Australia's largest amateur theatre company currently based in North Geelong.

Attachment 3

Locality Plan – part 11 McHarry Court, Corio



Aerial Image – part 11 McHarry Court, Corio



8. PROPOSED SALE OF PART 137 MERCER STREET, GEELONG

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

Purpose

1. To recommend Council resolve to sell part 137 Mercer Street, Geelong marked as Lot 2 on proposed Plan of Subdivision PS834010W (Proposed Lot 2).

Background

2. In October 2019 the Council undertook the statutory process required under section 189 of the *Local Government Act 1989* for the proposed sale of land at 137 Mercer Street, Geelong, which was to be sold as part of the development of the Civic Accommodation Precinct. Council resolved to sell that land at its meeting on 26 November 2019. The configuration of the land that was resolved to be sold is shown in the plan in **Attachment 2** (Original Configuration).

3. The final design of the Council accommodation building and basement area, and the acquisition of adjoining Crown land made it necessary to alter the Original Configuration of the design, necessitating the need for a new statutory process for the sale of the revised lot. The revised Lot is depicted in **Attachment 3** and comprises Lot 2 of 1752m2 at ground level and also the entitlement to airspace of 13m2 as depicted in Diagram 4 of **Attachment 3.**

4. At the Community Focus Council Meeting on 8 September 2020, Council approved the commencement of the statutory process and notice was given under section 189 of the *Local Government Act 1989* of its intention to sell the land as described in **Attachment 3.**

Key Matters

5. Public notice of the proposed sale, inviting submissions, was issued on the 26 October 2020, and no submissions were received.

6. Approval is now sought for the sale to Quintessential Equity 047 Pty Ltd (or its nominee).

7. In accordance with the Local Government Act 1989 an independent certified valuation of the proposed Lot 2 has been obtained. The sale price exceeds the valuation. The sale of Lot 2 will fund the acquisition of other parcels of land acquired in the precinct.

8. Council will retain ownership of Lot 1 in the precinct.

Cr Harwood moved, Cr Grzybek seconded -

9. That Council:

9.1 Note that no submissions have been received in relation to the proposed sale of part of the land at 137 Mercer Street, Geelong;

9.2 Approve the sale of the land to Quintessential Equity 047 Pty Ltd (or its nominee) for an amount not less than its independent market valuation; and

8.3 Authorise the Chief Executive Officer to sign the Contract of Sale and any other documentation required to facilitate the sale of the land to Quintessential Equity 047 Pty Ltd (or its nominee).

Carried.

Attachment 1

Financial Implications

1. The offer to purchase this property was part of the successful negotiated development agreement relative to the establishment of Council's Civic Accommodation Precinct. The land will only be sold in order to reconfigure the development parcel to realise the best value and approved design outcome for Council. The sale of the land will fund other land acquisitions in the new precinct. The sale price has been adjusted to compensate the City for the increase in area in the revised configuration. The sale price exceeds the independent certified valuation obtained for the lot.

Community Engagement

2. A public submissions process under s223 of LGA89 was required for the proposed sale outlined in this report. This provided an opportunity for the community to provide its feedback to the Council on the proposed sale.

3. The submissions process was conducted between 26 October 2020 and 27 November 2020. No submissions were received.

Social Equity Considerations

4. There are no social equity issues associated with this matter.

Policy/Legal/Statutory Implications

5. The statutory process under Section 189 of the *Local Government Act 1989* requires public notice be issued and a valuation obtained from a suitably qualified property valuer which is made not more than 6 months prior to the sale and give public notice of its intention to sell the land and consider any submissions received.

Alignment to Council Plan

6. Planned Sustainable Development – Managing the impact of development – the development of the Civic Precinct will achieve the highest environmental standards in design, energy, waste and water usage. The development has a six star – green star design. The sale of this property will assist the City in achieving the optimum outcome for its new Civic Precinct and is required to ensure a proactive approach to managing the City's assets including land holdings.

Conflict of Interest

7. No City officer involved in the preparation of this report has declared a general or material interest in this matter.

Risk Assessment

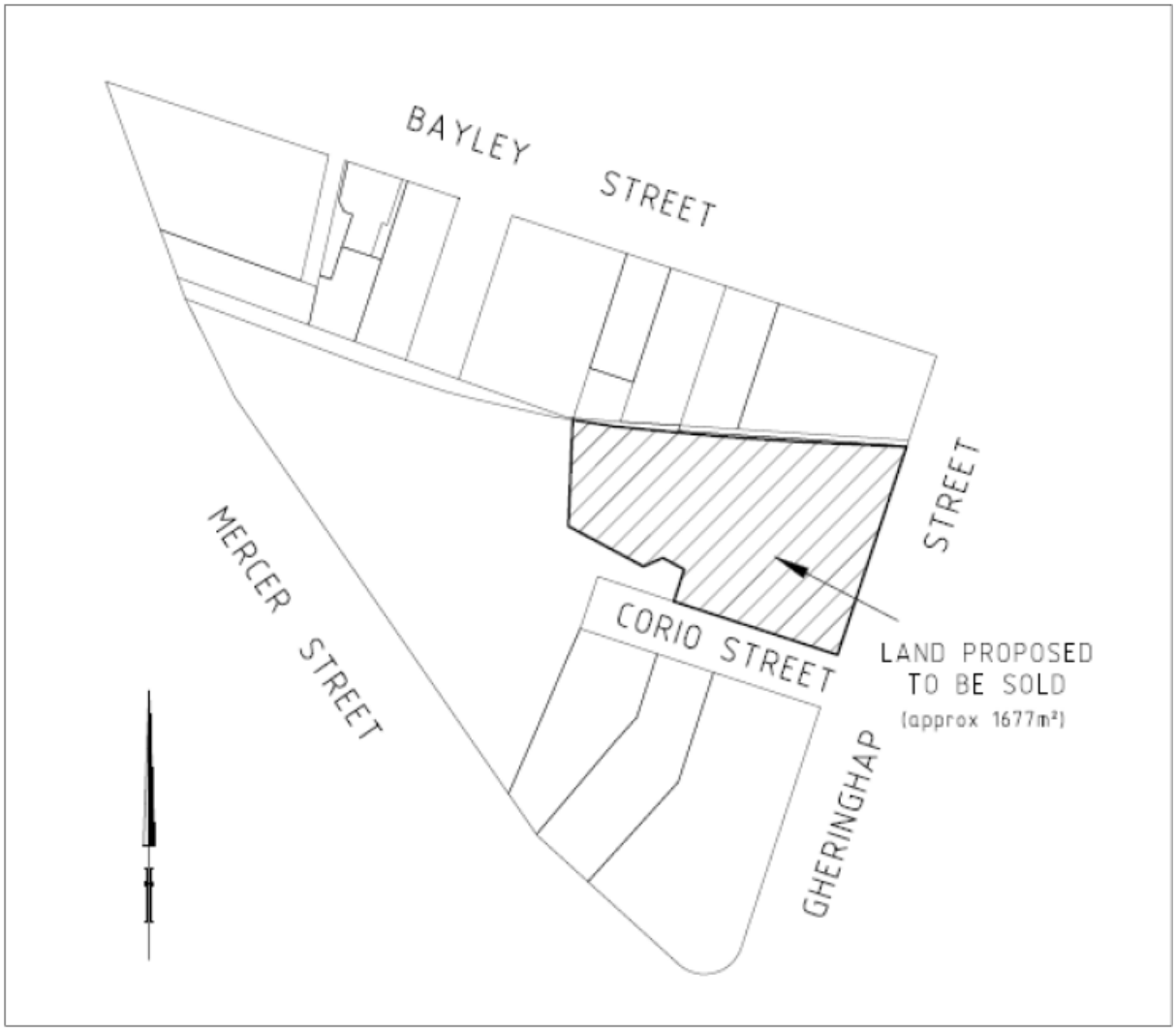
8. The Civic Precinct development has been subject to detailed risk management and it is considered the realignment of lot 2 from that originally proposed is a more suitable and required design outcome.

Environmental Implications

9. The City's new office in the Civic Precinct will achieve the highest environmental standards in design, energy, waste and water usage.

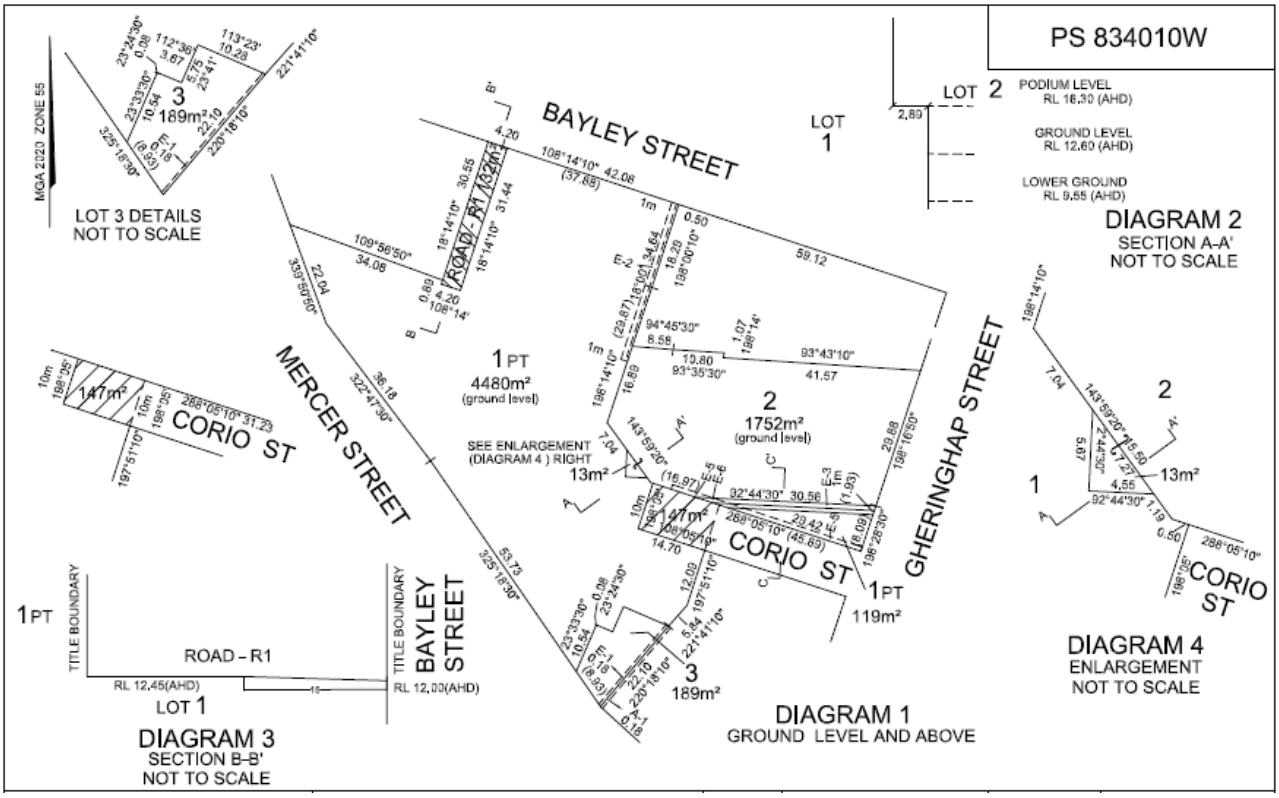
Attachment 2

Original Configuration of land resolved to be sold



Attachment 3

Plan of Proposed Lot 2 including Airspace



9. ROAD DEVIATION - PART OF CORIO STREET, GEELONG

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

Purpose

1. To recommend the Council resolve to deviate part of Corio Street, Geelong to a new road off Bayley Street, Geelong (as shown in **Attachment 2**) to enable construction of a carpark entrance off Corio Street to the future Civic Precinct.

Background

2. The Civic Precinct strategy for 137 Mercer Street proposes the deviation of part Corio Street, at the rear of 151 Mercer Street, and the creation of a road from Bayley Street into the Civic Precinct. **Attachment 2** shows the detailed location plan of the relevant parcels of land.

3. Council resolved at its Community Focus Council Meeting held on 8 September 2020 to give notice under section 223 of the *Local Government Act 1989 (LGA89)* inviting submissions to the proposed deviation of approximately 147m2 of Corio Street, Geelong to a road off Bayley Street, Geelong.

Key Matters

4. Corio Street is a Government road on Crown land.

5. Council has the power under Clause 2 of Schedule 10 of the LGA89, to deviate a road, including a road on Crown land. Ministerial consent is required where a road on Crown land is proposed to be deviated onto land which is not Crown land. `

6. Public notice was issued and submissions invited. No submissions were received.

7. Consent to the deviation is required from the Minister of Energy, Environment and Climate Change, prior to publishing the notice in the Victoria Government Gazette completing the deviation process. The request for consent will be supported by a Council resolution for the deviation.

Cr Murrihy moved, Cr Grzybek seconded -

8. That Council:

8.1 Resolve to deviate part Corio Street (approximately 147m2) to a road off Bayley Street, Geelong as shown in Attachment 2;

8.2 Request consent from the Minister of Energy, Environment and Climate Change for the deviation; and

8.3 Subject to receipt of Ministerial consent, authorise the Chief Executive Officer to publish a notice in the Victorian Government Gazette detailing the deviation.

Carried.

Attachment 1

Financial Implications

1. There will be nominal costs for publishing the gazette notice.

2. There are no additional financial implications in the deviation and submissions process.

3. The new road construction forms part of the Civic Precinct development and no additional costs will be incurred as a result of this proposal.

Community Engagement

4. A public submissions process under s223 of LGA89 was required for the proposed deviation outlined in this report. This provided an opportunity for the community to provide its feedback to the Council on the proposed deviation.

5. The submissions process was conducted between 26 October 2020 and 27 November 2020. No submissions were received.

Social Equity Considerations

6. There are no adverse social equity impacts created as a result of this road deviation.

Policy/Legal/Statutory Implications

7. Council has the power to deviate a road under Clause 2 of Schedule 10 of LGA89, by notice published in the Government Gazette, subject to obtaining the consent of the Minister for the deviation of a road on Crown land to land that is not Crown land.

Alignment to Council Plan

8. Improved Health and Safety – Providing safer public places. As part of the Civic Precinct development, the deviated road will provide greenspace to be incorporated which will be an inclusive and inviting environment for the public and the new road will provide safe service access to the area.

9. Informed Social Infrastructure and Planning – Maintaining our public open space by providing more accessible public urban space.

10. Planned Sustainable Development – Managing the impact of development – the development of the Civic Precinct will achieve the highest environmental standards in design, energy, waste and water usage. The development has a six star – green star design. The entrance to the underground carpark is an example of ensuring sensitive design with minimal impact in accordance with the City's ambition to position Geelong as a leader in innovative and sustainable design.

11. Leadership, Strategy and Governance - the Civic Precinct will achieve the objectives set out in Council Plan to consolidate the City of Greater Geelong offices into a civic centre accessible to the public in a central location. The underground carpark will assist with the provision of car parking and the entry to such is required to be designed to ensure the purpose is achieved in a sustainable and aesthetic way.

Conflict of Interest

12. No City officer involved in the preparation of this report has declared a general or material interest in this matter.

Risk Assessment

13. The Civic Precinct development has been subject to detailed risk management and it is considered the proposed deviation of the road is a more suitable and required design outcome.

Environmental Implications

14. The City's new office in the Civic Precinct will achieve the highest environmental standards in design, energy, waste and water usage.

Attachment 2

LOCATION PLAN



Proposed road deviation

10. DEBT MANAGEMENT POLICY

Source: **Customer & Corporate Services – Financial Services**
Director: **Michael Dugina**

Purpose

1. To adopt the Debt Management Policy.

Background

2. The Debt Management Policy (the policy) requires review every four years.

3. The policy was reviewed and Version 4 (**Attachment 2**) was presented to the Policy Review Committee (PRC) at a meeting on 14 February 2020. The PRC endorsed the policy and recommended it be presented to the Executive Leadership Team (ELT) for approval.

4. At a meeting on 14 October 2020 the ELT approved the policy to be presented to Council for endorsement.

Key Matters

5. Key changes to the policy include:

   5.1 Refinement of wording to update General Manager authorities and responsibilities to Director Customer and Corporate Services;

   5.2 Within the policy Section 2 Scope the terms ‘General Rates and Differential Rates’ has been replaced with the term ‘Rates’, and ‘Special Charges’ has been replaced with ‘Special Rates and Charges’;

   5.3 Under the recovery of outstanding debt, the word ‘should’ has been replaced with the word ‘will’;

   5.4 Fire Services Property Levy Act 2012 has been added as a reference to the policy;

   5.5 Rates Assistance and Hardship has been added as a reference to the policy; and

   5.6 The policy has been updated in the new corporate template.

Cr Aitken moved, Cr Sullivan seconded -

6. That Council adopt the Debt Management Policy (Attachment 2).

Carried.

Attachment 1

Financial Implications

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

Community Engagement

2. There are no community engagement implications arising from the subject of this report.

Social Equity Considerations

3. Updating the City's policies will ensure social equity considerations within those documents that are reviewed and improved.

Policy/Legal/Statutory Implications

4. The proposed policy and procedure will support the organisation to comply with statutory requirements and improve the quality of governance arrangements across the City.

Alignment to Council Plan

5. The proposal supports the strategic priority Innovative Finances and Technology where one of Our Actions for 2020-21 is to continue to review our internal processes and services to find and implement efficiencies.

Conflict of Interest

6. No council officers or contractors 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 risk assessment implications arising from the subject of this report.

Environmental Implications

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

Attachment 2

THE CITY OF
GREATER GEELONG

DEBT MANAGEMENT POLICY

VERSION: 04

Approval Date	DRAFT
Approved by	Council
Review Date	15 September 2023
Responsible Officer	Director Customer & Corporate Services
Authorising Officer	Chief Executive Officer

CITY OF GREATER GEELONG

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D19-27499

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Introduction

PURPOSE

To outline the City's policy on the management and recovery of debt.

SCOPE

This policy applies to all staff and in particular employees authorised with the responsibility of providing credit, invoicing and recovery of outstanding debt including Rates, Special Rates & Charges, Municipal Charge, Waste Charges, Sundry Debtors, Interest, Fire Services Property Levy and miscellaneous charges.

Definitions

This section defines the key terms used in this policy.

ACCOUNTS RECEIVABLE, CREDIT ACCOUNT, SUNDRY DEBTORS, DEBT

All refer to an amount owed to the City.

DEBTOR

Any person, corporation, business or other entity owing money to the City.

PROVISION FOR DOUBTFUL DEBTS

An estimate of the amount of debt raised that is unlikely to be collected.

SERVICE

Includes goods supplied or delivered, admission, sale of items, hire of facilities or items - supply of information and any other matter giving rise to a fee or charge being made by the City.

Policy

The City will operate effective billing and debt collection processes including the efficient management of accounts receivable and related credit management.

The granting of credit and recovery of debts outstanding must be controlled from the timely raising of invoices and subsequent monitoring and collection of debt.

The City's debt is to be managed in accordance with this policy and where applicable the defined management procedures.

- Debt Management – Infringements
- Debt Management – Landfill
- Debt Management – Rates
- Debt Management – Recreational and Sporting Clubs
- Debt Management – Special Rates and Charges
- Debt Management – Sundry Debtors

Payment for council services should, where possible, be made at the time when the service is provided. For example entry fees, sales of merchandise, subscriptions, memberships, plans, licences and fees should be payable at the time of service and/or delivery.

Where credit is provided the following applies:

TRADING TERMS

Unless otherwise provided by legislation, trading terms are not to exceed 30 days net from date of invoice/statement.

INVOICES

The debt is to be recognised at the time services are provided.

PROVISION OF CREDIT

The provision of credit is not automatic and credit can be suspended or withdrawn based on compliance with trading terms.

A credit application form may need to be completed in accordance with the Debt Management – Sundry Debtors procedure.

CREDIT LIMITS

Credit limits will be applied to larger accounts in accordance with sundry debtor procedures in consultation with the business unit.

RECOVERY OF OUTSTANDING DEBT

Recovery processes will be implemented through the City's preferred supplier of debt collection in accordance with the relevant service level agreement. No recovery action will commence without satisfactory proof of debt.

WAIVER OF PENALTY INTEREST – NEGOTIATED SETTLEMENTS

The City will consider waiver of penalty interest on a case by case basis. The Chief Financial Officer or nominee as delegated officers, will negotiate the terms of settlement.

PAYMENT AGREEMENTS

Payment Agreements must be duly noted and authorised by a delegated officer. Defaulted agreements will activate enforcement.

RATES ASSISTANCE/HARDSHIP

Rates assistance includes the municipal rates concession, rates waiver and rates deferral where the criteria are met. Where a hardship application is made to the City, these measures may be made available to the ratepayer depending on individual circumstances.

For Special Rates and Charges, pensioners and low income earners are given the opportunity to contact the City to discuss an alternative payment option that may be interest free depending on individual circumstances.

'SECURING' UNSECURED DEBT (SUNDRY DEBTORS)

Depending on the circumstances the City will attempt to 'secure' unsecured debt via either obtaining directors guarantee (credit application), or other arrangement. If no security can be obtained, then proactive management of credit limit is expected.

BANKRUPTCY

In general, the City will not declare itself as a creditor on bankruptcy applications to property based debts.

PROVISION FOR DOUBTFUL DEBTS - DEBT WRITE-OFF

Provision for doubtful debts will be reviewed on an annual basis in accordance with Accounting Standards.

Any debt recommended to be written off will be decided in accordance with approval by the Chief Financial Officer / Director of Customer & Corporate Services within financial delegations and not by local areas.

Legal Counsel has authority to resolve settlement of legal issues resulting from litigation.

REPORTING

Debt Management reports are to be prepared on at least a quarterly basis and will be reviewed by the Audit Advisory Committee in conjunction with management.

Implementation

RECORDS

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

Record	*Retention / Disposal Authority*	*Retention Period*	*Location*
Requests to Raise Debt and Supporting Documents	Business Unit	7 years	Corporate Records
Invoices & Electronic Records	Financial Services	7 years	Corporate Records

REVIEW

This policy should be reviewed by 30 September 2023.

References

The City of Greater Geelong *COVID19 Hardship Policy*

Fire Services Property Levy Act 2012

Local Government Act 1989 (i.e. Sec 172, Sec 180)

The City of Greater Geelong Annual Budget (including Fees & Charges, Rating Strategy)

The City of Greater Geelong Chief Executive Officer Delegations to Staff

The City of Greater Geelong Management Procedure – Debt Management - Infringements

The City of Greater Geelong Management Procedure – Debt Management – Landfill

The City of Greater Geelong Management Procedure – Debt Management - Rates

The City of Greater Geelong Management Procedure – Debt Management - Recreational and Sporting Clubs

The City of Greater Geelong Management Procedure – Debt Management – Special Rates and Charges

The City of Greater Geelong Management Procedure – Debt Management – Sundry Debtors

The City of Greater Geelong Council Policy Debt Management – Sale of Property

The City of Greater Geelong Service Level Agreement (T Debt Collector)

Penalty Interest Act 1983

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CITY OF GREATER GEELONG

11. COUNCIL MEETING DATES 2021

Source:	**Governance, Strategy & Performance - Governance**
Director:	**Rebecca Leonard**

Purpose

1. To seek Council endorsement of the schedule of Council meeting dates for 2021.

Background

2. Council must establish an appropriate schedule of meetings to ensure the business of Council is completed effectively.

3. Council establishes the schedule of meeting dates so the community is aware of the upcoming dates and times of these decision-making forums of Council and also to ensure arrangements are made to conduct each meeting.

Key Matters

4. **Attachment 2** sets out the schedule of 2021 Council meetings which are to be held monthly.

5. The schedule shows that Council Meetings in 2021:

   5.1 are generally planned for the fourth Tuesday of each month. Exceptions to this are the January meeting deferred until February and the December meeting, which is held on the second Tuesday of that month; and

   5.2 are set to commence at 6:00pm at either the Council Chambers, City Hall, Geelong or off-site, subject to COVID-19 Directions, at locations to be determined and advertised.

6. The proposed schedule has been developed to adapt to the impacts of COVID. Meetings will continue to be live streamed and recorded to provide public access to meetings, particularly where a limited number of people are able to attend a meeting in person.

7. The Council also plans to bring its meetings to the community by holding meetings at a venue throughout the municipality four times each year. This continues the Council's focus on transparency and accessibility to its decision making.

8. As well as holding off-site meetings, a range of new ways for Councillors to meet with their community in their wards will commence in 2021, including 'Listening Posts' where residents will be invited to ask questions and hear from Councillors and City officers on issues that relate to their local community. These events will be advertised and communicated in the new year, again, subject to COVID-19 Directions.

Cr Moloney moved, Cr Sullivan seconded -

9. That Council endorse the schedule of Council meeting dates for 2021 listed in Attachment 2.

Carried.

Attachment 1

Financial Implications

1. Costs associated with conducting meetings, such as live streaming, or venue or equipment hire at remote locations, are included in the Council budget.

Community Engagement

2. Provision of meetings at locations other than City Hall together with internet live streaming of City Hall meetings will enhance community participation in Council decision-making processes.

3. Information in relation to Council meetings is available on the Geelong Australia website and will be advertised in local media.

Social Equity Considerations

4. The proposal continues to provide for improved access for community participation in the decision-making processes of Council.

Policy/Legal/Statutory Implications

5. All meetings are conducted subject to the applicable COVID-19 Directions in place.

6. This proposal complies with the provisions of the Public Question and Submission Time Policy, the Governance Rules and the Election Period Policy.

7. The *COVID-19 Omnibus (Emergency Measures) Act 2020* amends Part 12 of the *Local Government Act 2020*, allowing Council to conduct virtual meetings until 26 April 2021.

8. The proposed meeting schedule aligns with the commitment to transparency made by the Council in its Transparency Policy adopted in 2020.

Alignment to Council Plan

9. The recommendation supports the Council Plan strategic priority of organisational leadership, strategy and governance by supporting the key priority of communicating and engaging more effectively with the community, in areas of need.

Conflict of Interest

10. 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

11. There are no significant risks associated with the matter under consideration.

Environmental Implications

12. There are no environmental implications identified for the subject of this report.

Attachment 2

Schedule of 2021 Council Meetings

Meetings to commence at 6pm.

Tuesday, 2 February 2021	Council meeting
Tuesday, 23 February 2021	Council meeting
Tuesday, 23 March 2021	Council meeting
Tuesday, 27 April 2021	Off-site Council meeting
Tuesday, 25 May 2021	Off-site Council meeting
Tuesday, 22 June 2021	Council meeting
Tuesday, 27 July 2021	Council meeting
Tuesday, 24 August 2021	Council meeting
Tuesday, 28 September 2021	Council meeting
Tuesday, 26 October 2021	Off-site Council meeting
Tuesday, 23 November 2021	Off-site Council meeting
Tuesday, 14 December 2021	Council meeting

12. PLANNING AUTHORISATION – COUNCIL TO STAFF

Source: **Governance, Strategy & Performance – Governance**
Director: **Rebecca Leonard**

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. Two 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 Grzybek moved, Cr Harwood seconded -

7. In the exercise of the powers conferred by s 147(4) of the Planning and Environment Act 1987, Council resolves that:

7.1 Members of City staff referred to in the instrument (Attachment 2) be appointed and authorised as set out in the instrument;

7.2 The Instrument comes into force immediately upon the resolution of Council; and

7.3 The Instrument be signed by the Chief Executive Officer on behalf of Council.

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 2020*.

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.

Attachment 2

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 –

Abdullah Tekin – Town Planner

Zac Van Grondelle – Principle Planner Business Facilitation

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 officer 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 313 of the *Local Government Act* 2020 authorises the officer generally to institute proceedings for offences against the Acts and regulations described in this instrument.

It is declared that this instrument comes into force immediately upon the resolution of Council.

This instrument is authorised by a resolution of the Greater Geelong City Council on 15 December 2020.

Signed for GREATER GEELONG CITY COUNCIL by
MARTIN CUTTER, Chief Executive Officer

_____
Chief Executive Officer

Cr Kontelj declared a Conflict of Interest in the following report and left the meeting room at 8.33pm prior to discussion of the item.

13. T2000051 SUPPLY OF CONCRETE AND CONCRETE WORKS

Source: **City Services – Customer & Corporate Services**
Director: **Michael Dugina**

Purpose

1. To establish a contract panel based on an agreed schedule of rates for the 'Supply of Concrete and Concrete Works' within the municipality of the City of Greater Geelong.

Background

2. The current contract is due to expire on 16 December 2020.
3. To facilitate the ongoing supply of concrete and concrete works, the Procurement Unit undertook a public tender (Tender T2000065) on behalf of the Engineering Department.
4. The annual budget allocated for this contract is $10,000,000 (ex GST).
5. Based on the volume required to deliver the supply of concrete and concrete works it was decided to appoint a panel of up to 12 suppliers.

Key Matters

6. At tender close the City received fourteen submissions.
7. The submissions were evaluated in accordance with the processes detailed in the City's *'Procurement and Contracts Manual'.*
8. Subject to Council awarding the contract, the service will commence 17 December 2020.

Cr Mason moved, Cr Moloney seconded -

9. That Council:

9.1 Award Panel Contract C2000051 for the Supply of Concrete and Concrete Works, for 12 months (with a further 1 x 12-month extension option) based on the tendered schedule of rates to the following preferred tenderers; and

TENDERER	ABN
Armstrong Creek Concreting & Outdoor Construction Pty Ltd	43 158 936 193
CCP Group Pty Ltd	55 182 492 980
The Walters Business Trust t/a CJ Walters Concreting Pty Ltd	74 981 001 931
Matt Loader Pty Ltd t/a Geelong Industrial Maintenance	23 087 711 108
Coppards Concrete Construction Pty Ltd	21 625 823 707
Fulton Hogan Industries Pty Ltd	54 000 538 689
Norris Plant Hire Pty Ltd t/a Norris Construction Group	17 007 218 108
Fibre Tech Services Pty Ltd	50 152 633 960
The O'Toole Family Trust t/a Urban Elements Landscapes	44 760 189 116
Defran Concreting Pty Ltd	77 145 379 791
Vince and Anna Rotiroti Pty Ltd	44 161 682 891
The Kerbing Settlement t/a Geelong Kerbing	47 691 827 365

9.2 Authorise the Chief Executive Officer to execute Contract No. C2000051 and any other documents required by or to give effect to the terms of the Contract on behalf of Council.

Carried.

Attachment 1

Financial Implications

1. The current budget allocation for the supply of concrete and concrete works is $10,000,000 p/a (ex-GST).

Social Equity Considerations

2. Most of the tenderers are Geelong owned and operated, all have employees that live in the region and all have committed to sourcing locally wherever possible providing significant local employment and economic benefits to the Geelong community.

Policy/Legal/Statutory Implications

3. This tender was publicly tendered in accordance with the requirements of section 186 of the Local Government Act 1989 and the tender process has been conducted in accordance with Council's Procurement Policy.

4. Confidential information contained in this Council Report will be managed in accordance with Section 89(2) of the Local Government Act 1989, as the information relates to contractual matters and premature disclosure of the information could be prejudicial to the interests of Council or other persons.

Alignment to Council Plan

5. This service aligns with the Council Plan 2018-22 Strategic Priority - A Thriving and Sustainable Economy, where one of the key priorities is to support and promote across the region, local businesses, markets and products. It also supports the Strategic Priority – Innovative Finances and Technology, where one of the key priorities is to continue to review our internal processes and services to find and implement efficiencies.

Conflict of Interest

6. All voting members on the evaluation panel confirmed that they did not have a conflict of interest with any of the tenderers.

Risk Assessment

7. The tender evaluation process involved the assessment of Work, Health and Safety policies, procedures and risk assessment documents. Any other risks associated with the acceptance of this tender will be managed through the contract conditions.

Environmental Implications

8. Any environmental implications associated with this contract provision are the responsibility of the Contractor and will be managed through the contract documentation.

Attachment 2

Tender Details

Contract Details

1. Contract C2000051 Supply of Concrete and Concrete Works.

Invitation to Tender

2. The City issued Tender T2000051, closing 2:00pm Wednesday 14 October 2020, seeking to appoint a panel of contractors to deliver the City's annual supply of concrete and concrete works based on an agreed schedule of rates.

Table 1 Invitations to Tender

2.1	Medium	2.2	Date Advertised
2.3	*Geelong Advertiser*	2.4	19 September 2020
2.5	City of Greater Geelong website	2.6	19 September 2020

Tender Evaluation Panel

3. The Tender Evaluation Panel (TEP) comprised the following staff.

Table 2 Tender Evaluation Panel

	(a)	Position Title	(b)	Panel role
	(c)	Procurement Services Officer	(d)	Chair
	(e)	Civil Project Officer	(f)	Member
	(g)	Co-Ordinator Construction	(h)	Member
	(i)	Manager Engineering Services	(j)	Member
	(k)	OHS Advisor	(l)	Advice

Tender Submissions

4. At tender close the City received fourteen (14) tender submissions.

Table 3 Tender Submissions Received

Tender		Conforming tender
A	Armstrong Creek Concreting & Outdoor Construction Pty Ltd	Yes
B	CCP Group Pty Ltd	Yes
C	The Walters Business Trust t/a CJ Walters Concreting Pty Ltd	Yes
D	Matt Loader Pty Ltd t/a Geelong Industrial Maintenance	Yes
E	Coppards Concrete Construction Pty Ltd	Yes
F	Fulton Hogan Industries Pty Ltd	Yes
G	Norris Plant Hire Pty Ltd t/a Norris Construction Group	Yes

Tender		Conforming tender
H	Fibre Tech Services Pty Ltd	Yes
I	The O'Toole Family Trust t/a Urban Elements Landscapes	Yes
J	Defran Concreting Pty Ltd	Yes
K	Vince and Anna Rotiroti Pty Ltd	Yes
L	The Kerbing Settlement t/a Geelong Kerbing	Yes
M	Tenderer M	Yes
N	Tenderer N	Yes

Tender Evaluation

5. The TEP used the following qualitative criteria (in order of weighting) to assess the submissions:

Table 4 Comparative Criteria Weighting

Comparative Criteria	Weighting %
Economic & local content contribution	10%
Recycled content and environment (mandatory)	5%
Methodology and plan	20%
Capability and experience	40%
Proposed staffing levels	20%
Customer service	5%

Tender Evaluation Scores

6. At the conclusion of the qualitative evaluation all submissions were deemed and capable of providing works for the City however, the TEP have determined based on the volume of work to deliver the City's concreting program, the quality of the submissions and a value for money assessment of the tendered rates, that 12 Tenderers warrant inclusion on the contract panel.

7. Two tenderers were excluded as their qualitative scores and schedule of rates provided did not represent best value for money for the City.

Table 5 Tender Evaluation Scores

Tender		Rank
A	Armstrong Creek Concreting & Outdoor Construction Pty Ltd	Recommended
B	CCP Group Pty Ltd	Recommended
C	The Walters Business Trust t/a CJ Walters Concreting Pty Ltd	Recommended
D	Matt Loader Pty Ltd t/a Geelong Industrial Maintenance	Recommended
E	Coppards Concrete Construction Pty Ltd	Recommended
F	Fulton Hogan Industries Pty Ltd	Recommended
G	Norris Plant Hire Pty Ltd t/a Norris Construction Group	Recommended

Tender		Rank
H	Fibre Tech Services Pty Ltd	Recommended
I	The O'Toole Family Trust t/a Urban Elements Landscapes	Recommended
J	Defran Concreting Pty Ltd	Recommended
K	Vince and Anna Rotiroti Pty Ltd	Recommended
L	The Kerbing Settlement t/a Geelong Kerbing	Recommended
M	Tenderer M	Not Recommended
N	Tenderer N	Not Recommended

Post-Tender Contact

8. No post tender clarifications were required

Probity

9. No probity issues identified.

Cr Kontelj re-entered the meeting room at 8.35pm

14. COMMERCIAL MATTER - CONFIDENTIAL

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

Cr Nelson moved, Cr Mansfield seconded -

That Council, pursuant to the provisions of Section 66 of the *Local Government Act 2020*, consider this matter at the conclusion of all other business at which time the meeting be closed to members of the public because this agenda item is confidential information for the purposes of section 3(1) of the *Local Government Act 2020* because it is private commercial information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.

Carried.

The information contained in this report is designated confidential by the Chief Executive Officer as it is confidential information for the purposes of section 3(1) of the *Local Government Act 2020* because it is private commercial information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage; and this ground applies because the agenda item contains a level of detail which if released would diminish the business's capacity to compete in a commercial environment.

15. COMMUNITY GRANTS - CONFIDENTIAL

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

Cr Kontelj moved, Cr Mason seconded -

That Council, pursuant to the provisions of Section 66 of the *Local Government Act 2020*, consider this matter at the conclusion of all other business at which time the meeting be closed to members of the public because this agenda item is confidential information for the purposes of section 3(1) of the *Local Government Act 2020* because it is private commercial information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.

Carried.

The information contained in this report is designated confidential by the Chief Executive Officer as it is confidential information for the purposes of section 3(1) of the *Local Government Act 2020* because it is private commercial information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage; and this ground applies because the agenda item contains a level of detail which if released would diminish the business's capacity to compete in a commercial environment.

16. AUDIT AND RISK COMMITTEE SUMMARY REPORT - CONFIDENTIAL

Source: **Governance, Strategy & Performance – Governance**
Director: **Rebecca Leonard**

Cr Grzybek moved, Cr Sullivan seconded -

That Council, pursuant to the provisions of Section 66 of the *Local Government Act 2020*, consider this matter at the conclusion of all other business at which time the meeting be closed to members of the public because this agenda item is confidential information for the purposes of section 3(1) of the *Local Government Act 2020* because it is private commercial information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.

Carried.

The information contained in this report is designated confidential by the Chief Executive Officer as it is confidential information for the purposes of section 3(1) of the *Local Government Act 2020* because it is Council business information, being information that would prejudice Council's position in commercial negotiations if prematurely released. This ground applies because of the sensitive and varied nature of the information received and considered by the Audit & Risk Committee from time-to-time which can pertain to external stakeholders also.

NOTICE OF MOTION – Cr Kontelj

FREE PARKING IN 2-HOUR ON STREET PARKING IN CENTRAL GEELONG

During the COVID-19 pandemic Council approved free parking initiatives as part of its support for the community in response to the impacts of the COVID-19 pandemic. Council has an ongoing commitment to the community to provide appropriate support and relief throughout the period of restrictions and beyond in terms of recovery.

On 25 August 2020 Council approved free casual on and off-street parking in the Geelong CBD from 31 August to 31 December 2020.

With the end of free casual parking, the City will resume its 30-minute free parking trial in 2P spaces until 30 June 2021.

The information collected from the trial will be considered by Council in determining the longer-term policy position on free parking in the Geelong CBD.

Free 2-hour on street parking is a key support that the Council could continue to provide to support a thriving Geelong CBD, particularly as we continue to recover from the impacts of COVID.

To assist Council to consider whether to continue free 2-hour parking, a report is requested from the Chief Executive Officer that considers the opportunity to provide free parking in 2-hour on street parking spaces in Central Geelong.

Cr Kontelj moved, Cr Moloney seconded -

1. **That Council request the Chief Executive Officer to present a report to Council in February 2021 regarding the potential benefits and implications if Council was to support free parking in 2-hour on street parking for a 12-month period.**

Carried.

INFORMAL MEETINGS OF COUNCILLORS

Source: **Governance, Strategy and Performance**
Chief Executive Officer: **Martin Cutter**

Summary

1. The Governance Rules of the City of Greater Geelong require the tabling of records of informal meetings of Councillors at the next convenient Council meeting and that their record be included in the minutes of that Council meeting.

2. A summary of the informal meetings of Councillors is attached as an Appendix to this report.

Cr Sullivan moved, Cr Mason seconded -

3. That Council receive the summary of the informal meetings of Councillors for the period to 15 December 2020.

Carried.

INFORMAL MEETINGS OF COUNCILLORS
(Council Meeting 15 December 2020)

Informal Meeting Details	Councillors	Officer Attendees	Agenda Items	Conflict of Interest Disclosures
Councillor Induction **3 December 2020**	Crs Aitken, Asher, Grzybek, Kontelj, Harwood, Mansfield, Mason, Moloney, Murrihy, Nelson, Sullivan	M Cutter (CEO) R Leonard (DIR) J Brown (CO ORD) K Phyland (DIR) G Wilson-Browne (DIR) M Dugina (DIR) R Stevens (DIR) G Smith (DIR)	• Councillor Induction	• Nil
Council Briefing **8 December 2020**	Crs Asher, Grzybek, Harwood, Kontelj, Mansfield, Mason, Murrihy, Moloney, Nelson, Sullivan	M Cutter (CEO G Smith (DIR) M Dugina (DIR) R Leonard (DIR) R Stevens (DIR) G Wilson-Browne (DIR) T Ellis (A/DIR) K Olesnicky (CHIEF FINANCIAL OFFICER) N O'Shea (HEAD FINANCIAL PLANNING & ANALYSIS) I Hicks (MGR) M Tesoro (CO ORD) Joanne Van Slageren (MGR) J Harris (MGR) S Beck (PROJ MGR) P Smith (CO ORD) J Brown (CO ORD) M Mitchell (OFF)	• Amendment C363 – Central Road, Drysdale Rezoning – Consideration of Panel Report and Adoption of Amendment • Adoption of Amendment C410ggee – Armstrong Creek Growth Area Public Acquisition Overlays – Consideration of Submissions and Adoption • Proposed Ministerial Planning Scheme Amendment : McKellar Centre • Contractual Matter (Confidential) • Draft Community Engagement Policy • Proposed Sale of Part 11 McHarry Court, Corio • Council Meetings 2021 • Road Deviation of Part Corio Street, Geelong • Proposed Sale of Part 137 Mercer Street, Geelong • Debt Management Policy • Community Life Council Advisory Committee's Annual Report • Geelong Central Business District Engagement Taskforce – Findings Report • Audit and Risk Committee Summary Report (Confidential) • Contractual Matter (Confidential)	• Crs Mansfield and Kontelj declared a Conflict of Interest in the Proposed Ministerial Planning Scheme Amendment: McKellar Centre and left the virtual meeting room prior to discussion of the item.

Informal Meeting Details	Councillors	Officer Attendees	Agenda Items	Conflict of Interest Disclosures
Central Administration Office Advisory Committee **9 December 2020**	Crs Asher, Harwood, Mansfield, Mason, Moloney, Murrihy, Sullivan	M Cutter (CEO) M Dugina (DIR) P Anderson (PROJ DIR) S Broadbent (MGR T Kirwood (MGR) L Beaumont (Change Consultant & CTP Employee Experience Project Manager) J Brown (CO ORD) D Chrimes (OFF) P Harney (OFF)	• To provide Mayor and Councillors with update on progress of the project.	• Nil.

PLANNING DELEGATIONS – NOVEMBER 2020

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

Purpose

1. To provide the schedule of planning permit applications determined under delegation since the last report.

Background

2. Section 98 of the *Local Government Act 1989* and section 188 of the *Planning and Environment Act 1987* empower Council to delegate its powers, duties and functions under relevant legislation to members of Council staff.

3. Sections 86 and 87 of the *Local Government Act 1989* and section 188 of the *Planning and Environment Act 1987* allow Council to establish special committees with delegated powers to determine planning permit applications.

4. At its meeting on 21 September 2020, Council:

   4.1 Amended the Council to staff instrument of delegation to allow staff delegates to determine planning permit applications where there are less than 6 objections lodged; and

   4.2 Amended the Planning Committee's terms of reference to provide for its determination, if required, of planning permit applications where there are 6 or more objections lodged.

5. The City is required by Council to provide information on planning permit applications determined under delegation.

Key Matters

6. The Schedule attached to this report provides information on the planning permit applications determined under delegation since the last report.

Cr Murrihy moved, Cr Harwood seconded -

7. That Council receive the information in the Schedule.

Carried.

Planning Decisions Report - November 2020

App Number	Location	Application Type	Decision Date	Description	Authority Description/ No of Objectors
PP-1027-2014/C	181-199 Matthews Road, LEOPOLD VIC 3224	Use of Land for a Restaurant, Residential Hotel and Place of Assembly (Function Centre) in the Farming Zone. Construction of Buildings and Works for a Residential Hotel and Place of Assembly (Function Centre) on Land in the Farming Zone. Construction of Buildings and Works on Land in the Environmental Significance Overlay Schedule 2. Construction of Buildings and Works on Land in the Significant Landscape Overlay Schedule 10. Use of Land for the Sale and Consumption Of Liquor under Clause 52.27. Use of Land for a Helicopter Landing Site under Clause 52.15 Generally in Accordance with the Endorsed Plans	11/11/2020	Grant an Amended Planning Permit/Plans	Delegated Authority
PP-1489-2002/B	66 Roslyn Road, BELMONT VIC 3216	A Dual Practitioner Medical Centre, A Reduction in the Statutory Car Parking Requirement and Display of a Business Identification Sign for a Medical Centre	11/11/2020	Grant an Amended Planning Permit/Plans	Delegated Authority
PP-460-2020	141-149 Swan Bay Road, WALLINGTON VIC 3222	Use of a Second Dwelling in a Farming Zone	27/11/2020	Refusal to Grant a Planning Permit	Decision Making Committee
PP-466-2020	Ground Flr 57-59 Brougham Street, GEELONG VIC 3220	Change of Use to Hotel with Live Music Entertainment, Sale and Consumption of Liquor (General Licence) and Reduction of Car Parking and Bicycle Facility Requirements	18/11/2020	Grant a Planning Permit	Decision Making Committee

PP-654-2017	10 Silverwood Court, ST ALBANS PARK VIC 3219	Six (6) Lot Subdivision	27/11/2020	Extended Planning Permit	Delegated Authority
PP-833-2017	37 Pioneer Road, GROVEDALE VIC 3216	Use and Development of a Child Care Centre and Creation of an Access onto a Road Zone - Category 1	17/11/2020	Extended Planning Permit	Delegated Authority
PP-98-2020	61 Hodgson Street, OCEAN GROVE VIC 3226	Building and Works Associated with the Construction of a Dwelling in a Significant Landscape Overlay	27/11/2020	NOD - Planning Permit	Decision Making Committee
PP-1062-2020	250 Steiglitz Road, MOORABOOL VIC 3213	Use and Development of a Battery Storage Facility	5-Nov-2020	NOD - Delegate	3
PP-1239-2019	43 Fraser Crescent, OCEAN GROVE VIC 3226	Construction of Two (2) Dwellings and a Two (2) Lot Subdivision and Creation of a Carriageway Easement	3-Nov-2020	NOD - Delegate	3
PP-152-2020	63 Nicholas Street, NEWTOWN VIC 3220	Construction of Two (2) Dwellings and Two (2) Lot Subdivision	20-Nov-2020	NOD - Delegate	1
PP-219-2020	52 Bellarine Highway, NEWCOMB VIC 3219	Use and Development for a Medical Centre, Display of Business Identification Signs, Alteration of Access to a Road Zone, Category 1, and Reduction to the Car Parking Requirement	24-Nov-2020	NOD - Delegate	1
PP-246-2020	53 Marshalltown Road, MARSHALL VIC 3216	Construction of Seven (7) Dwellings and a Seven (7) Lot Subdivision	17-Nov-2020	NOD - Delegate	5
PP-362-2018	5 Platypus Court, OCEAN GROVE VIC 3226	Construction of Two (2) Dwellings and a Two (2) Lot Subdivision	11-Nov-2020	NOD - Delegate	1
PP-362-2020	305 Autumn Street, NEWTOWN VIC 3220	Demolition of Garage and Buildings and Works Associated with the Construction of a Habitable Outbuilding within a Heritage Overlay	10-Nov-2020	NOD - Delegate	1
PP-458-2020	5-7 Elanora Way, CLIFTON SPRINGS VIC 3222	Construction of Four (4) Dwellings and a Four (4) Lot Subdivision	26-Nov-2020	NOD - Delegate	5
PP-510-2020	33 Canadian Parade, CORIO VIC 3214	Construction of Nine (9) Dwellings	17-Nov-2020	NOD - Delegate	2
PP-525-2020	21 Alexandra Avenue, GEELONG VIC 3220	Partial Demolition and Building and Works to Construct Alterations and an Addition to an Existing Dwelling and a Front Fence	6-Nov-2020	NOD - Delegate	1

PP-57-2020	25 Thomas Road, LARA VIC 3212	Ten (10) Lot Subdivision and Removal of Native Vegetation	2-Nov-2020	NOD - Delegate	3
PP-676-2020	93 Camden Road, NEWTOWN VIC 3220	Construction of a Dwelling Extension above 7.5m in Height	24-Nov-2020	NOD - Delegate	1
PP-692-2020	18 Enmore Street, NORTH GEELONG VIC 3215	Change of Use to Car Sales	6-Nov-2020	NOD - Delegate	3
PP-766-2020	Warehouse 29/8 Lewalan Street, GROVEDALE VIC 3216	Part use of the Land for a Bar and the Sale and Consumption of Liquor (Producer's Licence) and Reduction of Car Parking	27-Nov-2020	NOD - Delegate	1
PP-790-2020	210 Staceys Road, ANAKIE VIC 3213	Construction of Farm Shed	12-Nov-2020	NOD - Delegate	1
PP-801-2020	43 Heather Street, HAMLYN HEIGHTS VIC 3215	Construction of Three (3) Dwellings and Three (3) Lot Subdivision	20-Nov-2020	NOD - Delegate	1
PP-809-2020	6 Goodall Court, CORIO VIC 3214	Construction of Two (2) Dwellings	19-Nov-2020	NOD - Delegate	1
PP-812-2020	13 Nixon Court, CORIO VIC 3214	Construction of Two (2) Dwellings	19-Nov-2020	NOD - Delegate	1
PP-843-2020	17 Driftwood Street, OCEAN GROVE VIC 3226	Construction of a Dwelling over 7.5m in Height	3-Nov-2020	NOD - Delegate	4
PP-866-2020	22 Noble Street, NEWTOWN VIC 3220	Buildings and Works associated with Alterations and Additions to Existing Dwelling on a Lot less than 300sqm	16-Nov-2020	NOD - Delegate	1

Cr Nelson moved, Cr Sullivan seconded -

That the meeting be closed to the public.

Carried.

The Meeting was closed to the public at 8.55pm

Cr Mansfield moved, Cr Murrihy seconded -

That the Meeting be opened to the public.

Carried.

The Meeting was opened to the public at 9.18pm

A record of the proceedings of this section of the meeting is contained in a Confidential Minute Book.

CLOSE OF MEETING

As there was no further business the meeting closed at 9.18pm Tuesday, 15 December 2020.

Signed: _____

Cr Stephanie Asher (Mayor)

Date: _____