



Minutes

Ordinary Meeting of Council
Tuesday, 28 November 2017

Held in the
Deans Marsh Public Hall
Pennyroyal Valley Road, Deans Marsh
Commencing at 6.00pm

Council:

Cr David Bell (Mayor)
Cr Libby Coker
Cr Martin Duke
Cr Clive Goldsworthy
Cr Rose Hodge
Cr Carol McGregor
Cr Brian McKiterick
Cr Margot Smith
Cr Heather Wellington

MINUTES FOR THE ORDINARY MEETING OF SURF COAST SHIRE COUNCIL
HELD IN THE DEANS MARSH PUBLIC HALL, PENNYROYAL VALLEY ROAD, DEANS MARSH
ON TUESDAY 28 NOVEMBER 2017 COMMENCING AT 6.00PM

PRESENT:

Cr David Bell (Mayor)
Cr Libby Coker
Cr Martin Duke
Cr Clive Goldsworthy
Cr Rose Hodge
Cr Carol McGregor
Cr Margot Smith
Cr Heather Wellington

In Attendance:

Chief Executive Officer – Keith Baillie
General Manager Governance & Infrastructure – Anne Howard
General Manager Culture & Community – Chris Pike
General Manager Environment & Development – Ransce Salan
Team Leader Governance – Candice Holloway (minutes)
Manager Finance – John Brockway
Coordinator Communications and Community Relations – Darryn Chiller

16 members of the public
1 member of the press

OPENING:

Cr David Bell, Mayor opened the meeting.

Council acknowledge the traditional owners of the land where we meet today and pay respect to their elders past and present and Council acknowledges the citizens of the Surf Coast Shire.

PLEDGE:

Cr Heather Wellington recited the pledge on behalf of all Councillors.

As Councillors we carry out our responsibilities with diligence and integrity and make fair decisions of lasting value for the wellbeing of our community and environment.

APOLOGIES:

Cr Brian McKiterick

Council Resolution

MOVED Cr Clive Goldsworthy, Seconded Cr Libby Coker

That an apology be received from Cr Brian McKiterick

CARRIED 8:0

CONFIRMATION OF MINUTES:

Council Resolution

MOVED Cr Martin Duke, Seconded Cr Margot Smith

That Council note the minutes of the Ordinary meeting of Council held on 24 October 2017, and the Special meeting of Council held on 8 November 2017, as correct records of the meetings.

CARRIED 8:0

LEAVE OF ABSENCE REQUESTS:

Nil

CONFLICTS OF INTEREST:

Nil

PRESENTATIONS:

Cr Margot Smith acknowledged the memorial for Constable David Digby that was unveiled outside the Anglesea Police station earlier this month. Constable Digby drowned on duty in 1881.

PUBLIC QUESTION TIME:

QUESTIONS WITH NOTICE:

Question 1 and 2 received from Ross Johnson of Modewarre:

Question 1: Cape Otway Road Widening Project

My question relates to the upgrade of Cape Otway Road between Gherang road and Considines road, this work package commenced in April and notwithstanding some lost time through the winter months work to the road has been exceptionally slow. The works schedule has been extended many times and with less than four weeks to Christmas no hope of the road being completed by the end of the year.

The existing road shoulder is prone to deep pot holes and these are left unattended for weeks at times and requires residents to report to council, why isn't the contractor patrolling the road daily and repairing pot holes?

The sections that have been widened and surfaced are rough and of a very poor quality, is the standard of the workmanship assessed by council or independent third party? Was the contract awarded to a company experienced in road construction? When will the full section of this contract be completed?

General Manager Governance and Infrastructure – Anne Howard responded:

Council recognised the scale of the project was significant and to assist in managing this, the works were broken into three separate packages. The works were tendered as three separate contracts, with one contract awarded to one contractor, and the other two sections of work awarded to a second contractor. Both companies awarded the works are large road construction companies and extremely experienced regularly completing this type of work across Australia. Site conditions on the road have not been favourable to either contractor and have unexpectedly occurred in areas that were expected to be sound.

The Contractors are in full control of the maintenance of the road. They have been attempting numerous temporary fixes as it awaits seal but as the seal is continually delayed these temporary fixes are struggling to keep up and are breaking off. As soon as any major potholes have been made communicated to council officers they have been promptly rectified. The work has been constantly assessed by a third party hired to oversee construction on the full length of contracted works, considering the challenges faced during construction he is comfortable with the finished product.

We had expected that the works on the three stages would be completed within the next 2 weeks, other than other than the final seal and some minor drainage work that will occur in the new year as was always contracted. Sealing of stage 4 had been scheduled for Friday this week, but we are now expecting 30mm of rain and as such the sealing contractor has postponed the work until the following week. This was the same problem we experienced a fortnight ago.

Communication has been via direct response to residents through CRMs and direct contact, including with Mr Johnson, on specific issues and queries that have been raised. Notices were placed both in the Winchelsea star and on Facebook to advise of the extension of time to the works and the reasons for this. An update is ready to be issued via the Winchelsea Start next week.

Council is planning to do a further section of road works on Cape Otway Road in the new year. This is being funded through another Blackspot grant. The project value is about \$1.7M and contracts are still to be awarded.

Question 2: Forest Road Moriac

Can the council provide some information on how the recently re-surfaced Forest road Moriac has broken up badly with large gaps forming in the surface down to the geofabric?

General Manager Governance and Infrastructure – Anne Howard responded:

Officers are aware of the issues with the Forest Road seal failing. It was identified by officers that regularly drive and inspect this road, as well as mentioned by a number of Councillors and community members. The contractor is also aware of the issue.

The cause appears to be the asphalt overlay didn't bind to the plastic in places but neither the contractor nor the sealing consultant are sure about why this happened. Preliminary inspections indicates that the plastic grid layer is causing a slip plane with the overlay. The regulation layer seem solid and well bound to the plastic. Much of the road would seem to be performing without issue, at least at this stage.

The contractor is scheduled to return and address the problem. This will involve completely profiling out failed areas, placing new plastic grid and then new asphalt. The timing of this is determined by sourcing the grid material but we expect it will be done before the end of next week. In the meantime Council is seeking to lower the speed limit to 60kph and I am advised that the contractor now has that approval from VicRoads so it will be implemented as soon as possible.

Cr Margot Smith response:

I can confirm that the speed limit change has been implemented.

QUESTIONS WITHOUT NOTICE:

Question 1 asked by Michael Robinson-Koss of Pennyroyal:

Question 1: Bike Riders on Deans Marsh Lorne Road

The Deans Marsh Lorne Road is becoming busier with tourists and bike riders however, the double lines over 95% of the length forces drives to pass bikes in dangerous situations. I would like to know if Council can advocate for a study to be undertaken on how to have increased traffic both cars and bikes without an accident waiting to happen?

General Manager Environment & Development – Ransce Salan responded:

The Deans Marsh Lorne Road is a VicRoads road. This issue and question has been raised with VicRoads on a number of occasions. It is my understanding that the visibility of both riders and bikes is being reviewed and steps forward have been made particularly, in relation to events. Mr Robinsons-Koss's concerns will be taken up further with VicRoads.

Question 2 and 3 asked by Jennifer Bush of Pennyroyal:

Question 2: Bike Riders on Deans Marsh Lorne Road

In regards to cyclists use of Deans Marsh Lorne Road and Great Ocean Road, what is the Surf Coast Shires commitment to safety of locals and tourists?

General Manager Governance and Infrastructure – Anne Howard responded:

This question has been previously answered.

Question 3: Paths around Deans Marsh

What is Surf Coast Shire's intention and commitment in completing a shared loop path around the Deans Marsh Township (as a review of previous proposals)?

General Manager Governance and Infrastructure – Anne Howard responded:

Question taken on notice. A response will be provided within 5 business days.

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1. PETITIONS & JOINT LETTERS

1.1 Petition Requesting A Mandatory Torquay Town Centre Building Height

Author's Title: Senior Strategic Planner

General Manager: Ransce Salan

Department: Planning & Development

File No: F17/285

Division: Environment & Development

Trim No: IC17/1451

Appendix:

1. Torquay Town Centre Project Petition 1 - Redacted (D17/137199)
2. Torquay Town Centre Project Petition 2 (Digital) - Redacted (D17/137309)

Officer Direct or Indirect Conflict of Interest:

Status:

In accordance with Local Government Act 1989 –
Section 80C:

Information classified confidential in accordance with
Local Government Act 1989 – Section 77(2)(c):

Yes

No

Yes

No

Reason: Nil

Reason: Nil

Purpose

The purpose of this report is to receive and note two petitions from the 3228 Residence Association Inc. requesting that Council consider a mandatory Torquay Town Centre Building Height.

1. Petition 1 consists of 1245 signatures.
2. Petition 2 consists of 352 digital signatures.

The petitions will be considered as part of the submissions process to the Torquay Town Centre Project.

Recommendation

That Council, in accordance with its Local Law No. 2 – Meeting Procedure:

1. Receive and note the two petitions from the 3228 Residence Association Inc. requesting a mandatory Torquay Town Centre Building Height.
2. Note that petition 2 does not comply with Section 19.2 of Local Law No. 2 – Meeting Procedure.
3. Refer the petitions to be considered as part of the report on submissions to the Torquay Town Centre Project.

Council Resolution

MOVED Cr Rose Hodge, Seconded Cr Libby Coker

That Council, in accordance with its Local Law No. 2 – Meeting Procedure:

1. Receive and note the two petitions from the 3228 Residence Association Inc. requesting a mandatory Torquay Town Centre Building Height.
2. Note that petition 2 does not comply with Section 19.2 of Local Law No. 2 – Meeting Procedure.
3. Refer the petitions to be considered as part of the report on submissions to the Torquay Town Centre Project.

CARRIED 8:0

1.1 Petition Requesting A Mandatory Torquay Town Centre Building Height

APPENDIX 1 TORQUAY TOWN CENTRE PROJECT PETITION 1 - REDACTED

3228 Residents Assoc. Inc
[Redacted]

22 November, 2017

Mr David Bell
The Mayor,
Surfcoast Shire
1 Merrijig Drive
Torquay

Mr Keith Baillie
CEO
Surfcoast Shire
1 Merrijig Drive
Torquay



Dear Sirs,

TORQUAY TOWN CENTRE BUILDING HEIGHT PETITION

We today lodge the above Petition requesting the Surfcoast Shire to mandate a maximum building height level of 3 storeys or 9.5 metres from existing ground level in the Torquay Town Centre Plan.

In just over 3 weeks 3228ra obtained 1,597 signatures, comprising 1,245 on the Paper Petition and 352 on the Online Petition.

Importantly, the 1,245 signatories to the Paper Petition were collected by our members locally in Torquay, at community gatherings, sporting activities, markets and in the Torquay town centre shopping centre. We have been buoyed by the encouragement and overwhelming support for the Petition. Local residents make up 954 or 77% of signatories to the Paper Petition, with 291 or 23% visitors to Torquay.

Today, we ask the Surfcoast Shire to listen to the people that know and care about Torquay and it's future more than anyone and want to continue to prosper, live in and visit this beautiful area.

These Petitions have been based on email instructions regarding preparation and lodgement of Petitions provided by your Team Leader Governance, Candice Holloway dated 18 October 2017. Accordingly, we request that the Petition be tabled at the next Ordinary Meeting of Council on 28 November, 2017.

Yours Sincerely,

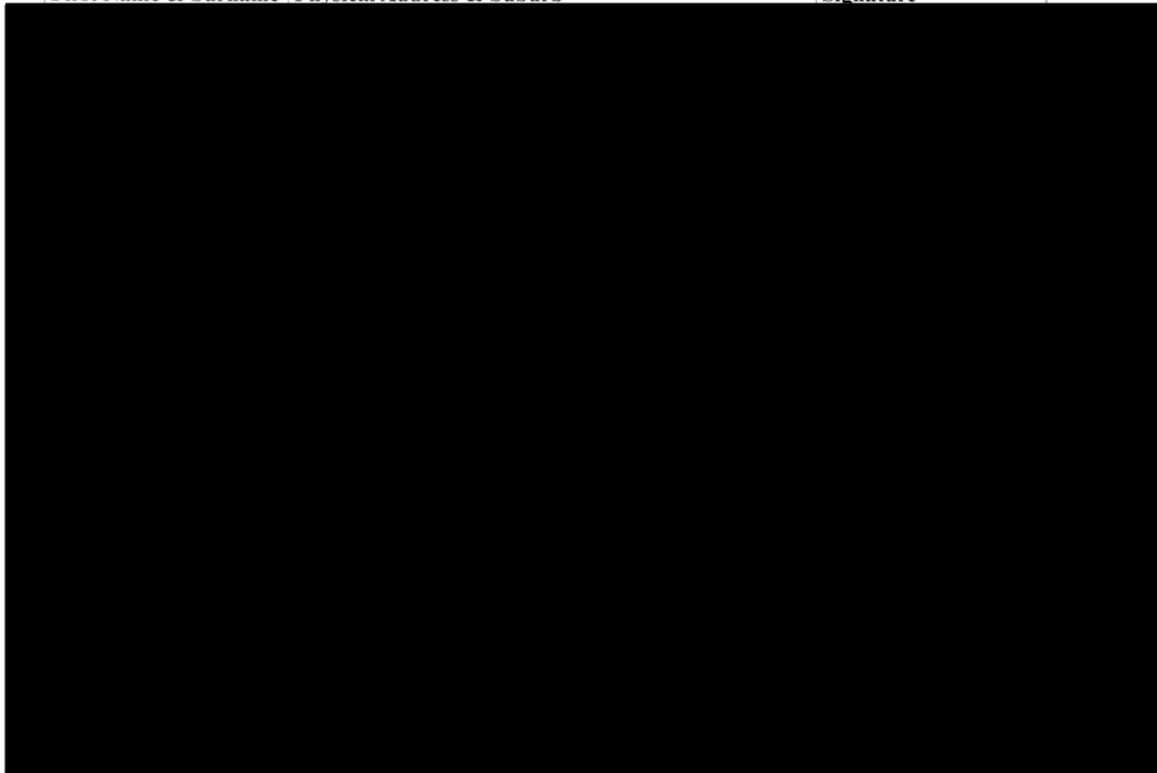

Helen Torley
Treasurer
3228 Residents Association Inc
[Redacted]

22 NOV 2017

Torquay Town Centre Building Height Restriction Petition

The petitioners whose names, addresses and signatures appear thereunder, petition the Surf Coast Shire to mandate a maximum building height level of three storeys or 9.5 metres from existing ground level in the Torquay Town Centre Plan.

First Name & Surname	Physical Address & Suburb	Signature
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*Produced & distributed by 3228 Residents Assoc. Inc (Org No. A0058442K).
Please return completed survey by 20 November 2017 to [redacted]*

Surf Coast Shire Council is committed to protecting all personal and sensitive information consistent with the principles set out in the Privacy and Data Protection Act 2014. The personal information in this petition will be used solely by Council for the primary purpose of petitioning Council or directly related purposes as permitted by law. The signatories understand that the personal information provided is for presentation to Council and that they may apply to Council for access to and/or amendment of the information. Please note that any personal information contained in this petition will be redacted from the public agenda.

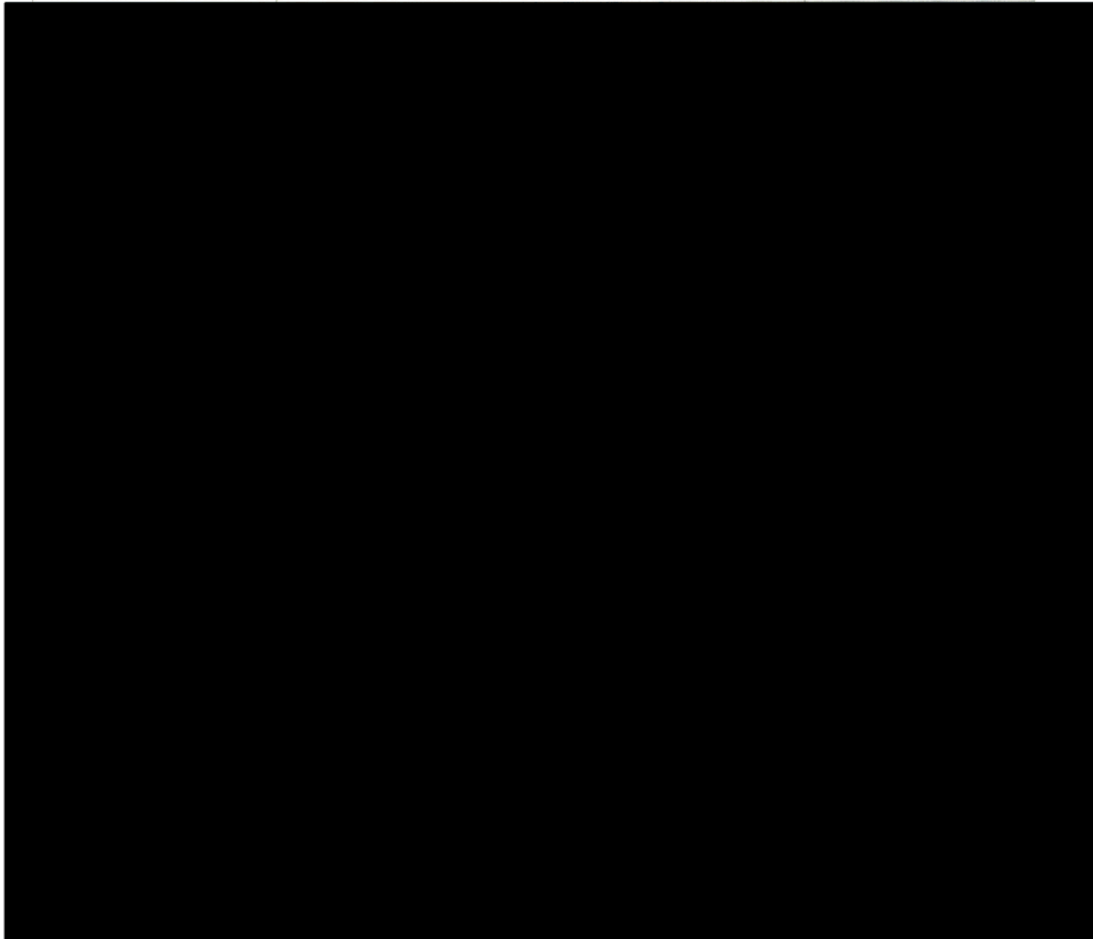
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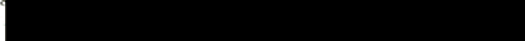
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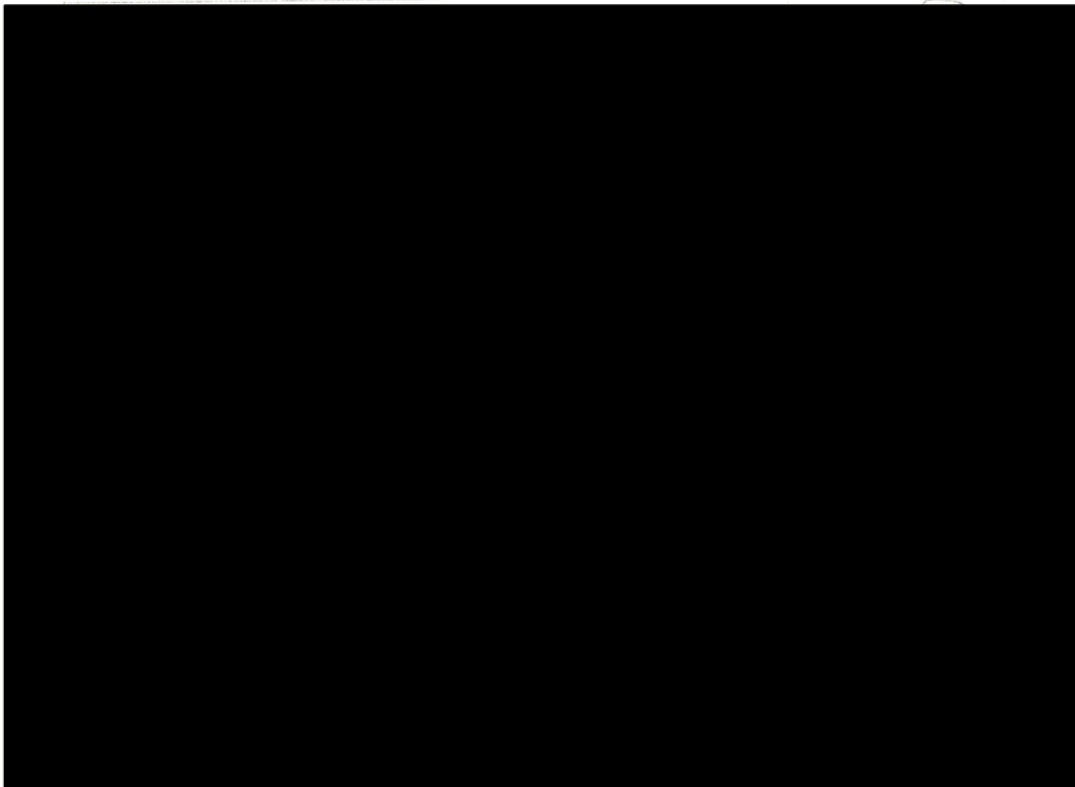
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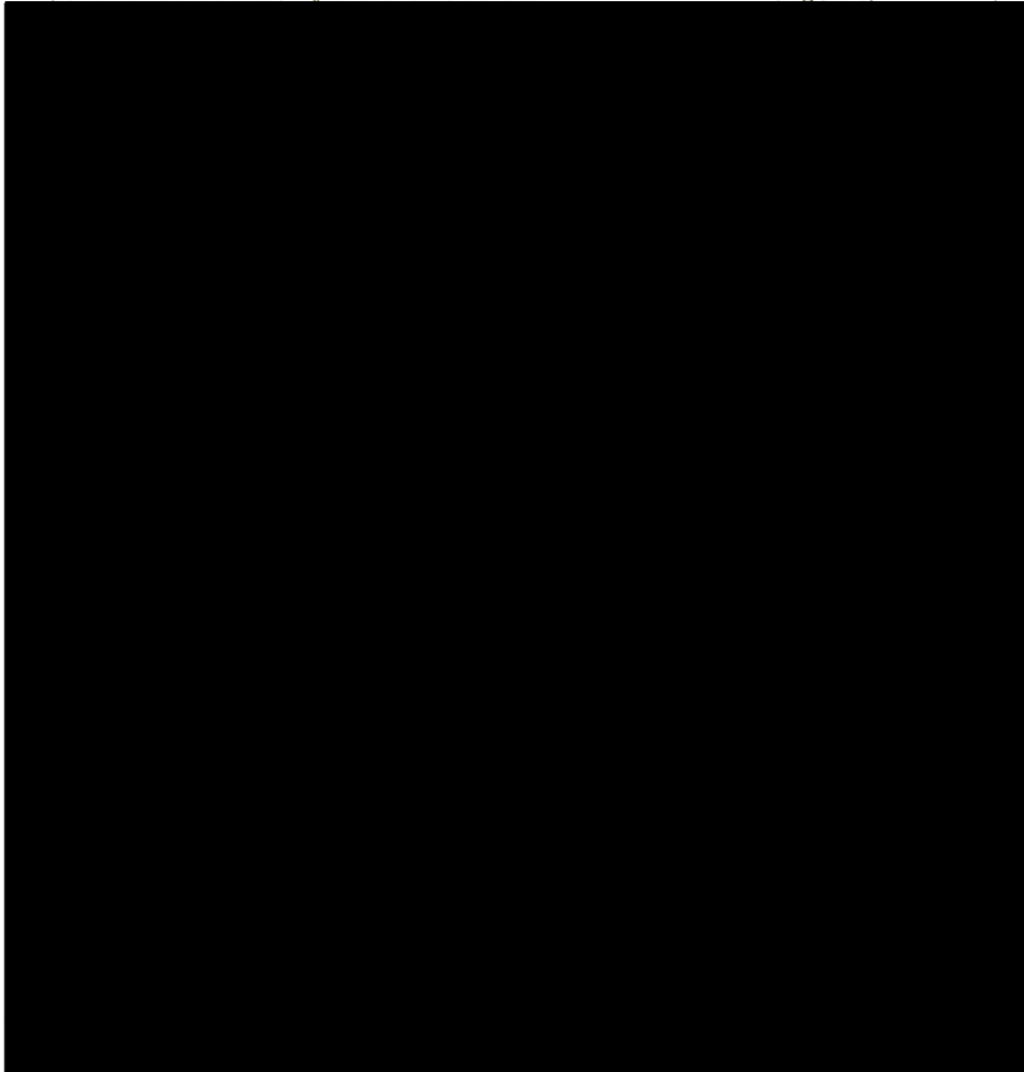
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17 12/5

Torquay Town Centre Building Height Restriction Petition

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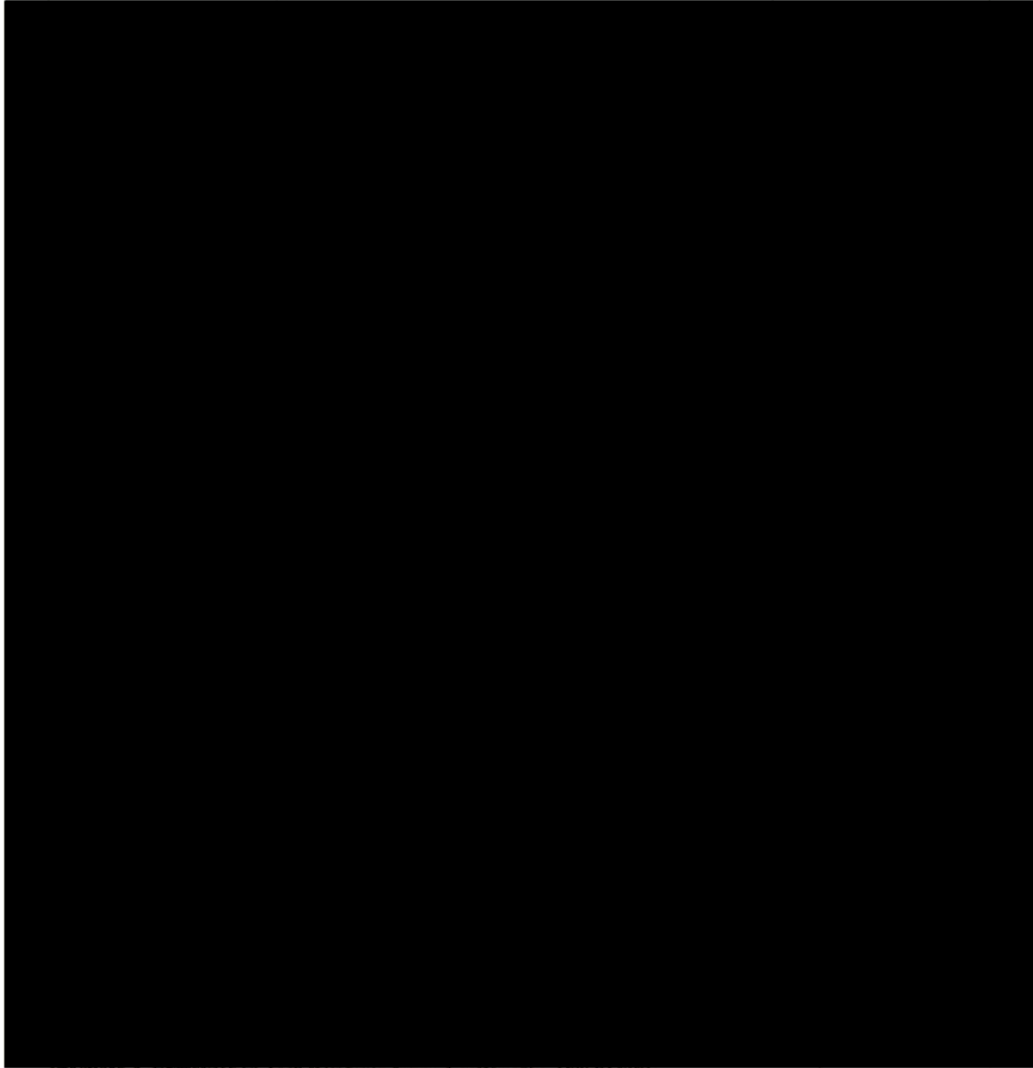
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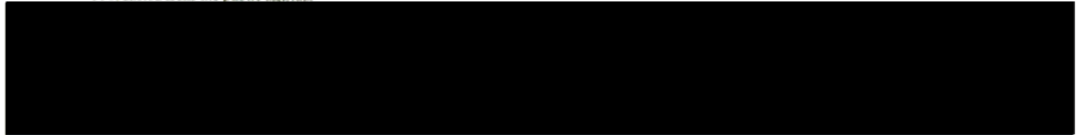


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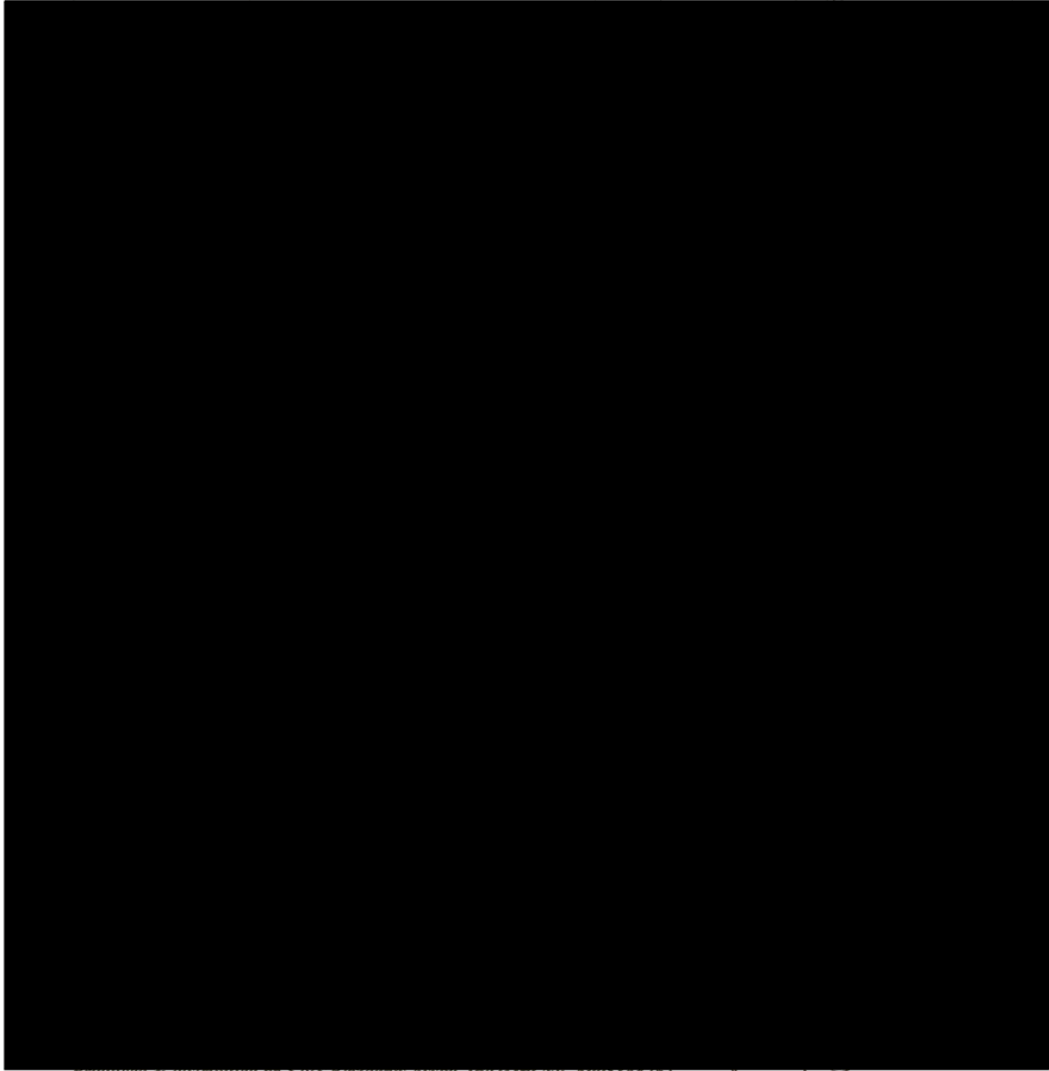


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26/11

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
		

Produced & distributed by *Szyo Restaurants Assoc. Inc* (Or)
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Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
[Redacted]		

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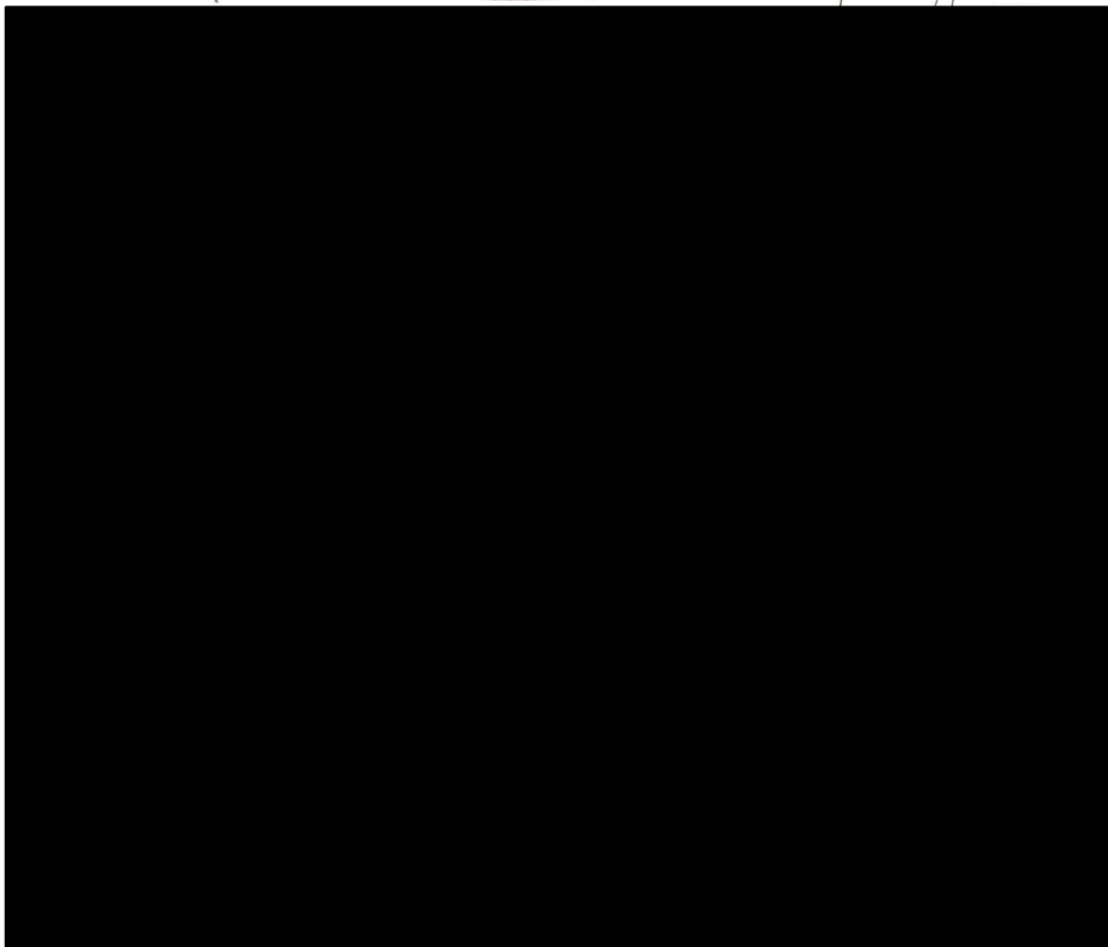
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Torquay Town Centre Building Height Restriction
PETITION. cont.



Torquay Town Centre Building Height Restriction Petition

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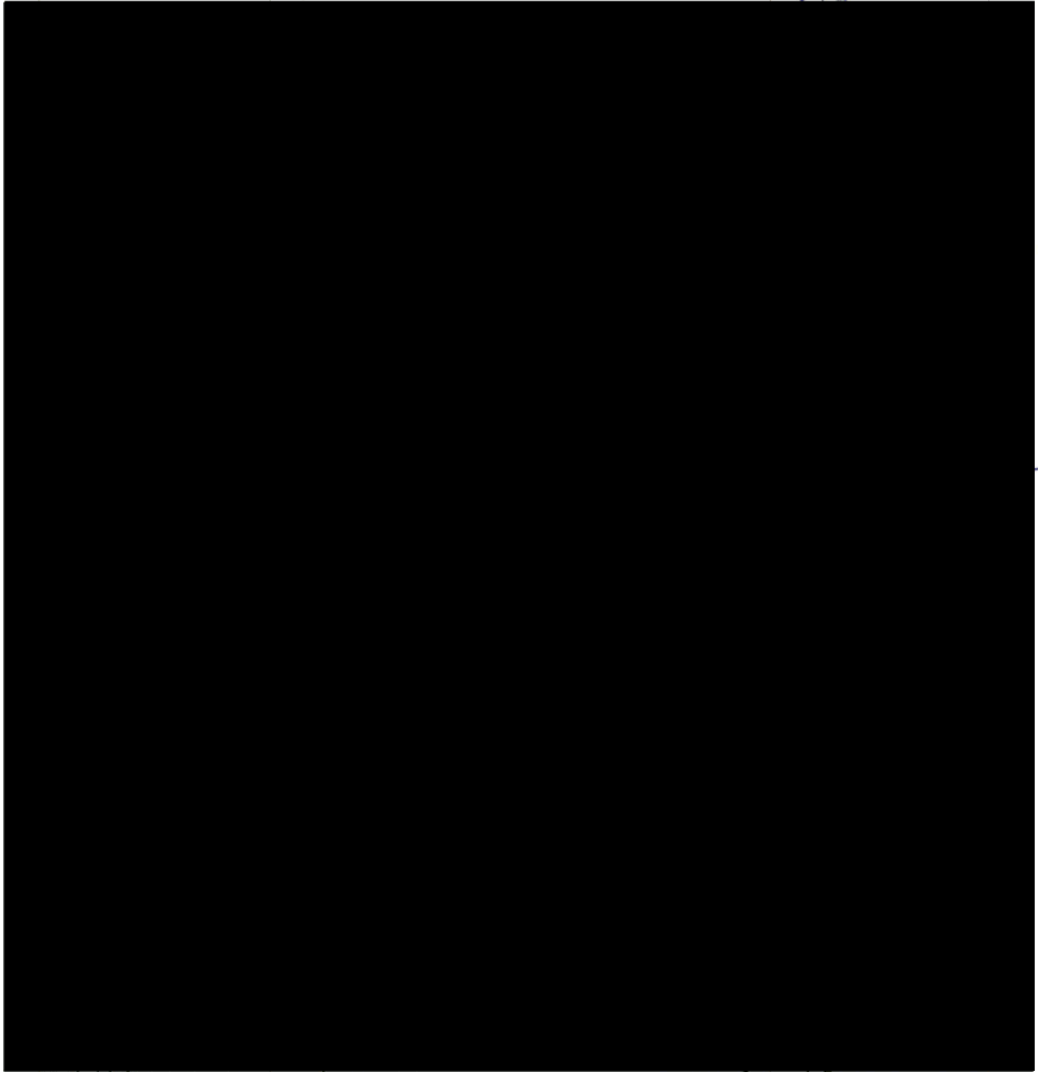
TORQUAY TOWN CENTRE BUILDING HEIGHT RESTRICTION
PETITION.



Torquay Town Centre Building Height Restriction Petition

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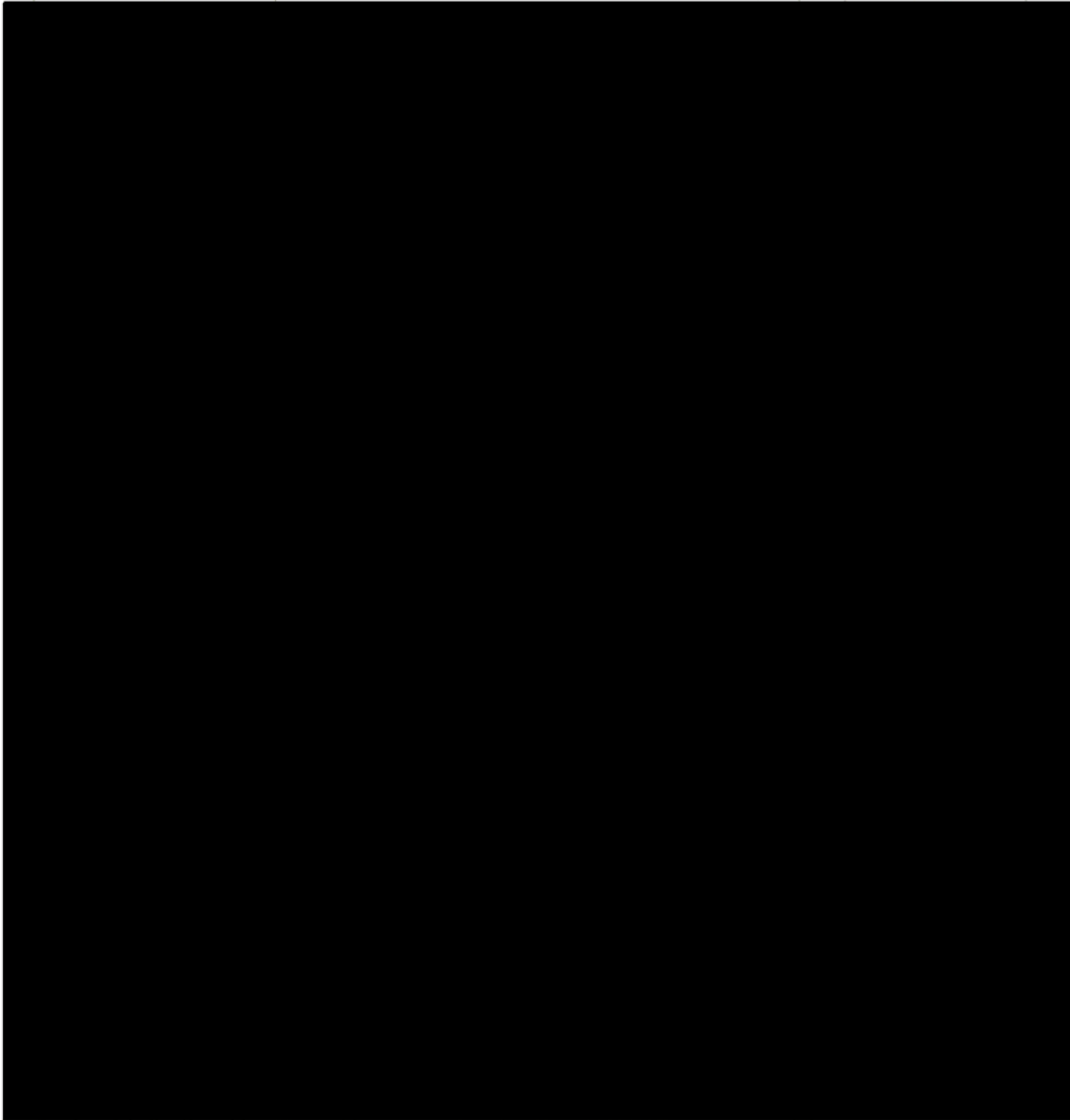
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24/1

Torquay Town Centre Building Height Restriction Petition

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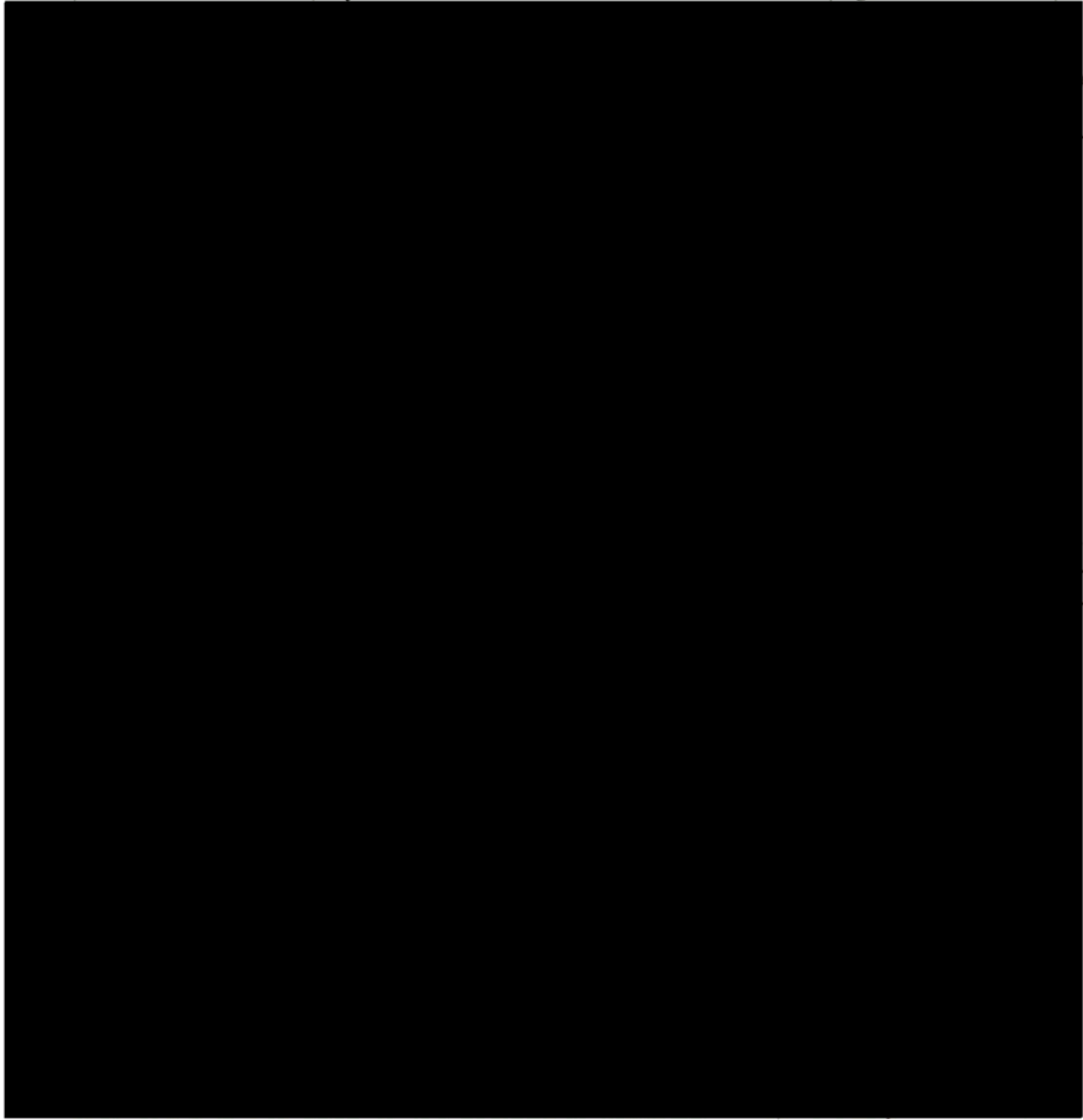
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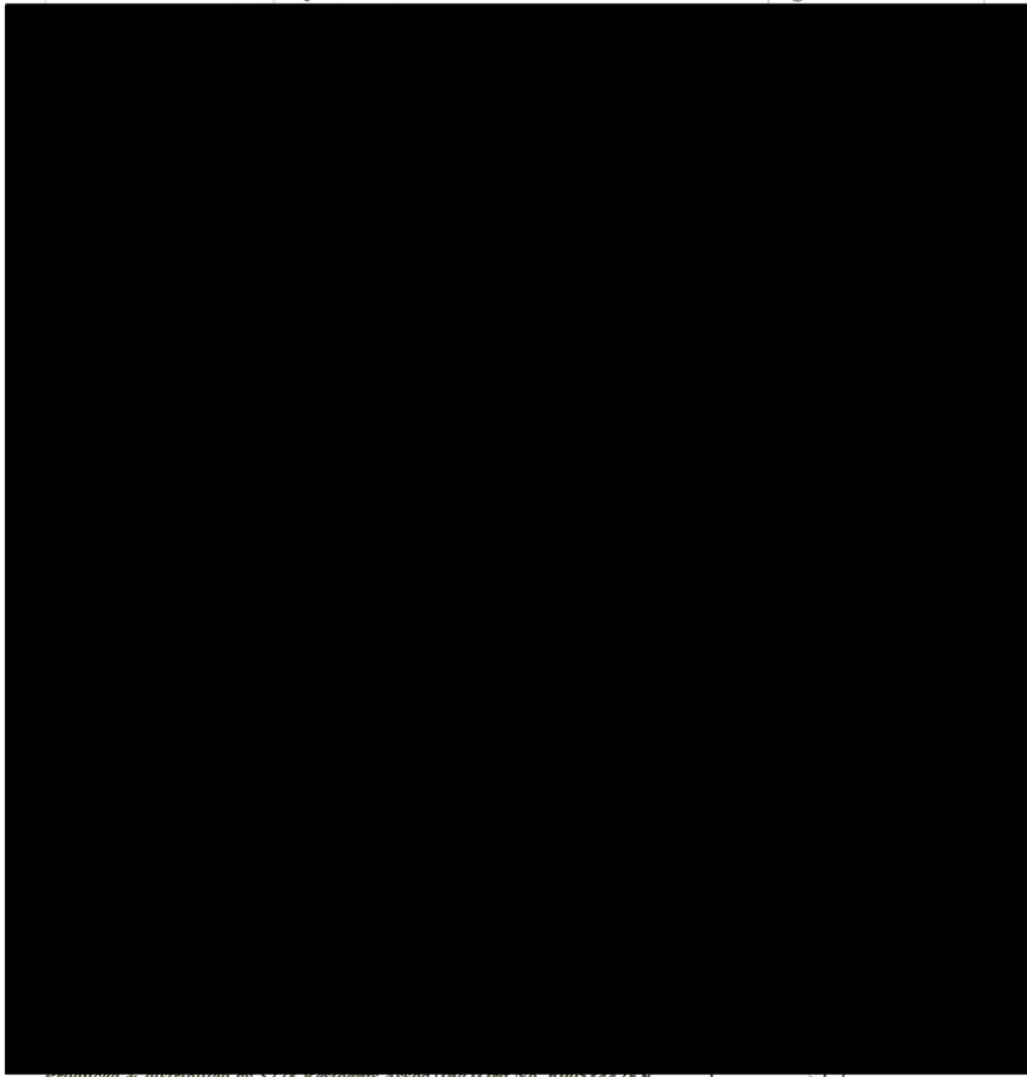
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25 22/8

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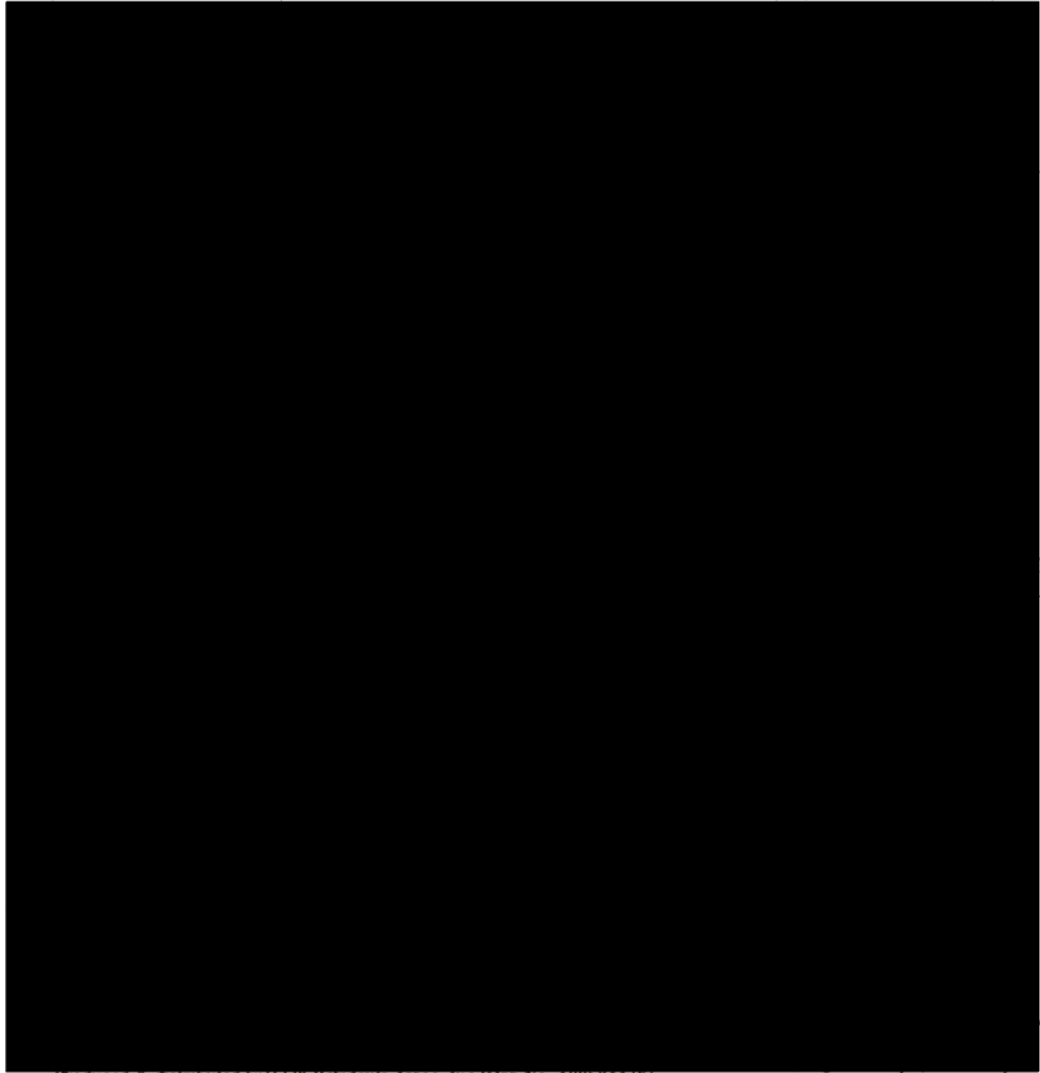
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25


24/1

Torquay Town Centre Building Height Restriction Petition

The petitioners whose names, addresses and signatures appear thereunder, petition the Surf Coast Shire to mandate a maximum building height level of three storeys or 9.5 metres from existing ground level in the Torquay Town Centre Plan.

First Name & Surname	Physical Address & Suburb	Signature
		

Produced & distributed by 3228 Residents Assoc. Inc (Org No. AU058442K).

Please return completed survey by 20 November 2017 to: 

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22/10

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature

Produced & distributed by 3228 Residents Assoc. Inc (Org No. A0058442K).
Please return completed survey by 20 November 2017 to: [REDACTED]

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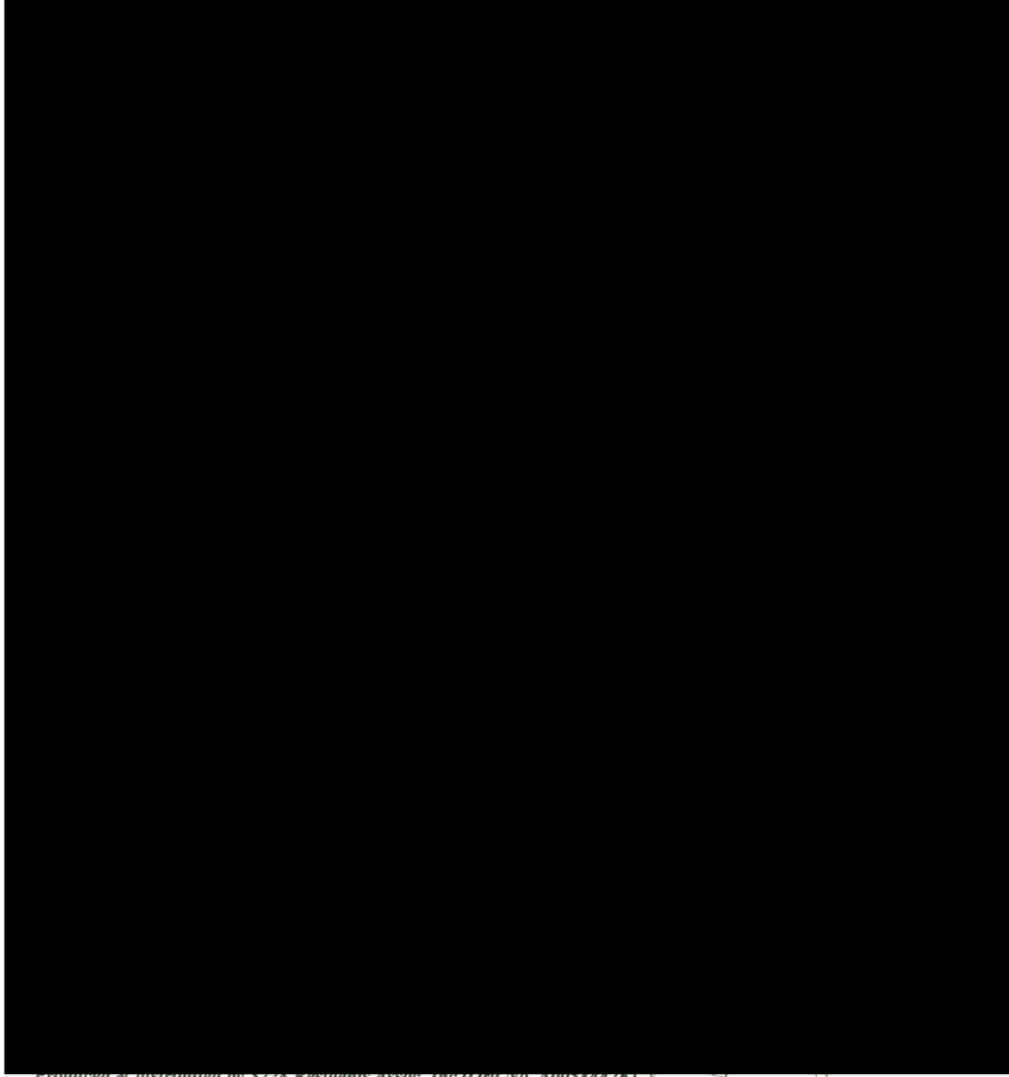
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13/12

30

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
		

Produced & distributed by 5226 Residents Assoc. Inc (Original 2008/07/24)
Please return completed survey by 20 November 2017 to: 

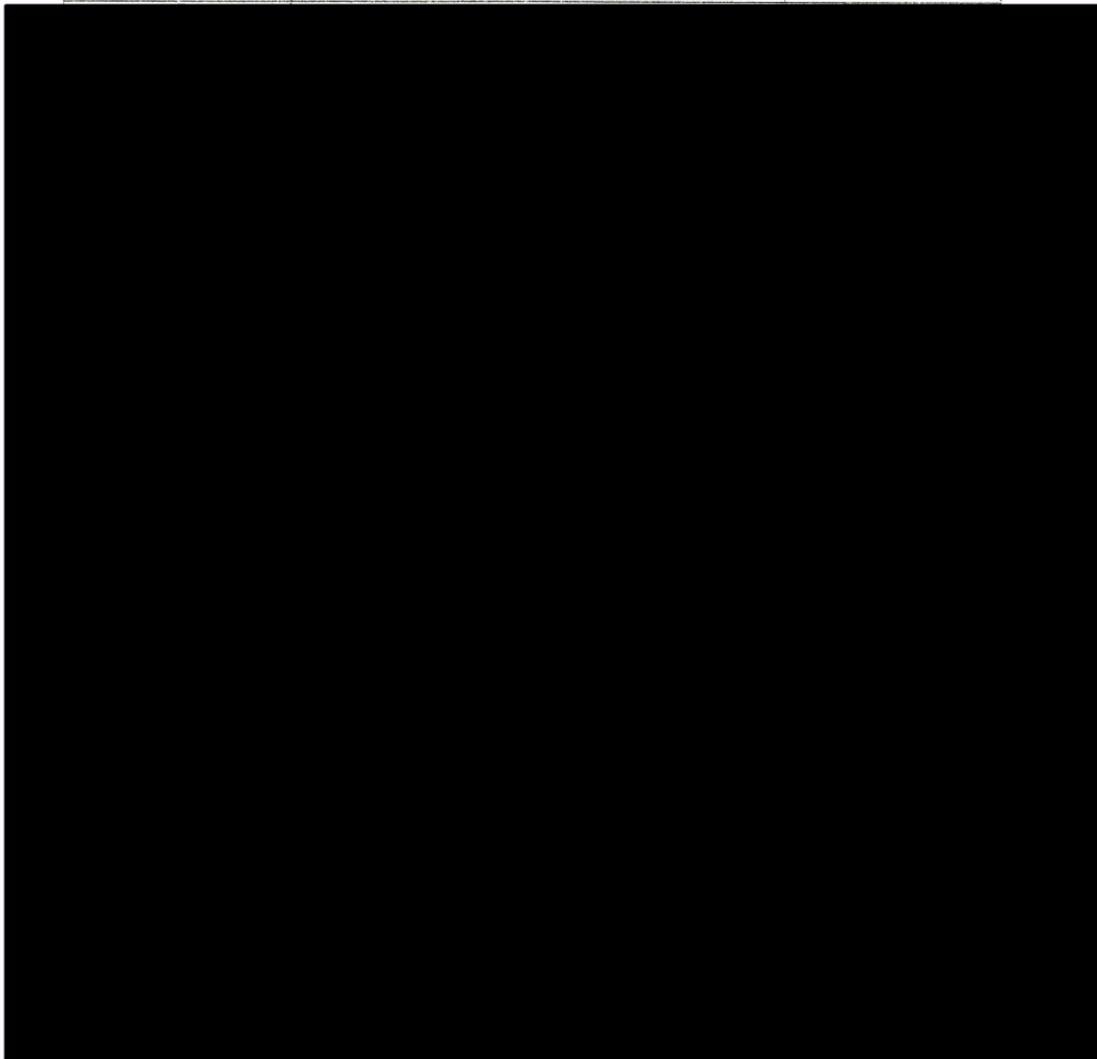
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25
10/17

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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*Produced & distributed by 3228 Residents Assoc. Inc (Org No. A00584428).
Please return completed survey by 20 November 2017 to: [Redacted]*

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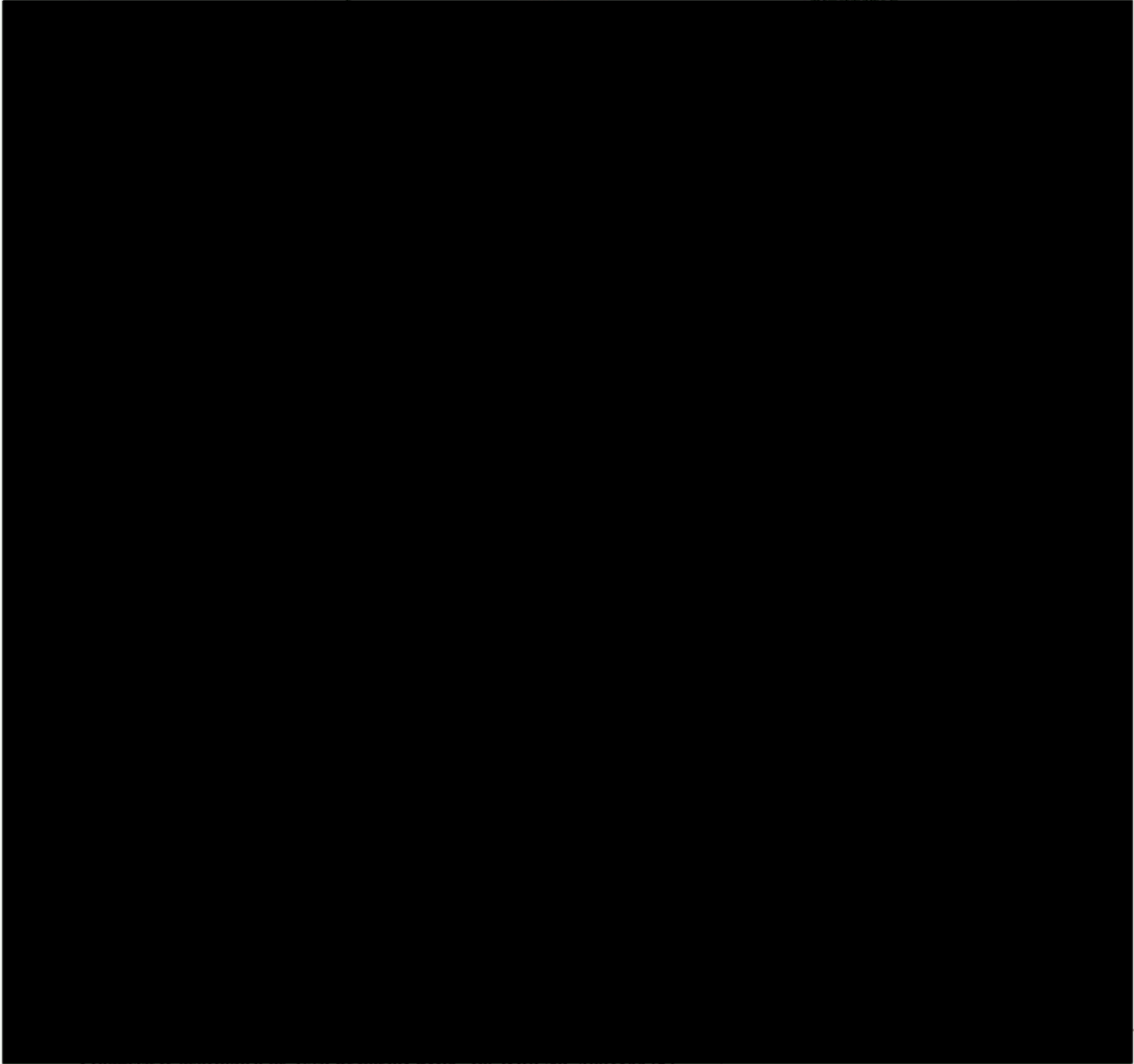
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22/3

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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Produced & monitored by 3220 Residents ASSOC. INC (Org ID: A00384421).

Please return completed survey by 20 November 2017 to: [Redacted]

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Torquay Town Centre Building Height Restriction Petition

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M
W

First Name & Surname	Physical Address & Suburb	Signature

Produced & distributed by 3228 Residents Assoc. Inc (Org No. A0058442K).

Please return completed survey by 20 November 2017 to: [Redacted]

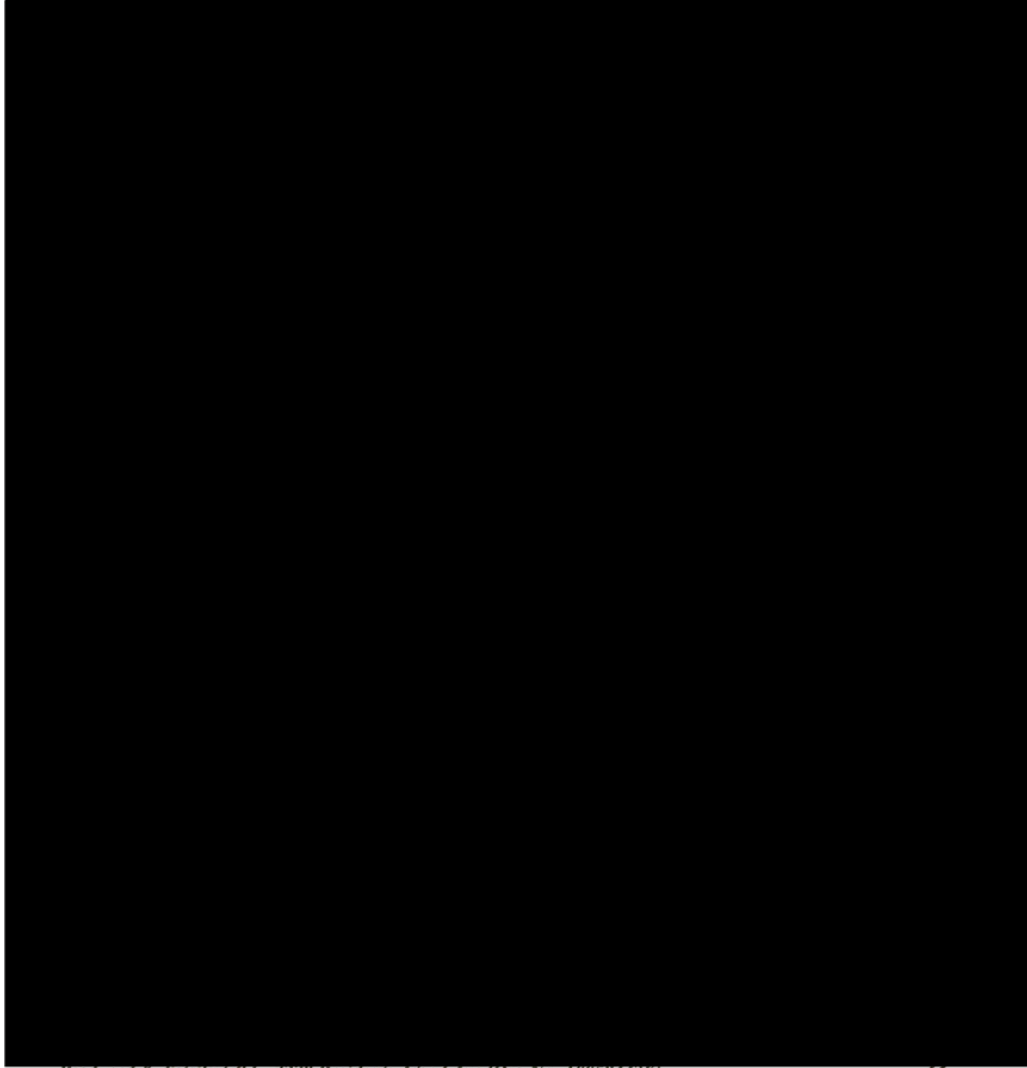
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25 [Handwritten marks]

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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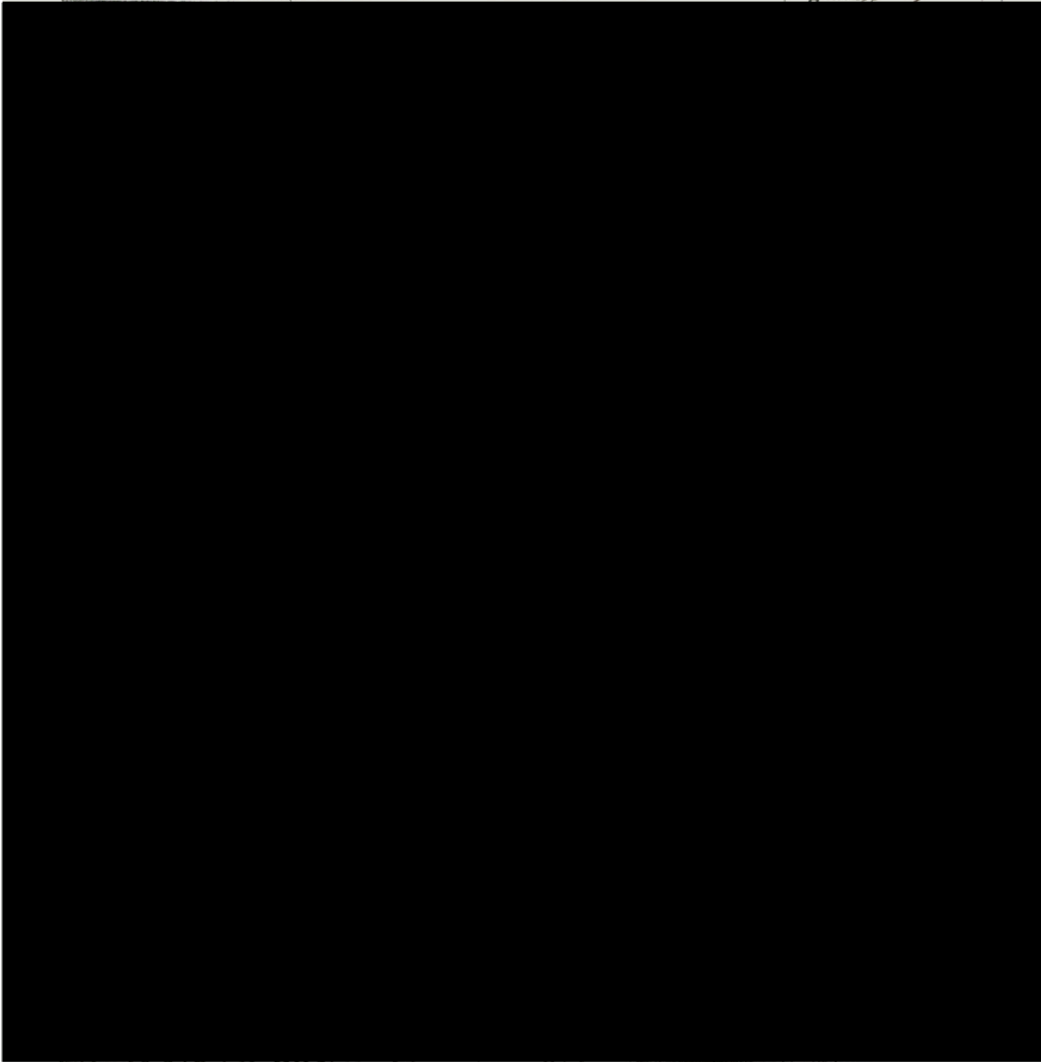
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20/5

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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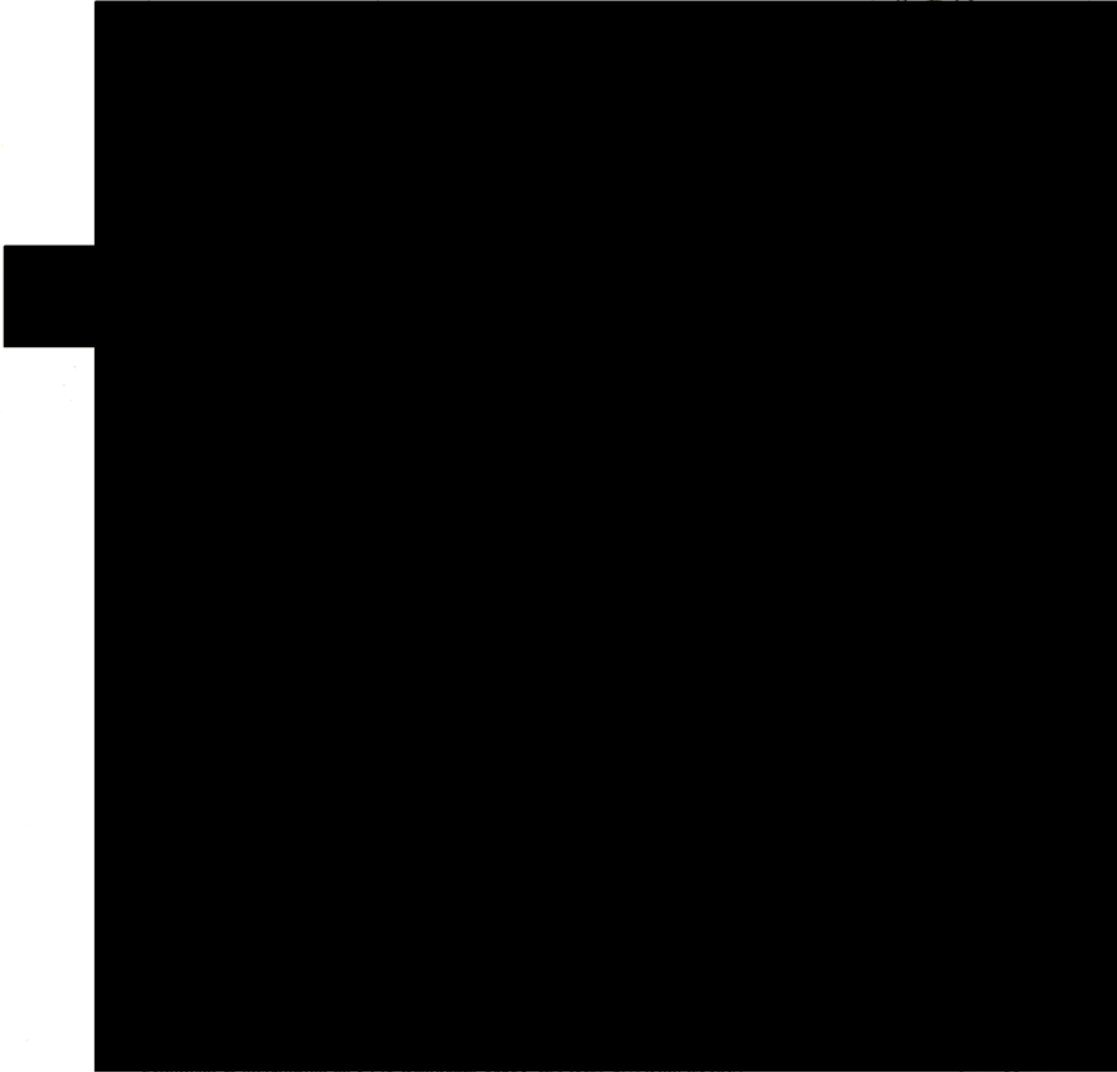
17/18

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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Printed & distributed by 5226 Residens Assoc. Inc (Ofc No. A0058442K).
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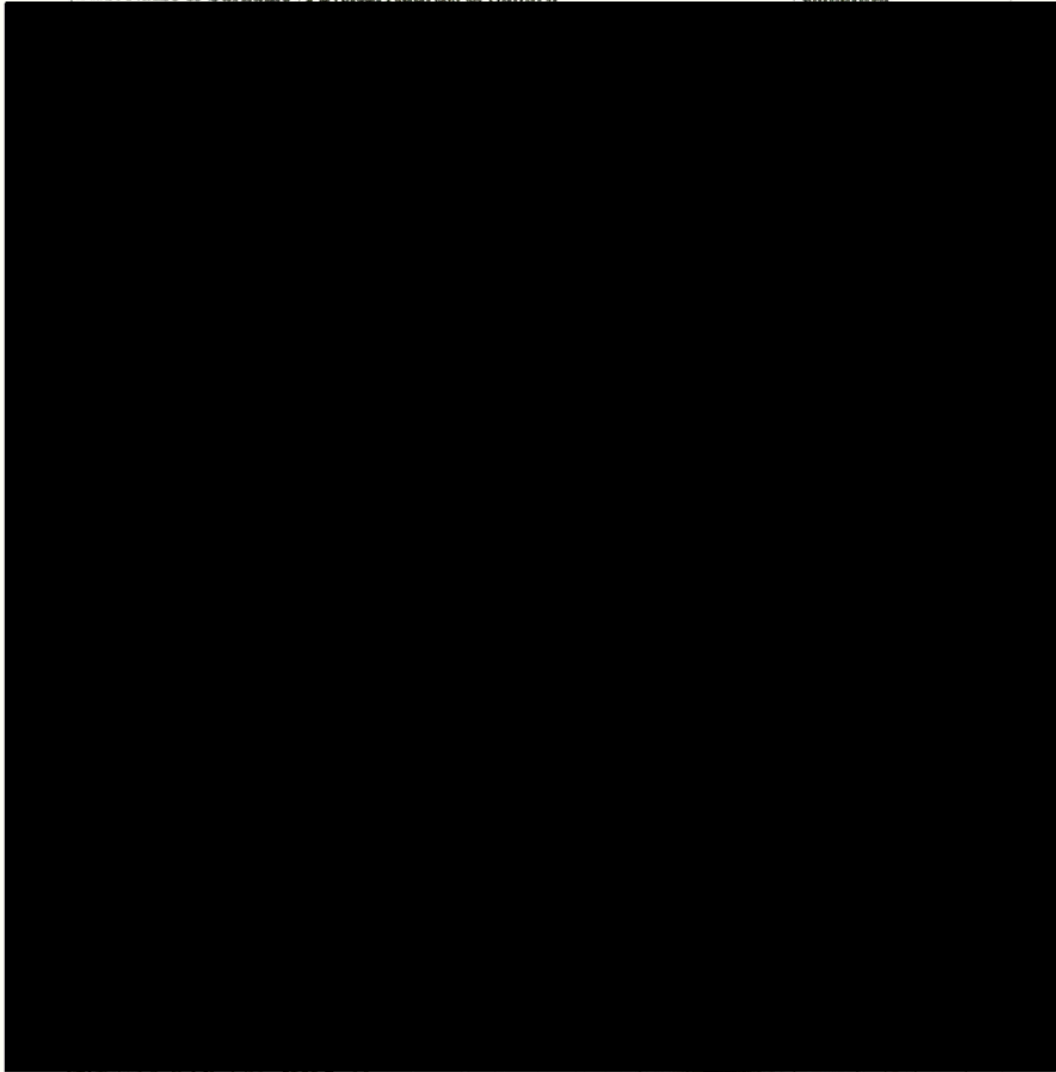
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10/9

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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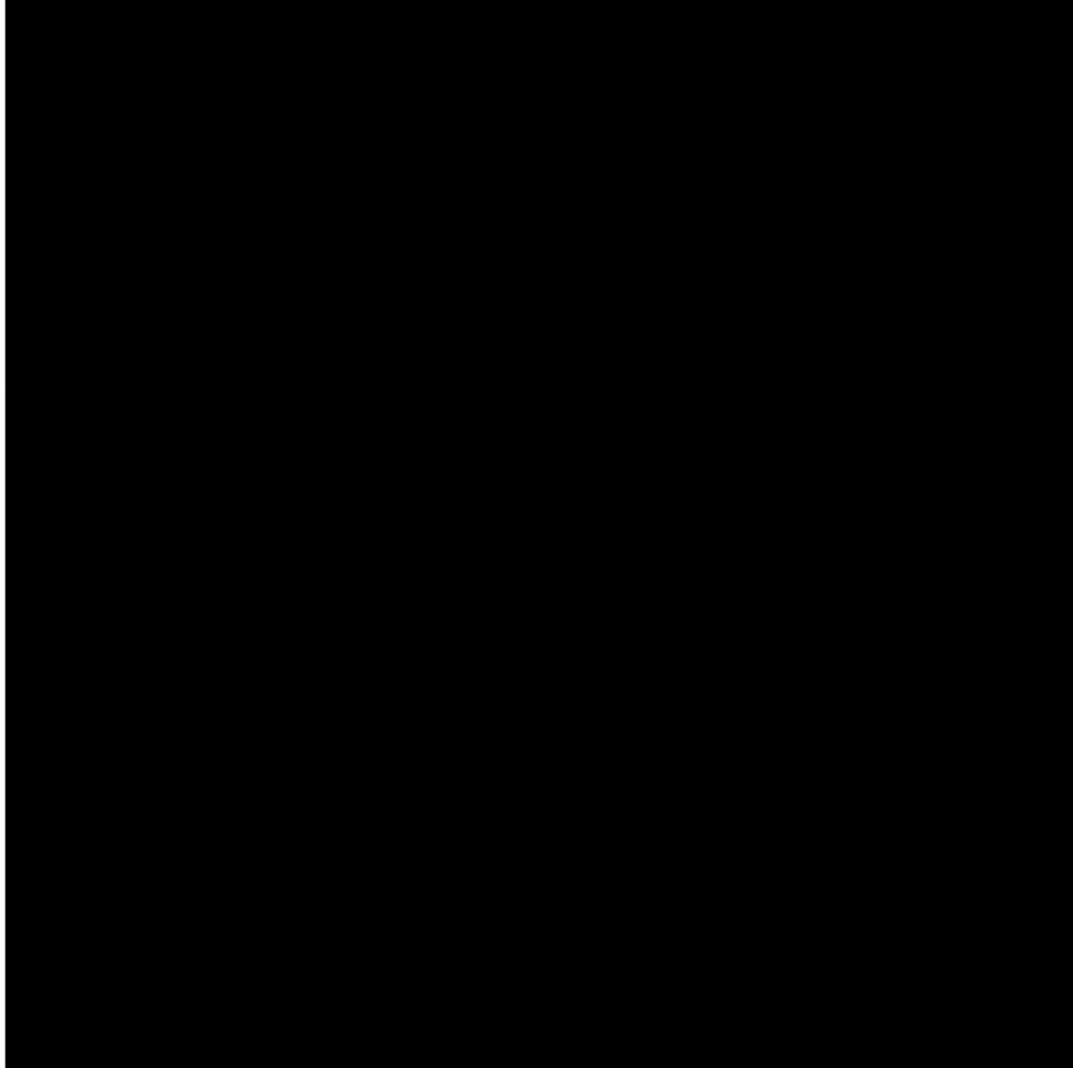
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20/11

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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25

18/7

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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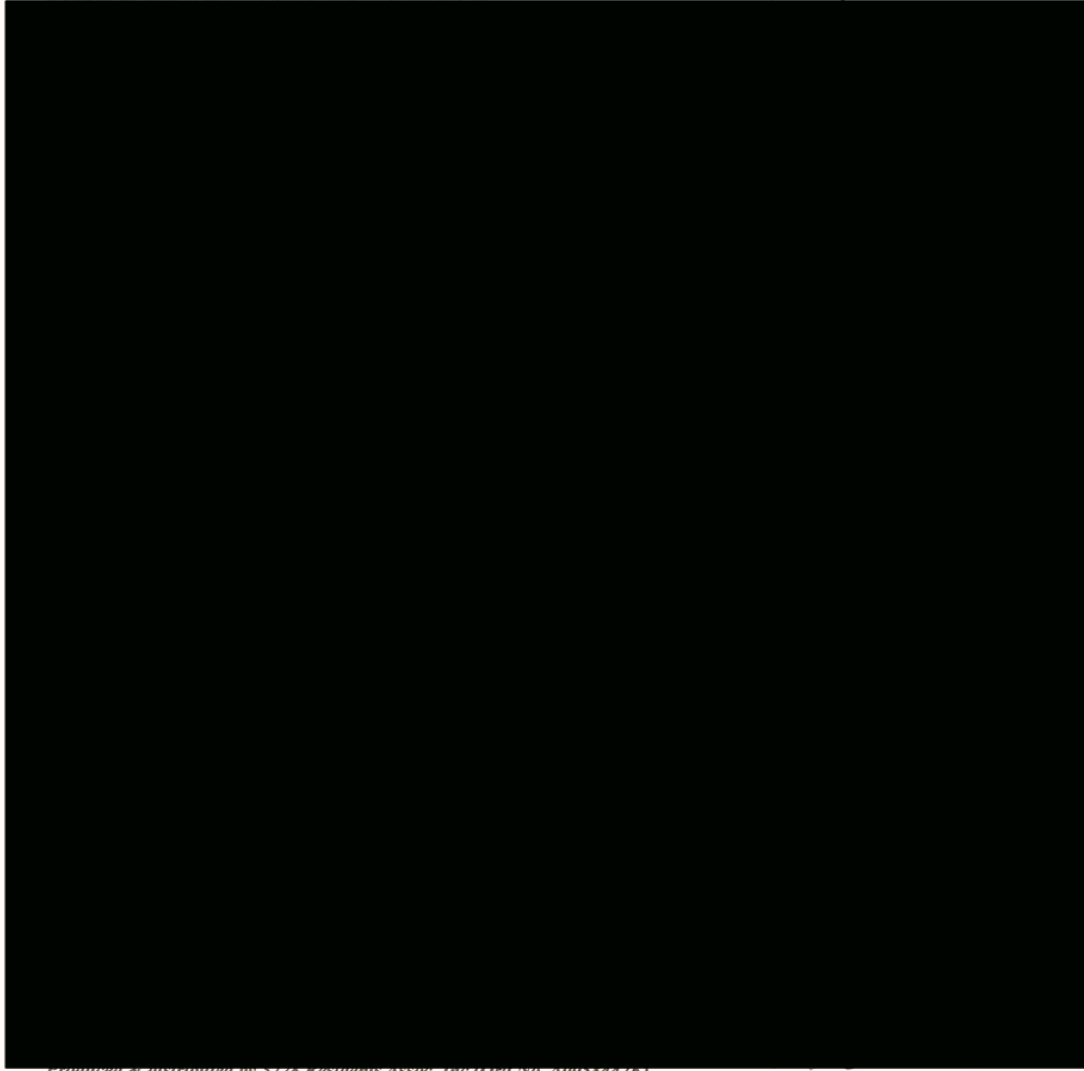
25

2015

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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Produced & distributed by 5226 Residens Assoc. Inc (Org No. 7100564421).

Please return completed survey by 20 November 2017 to: [REDACTED]

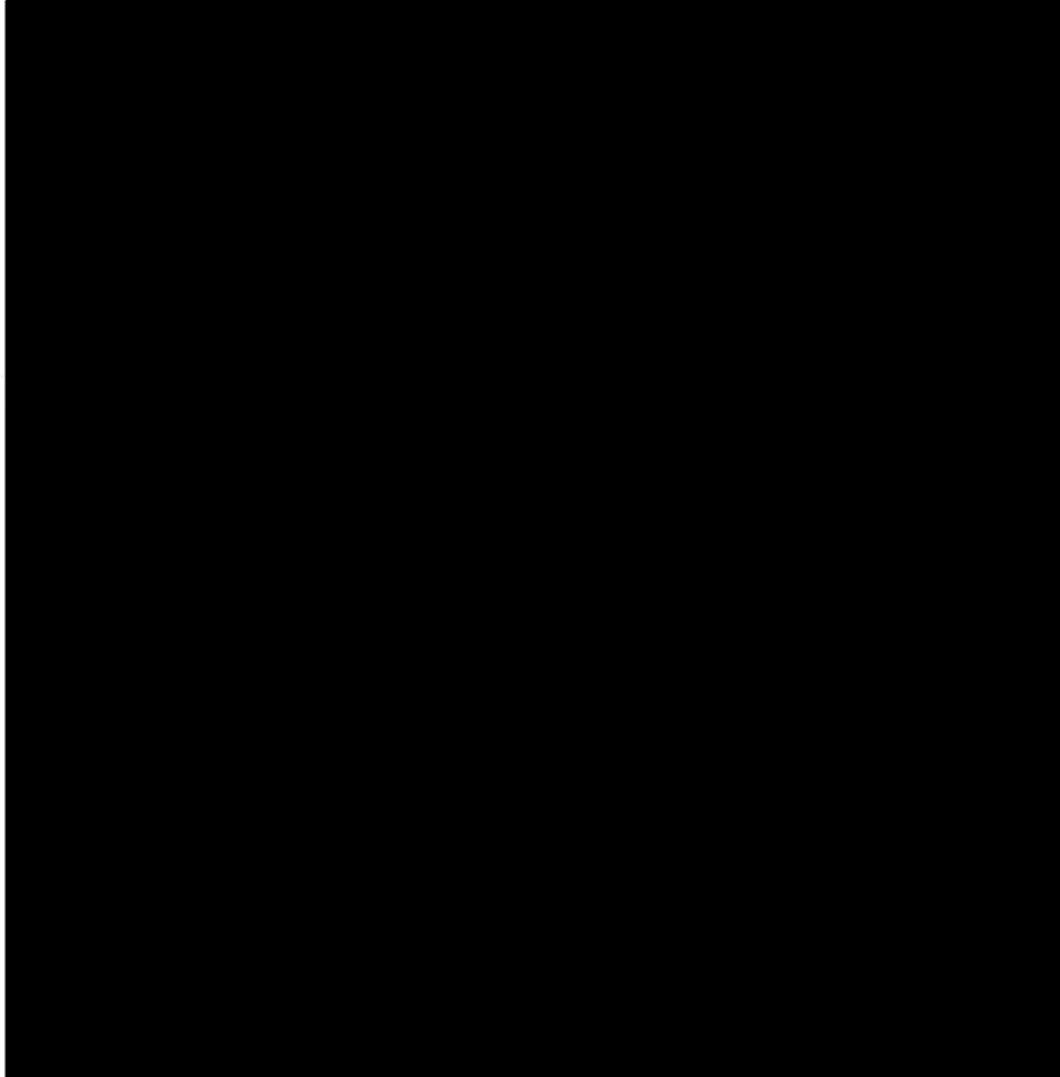
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125

11/16

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
		

Printed & distributed by 5228 Residents Assoc. Inc (Org No. 710084428). 11/11/17
Please return completed survey by 20 November 2017 to: 


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20/9

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
		

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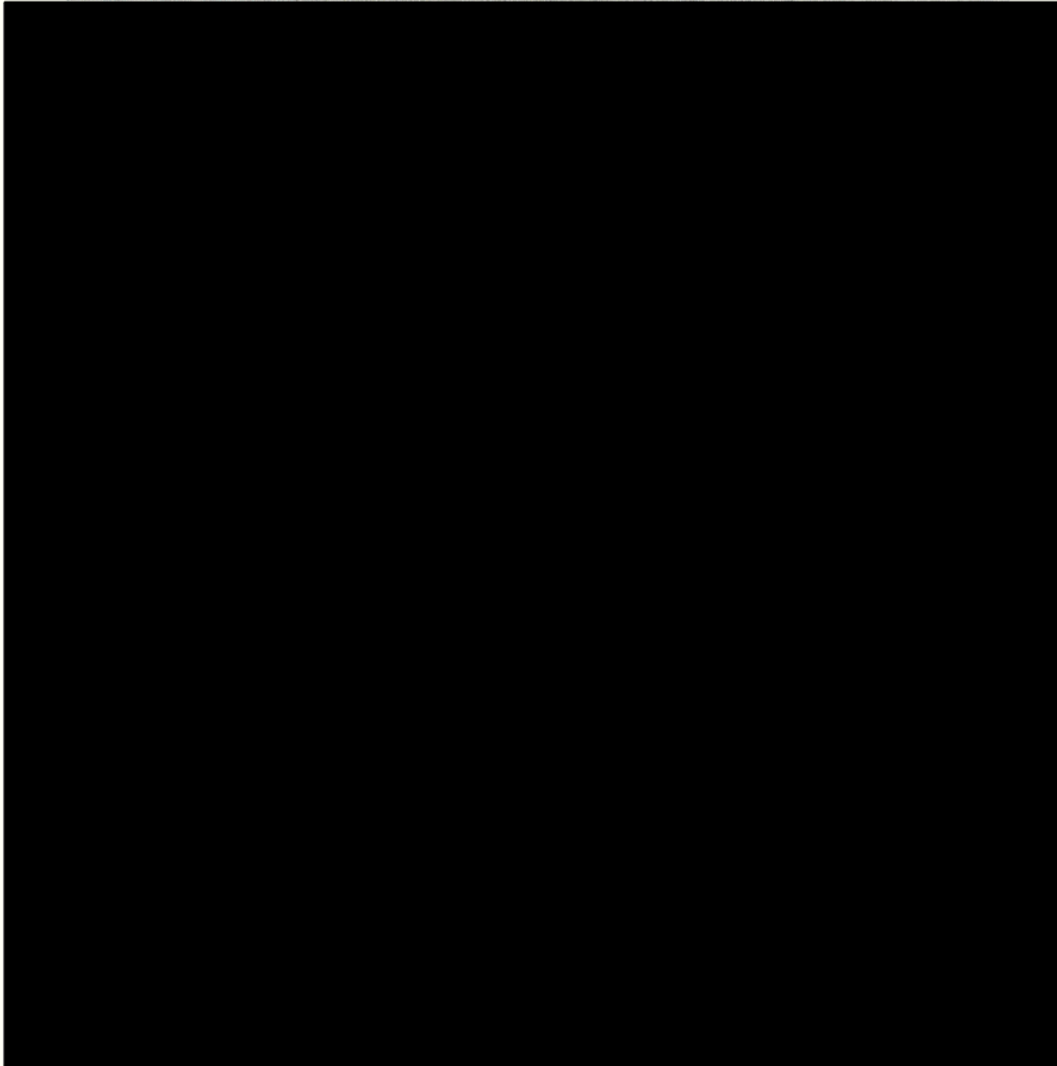
26

19/16

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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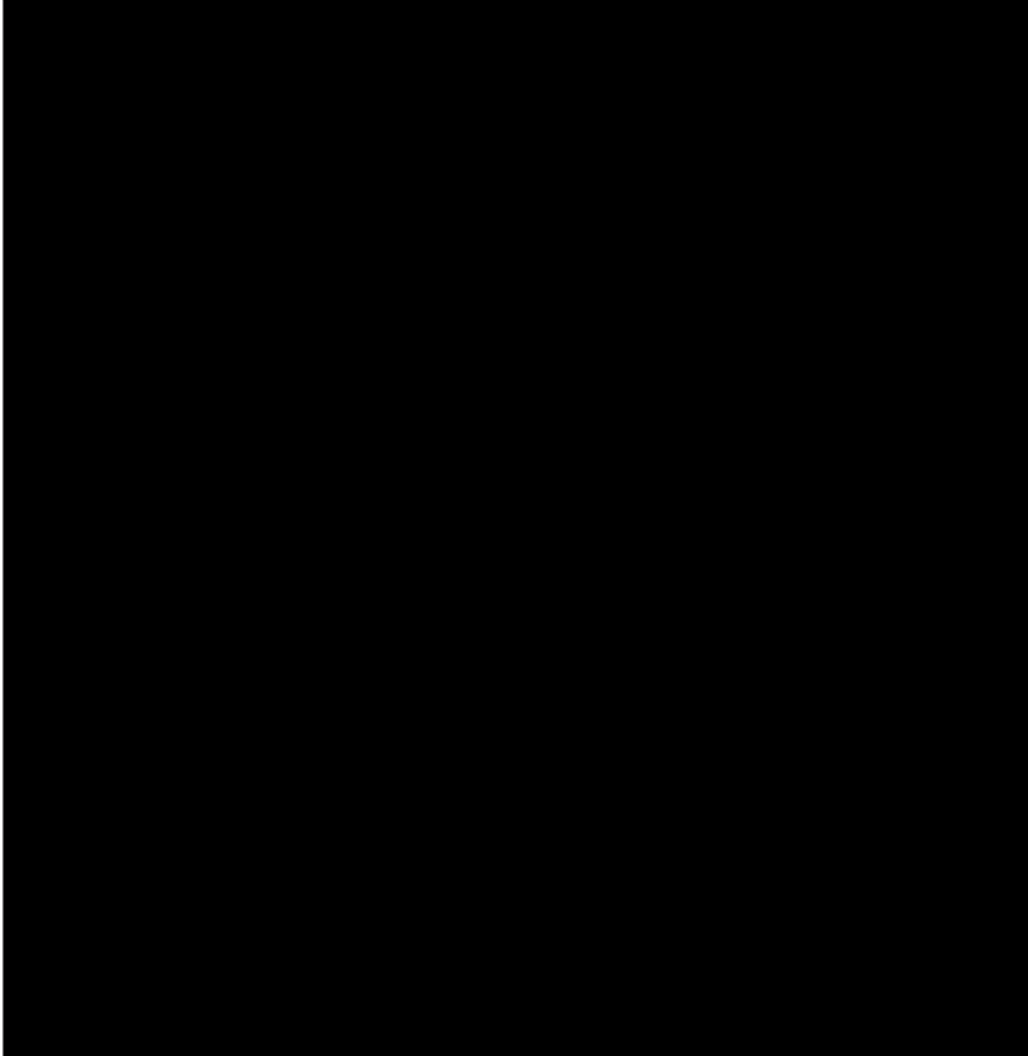
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17/8

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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12/18

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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Produced & distributed by 5228 Residents Assoc. Inc (Org No. A0056442X).

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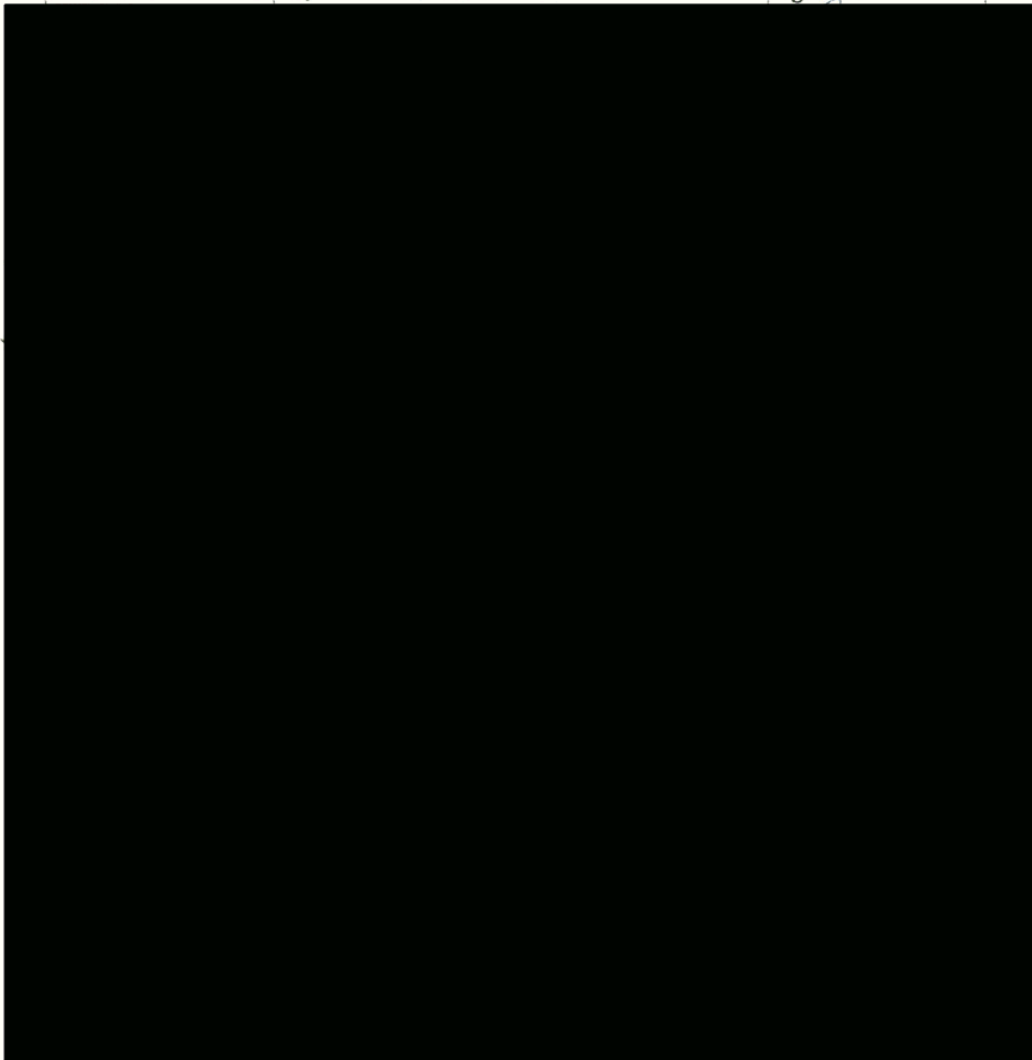
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16/9

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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19/6

19/6

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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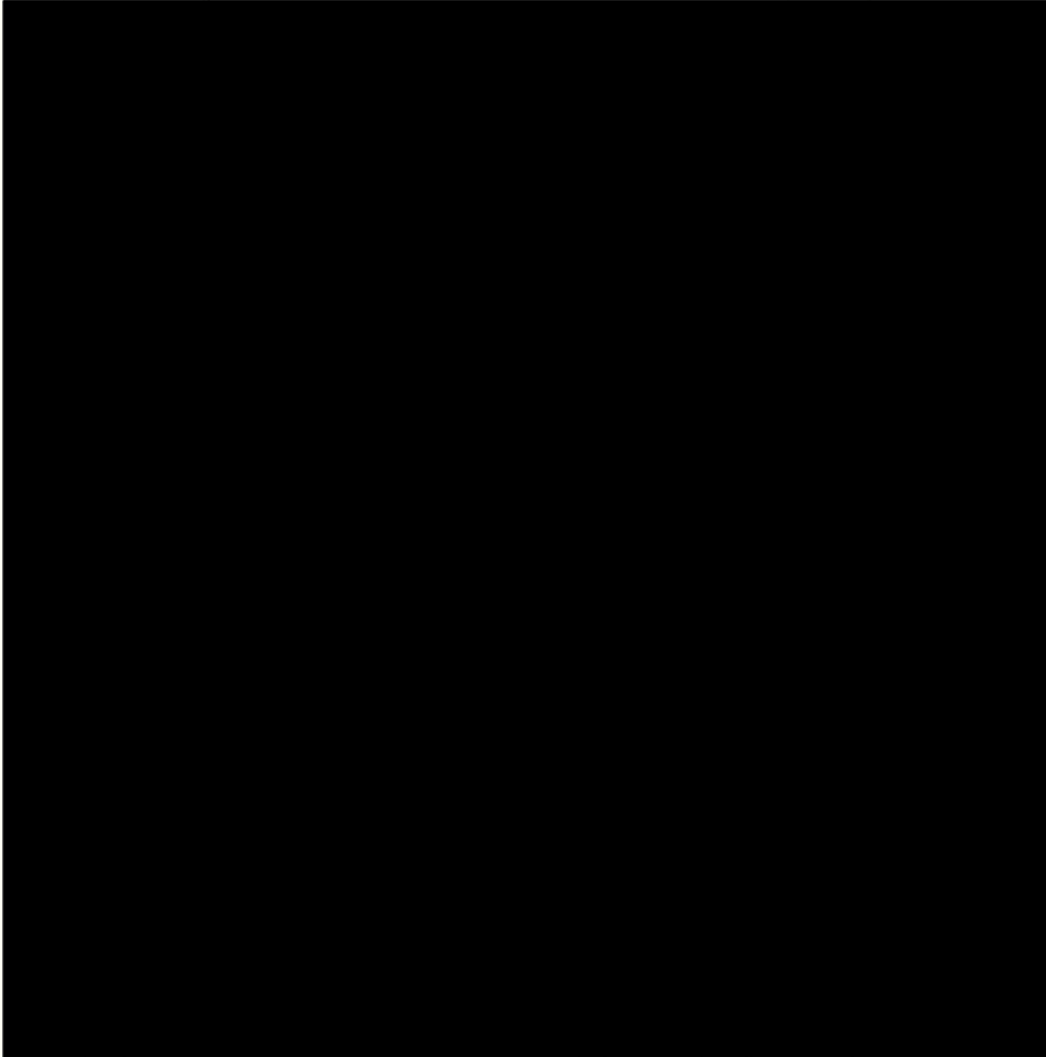
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214

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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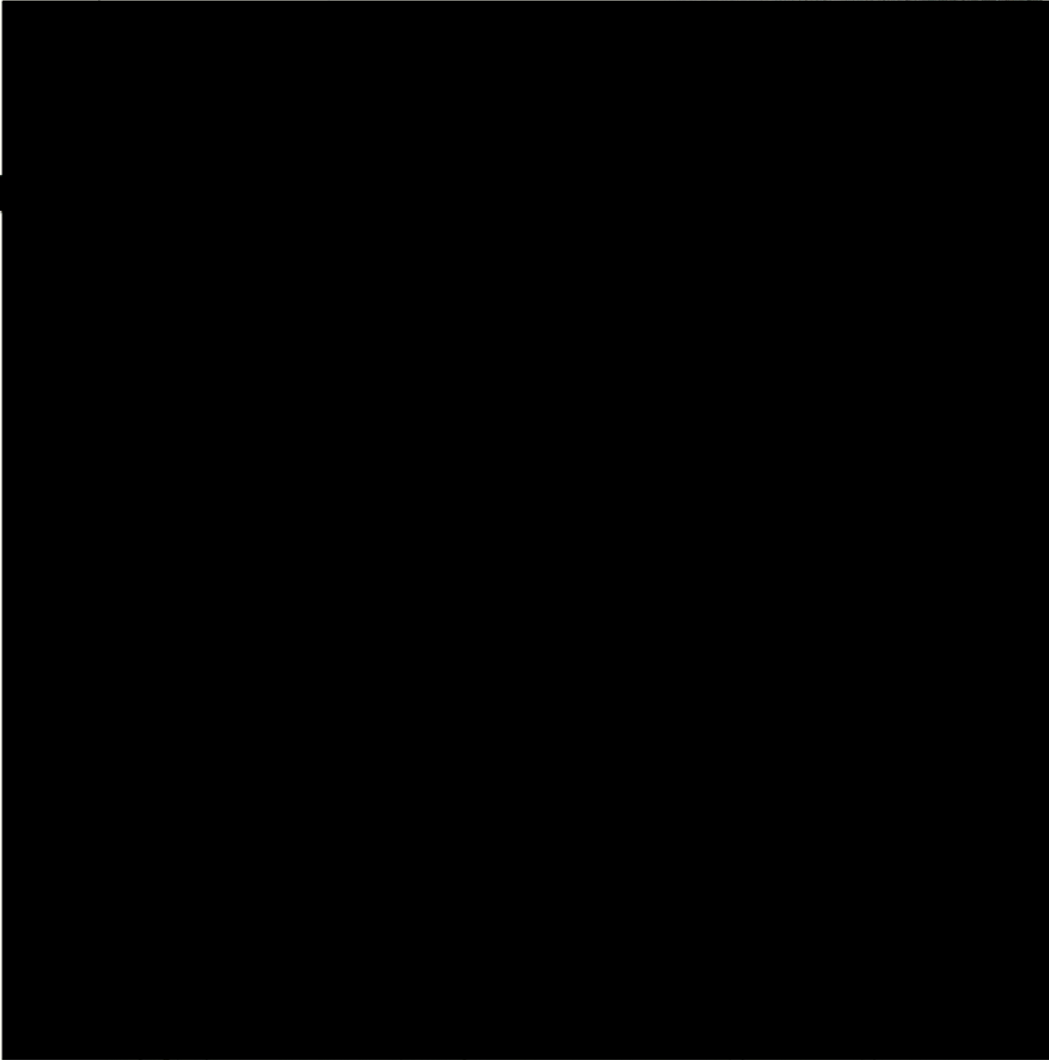
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17/8

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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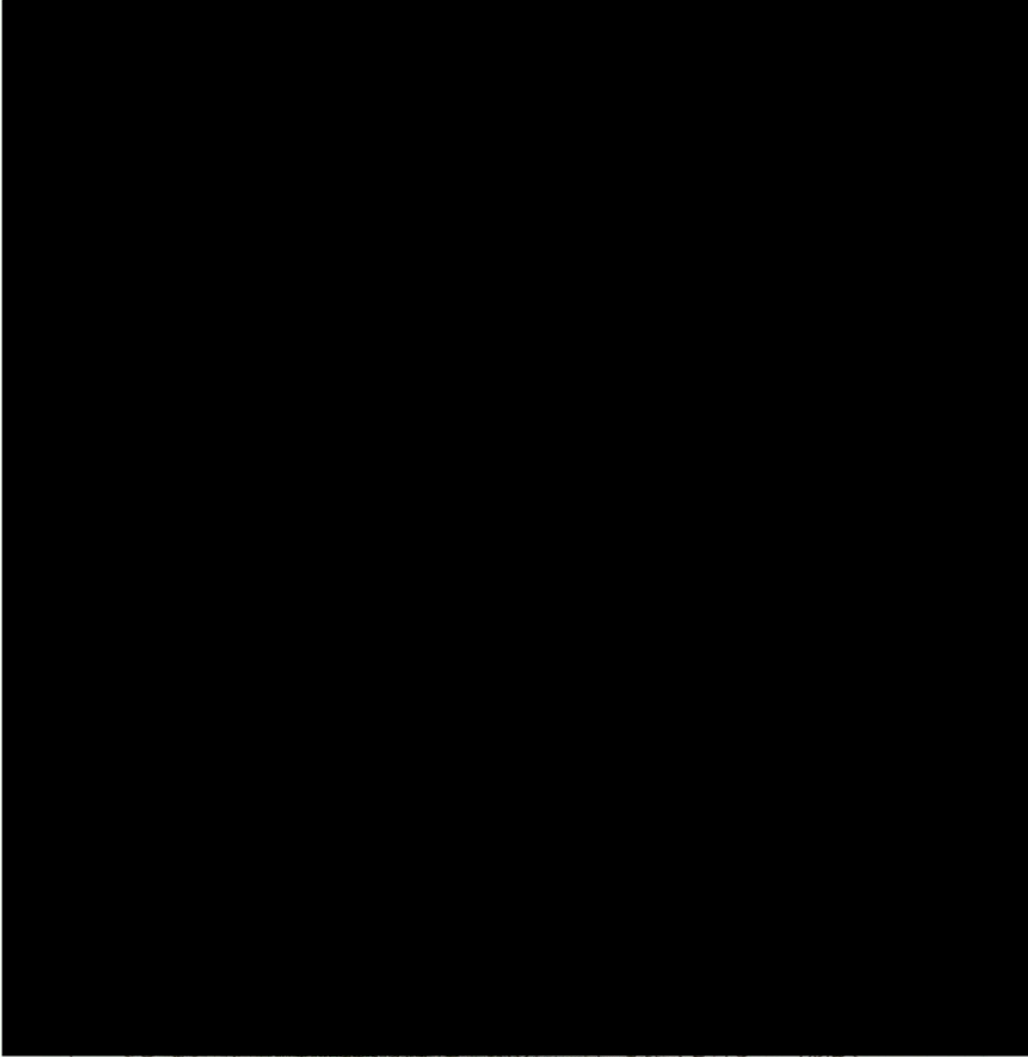
26

3/12

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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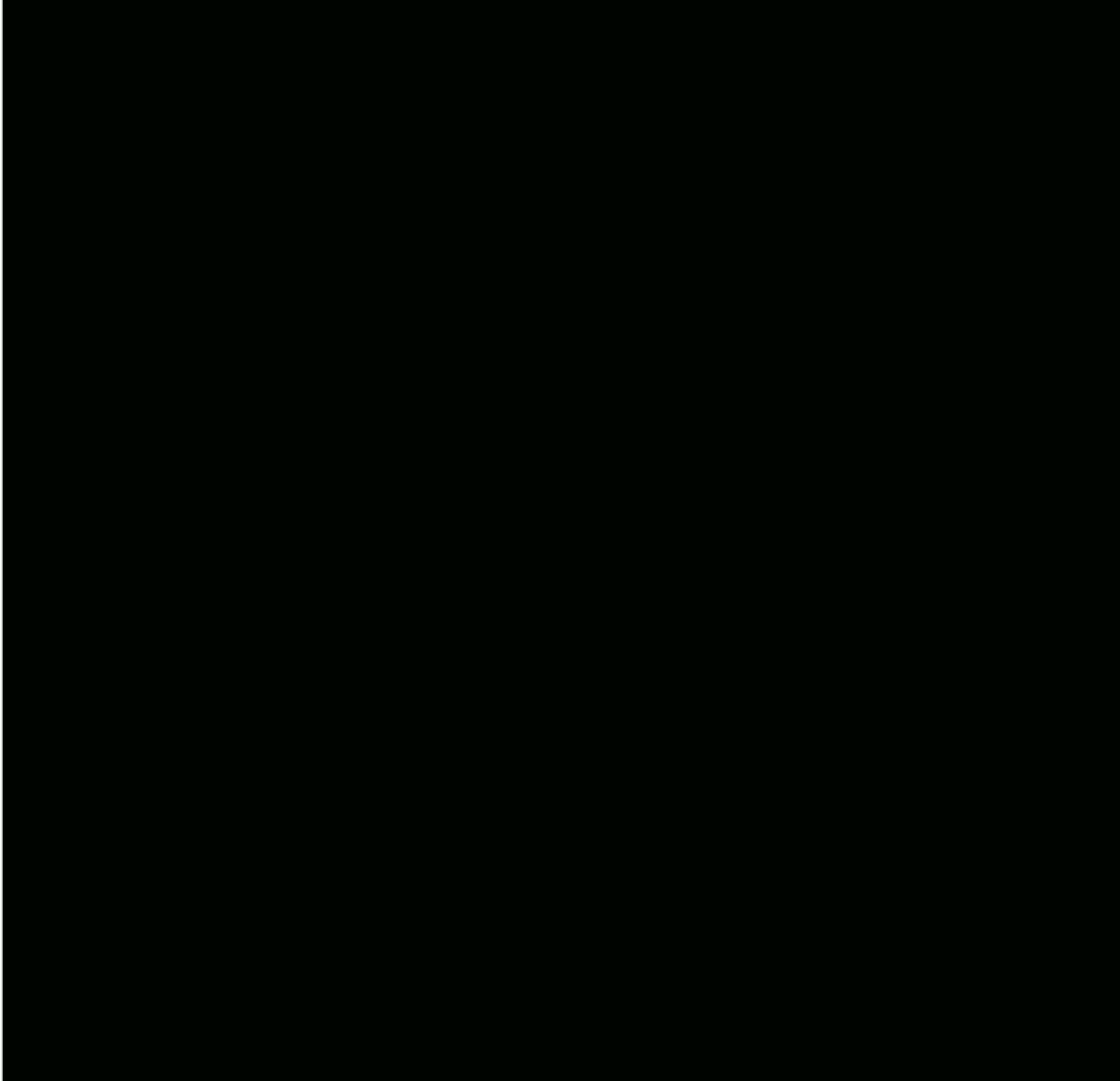
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8/11

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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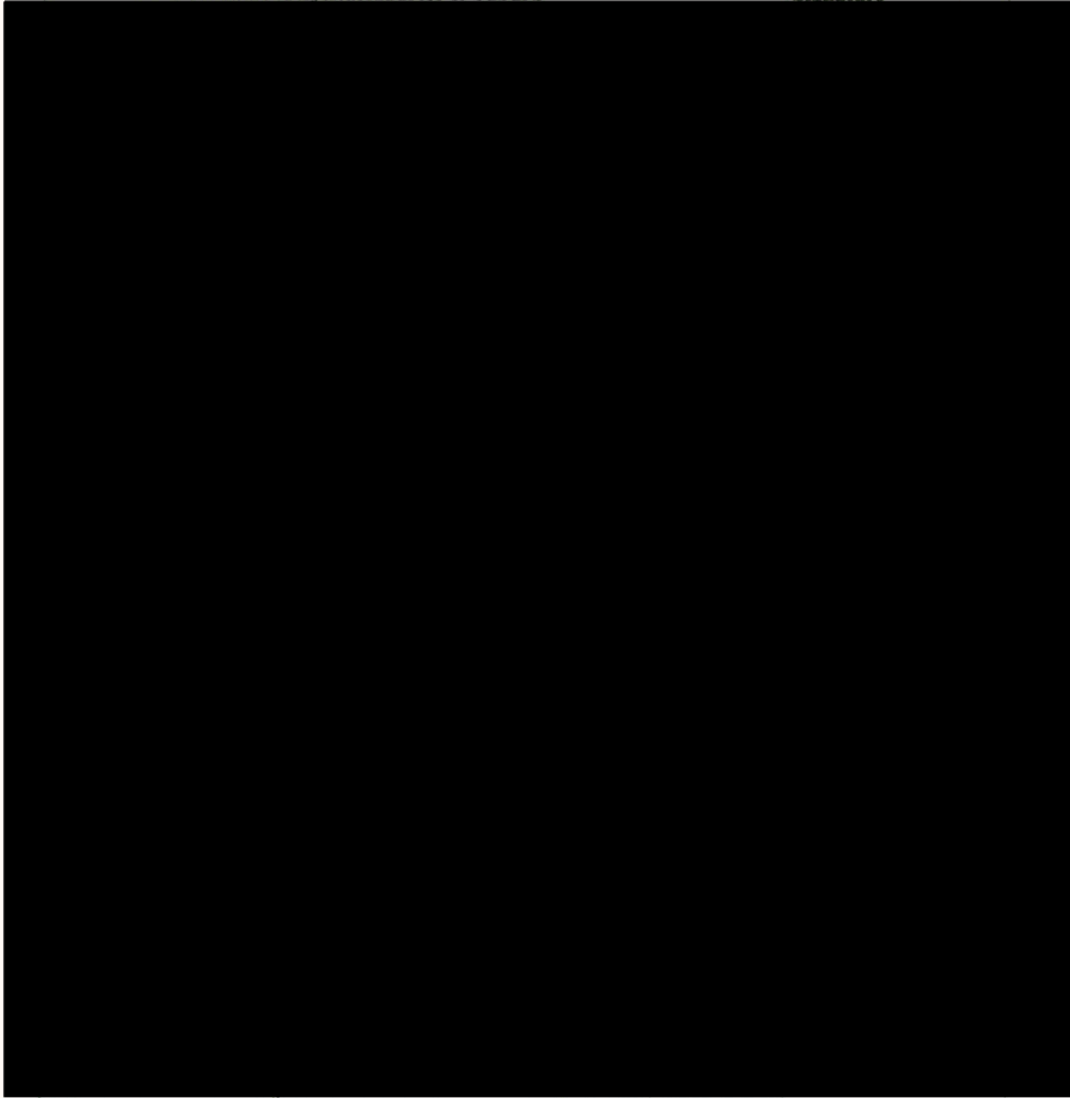
2017

Torquay Town Centre Building Height Restriction Petition

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M

First Name & Surname	Physical Address & Suburb	Signature
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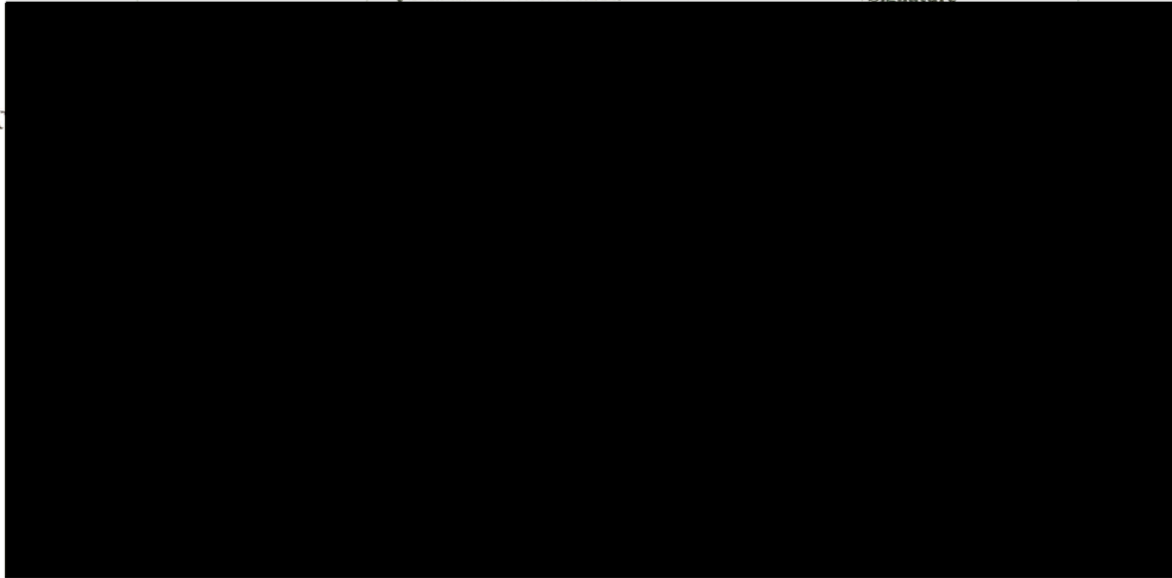
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24/11

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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9

8/11

Torquay Town Centre Building Height Restriction Petition

The petitioners whose names, addresses and signatures appear thereunder, petition the Surf Coast Shire to mandate a maximum building height level of three storeys or 9.5 metres from existing ground level in the Torquay Town Centre Plan.

First Name & Surname	Physical Address & Suburb	Signature
		

Produced & distributed by 3228 Residents Assoc. Inc (Org No. A0058442K).
Please return completed survey by 20 November 2017 to: 

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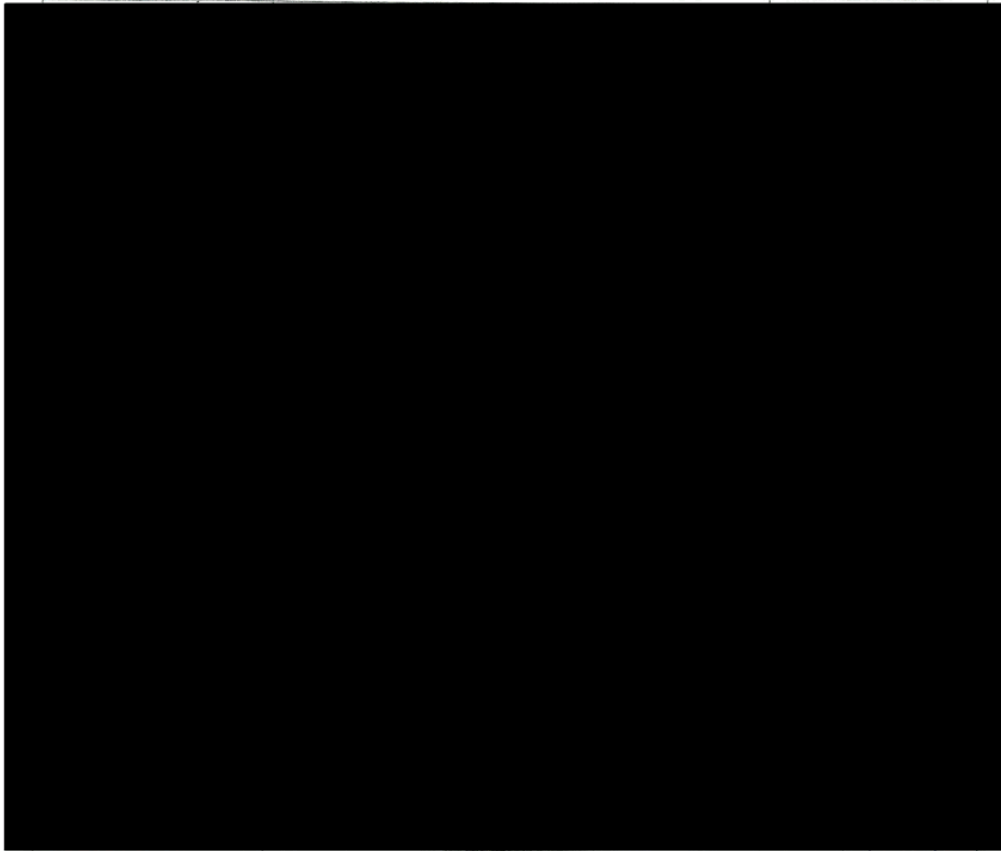
4

3/1

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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22

7/15

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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Please return completed survey by 20 November 2017 to:* [REDACTED]

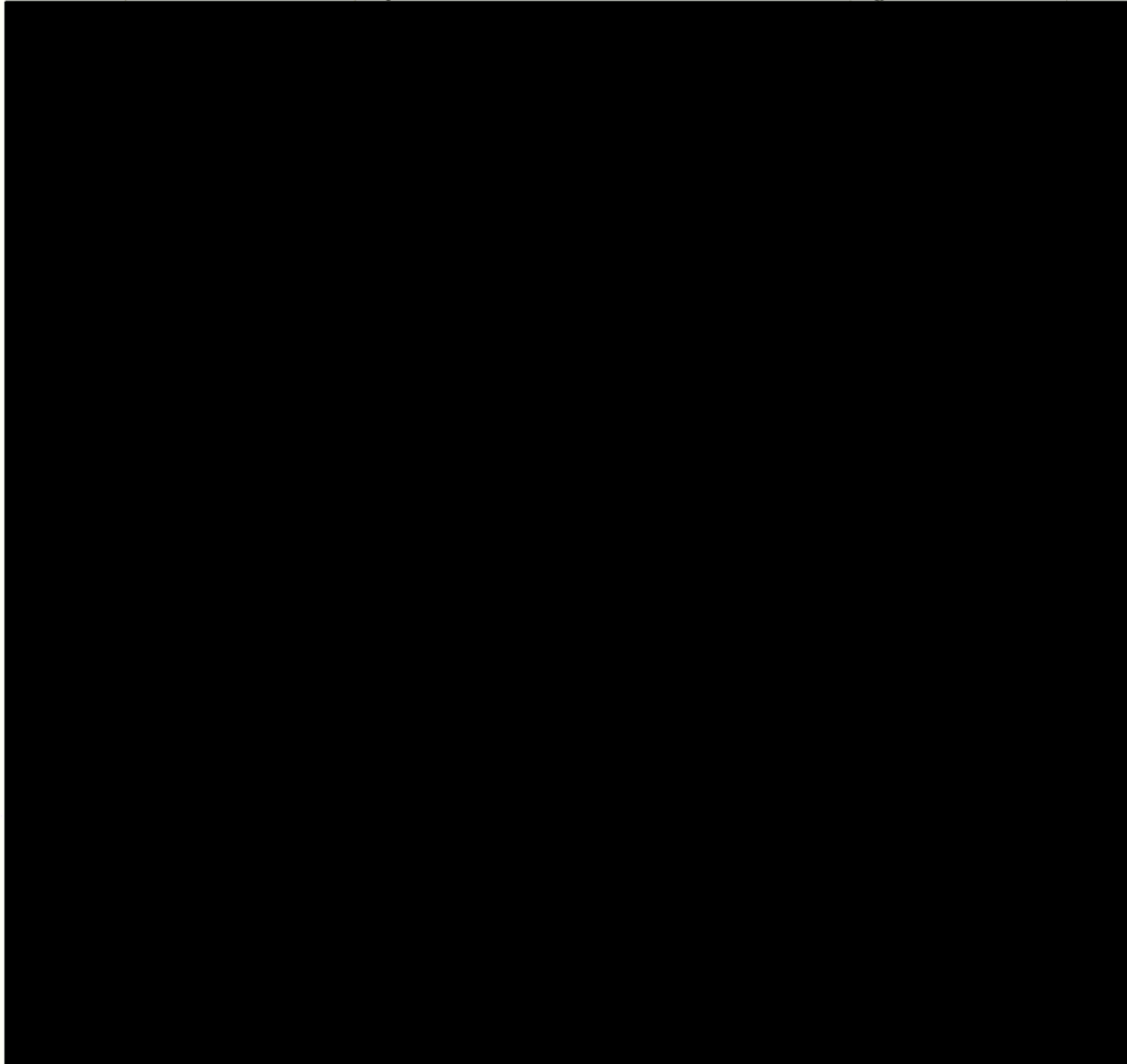
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Torquay Town Centre Building Height Restriction Petition

The petitioners whose names, addresses and signatures appear thereunder, petition the Surf Coast Shire to mandate a maximum building height level of three storeys or 9.5 metres from existing ground level in the Torquay Town Centre Plan.

First Name & Surname	Physical Address & Suburb	Signature
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18/17

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature

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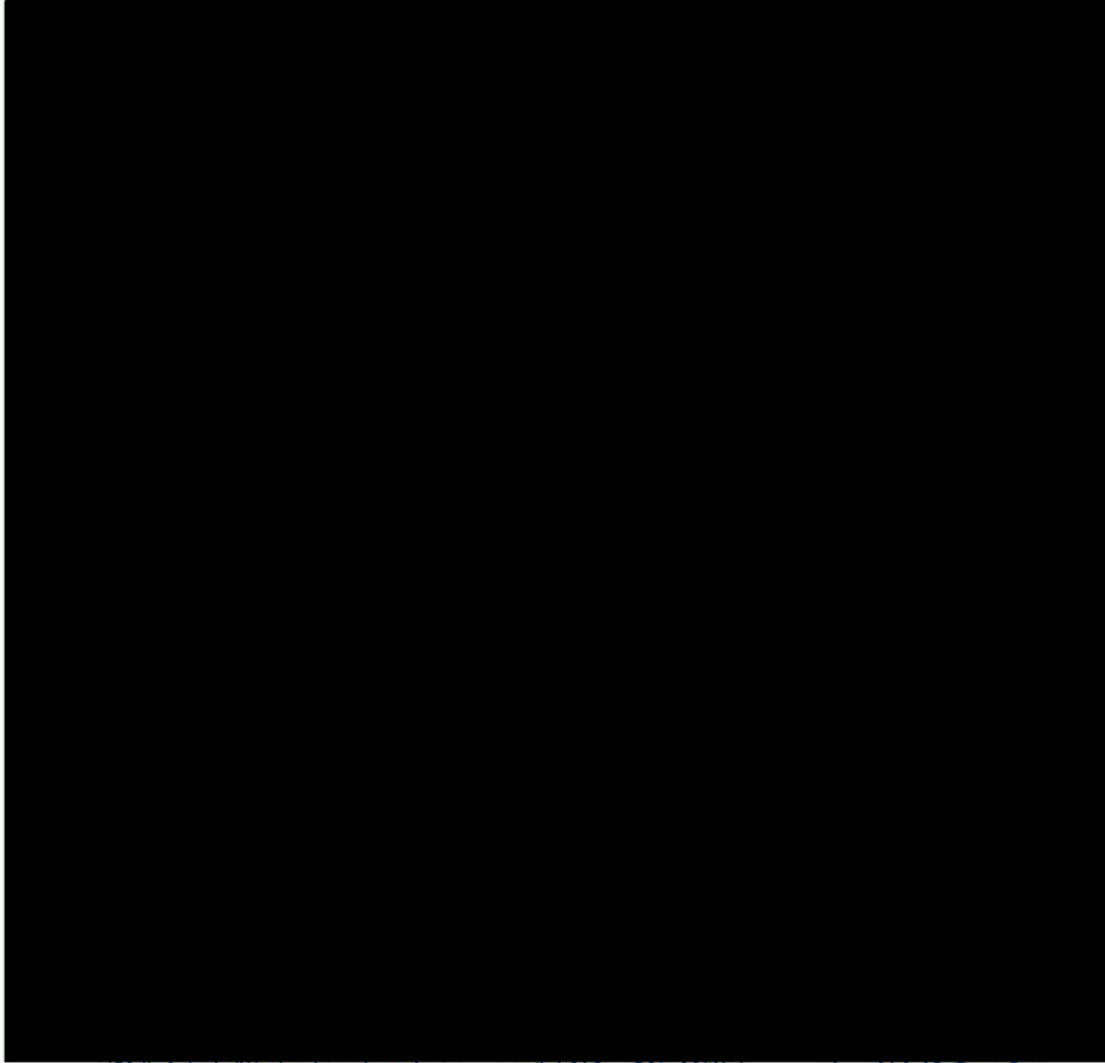
12

11/11

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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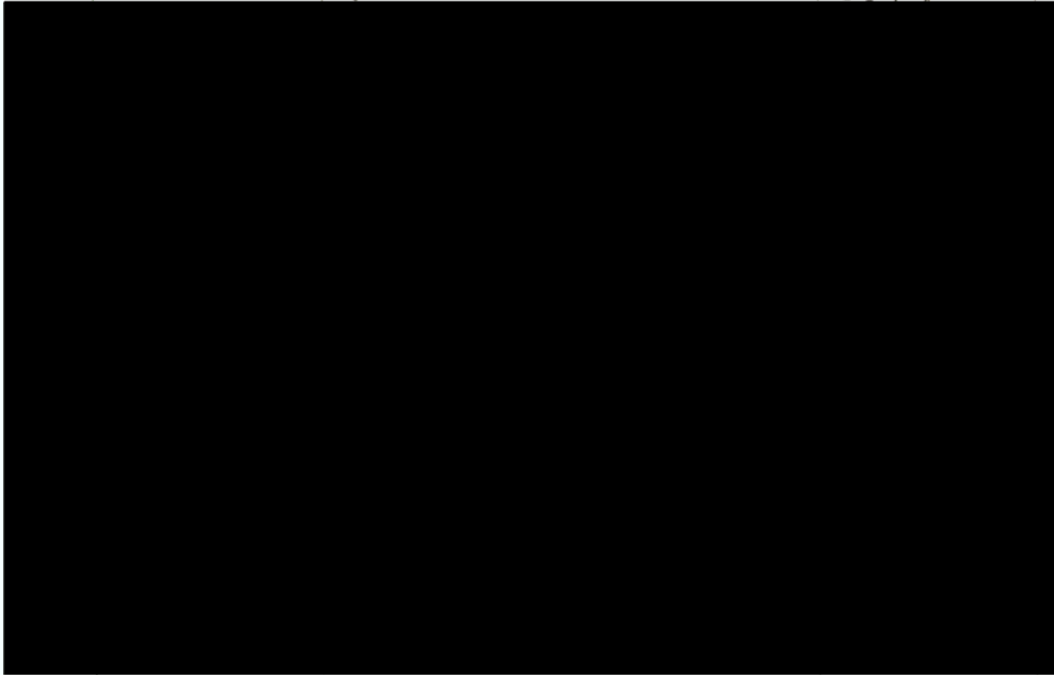
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15/10

Torquay Town Centre Building Height Restriction Petition

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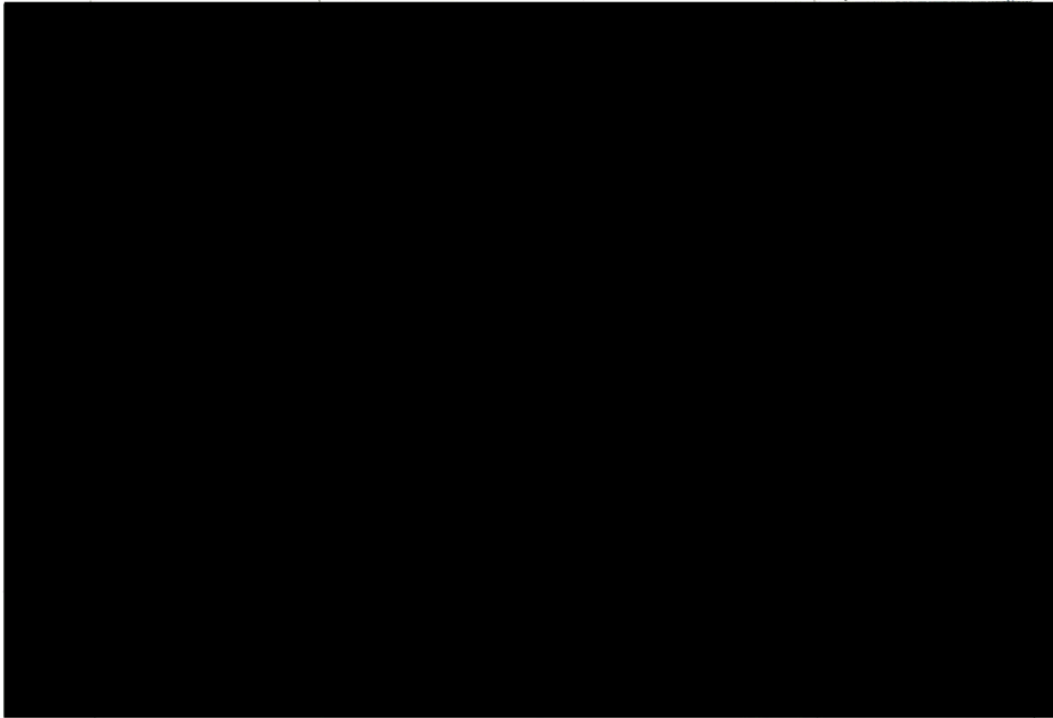
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14/0

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
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16

15/11

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
[Redacted]		

First Name & Surname	Physical Address & Suburb	Signature

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Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature

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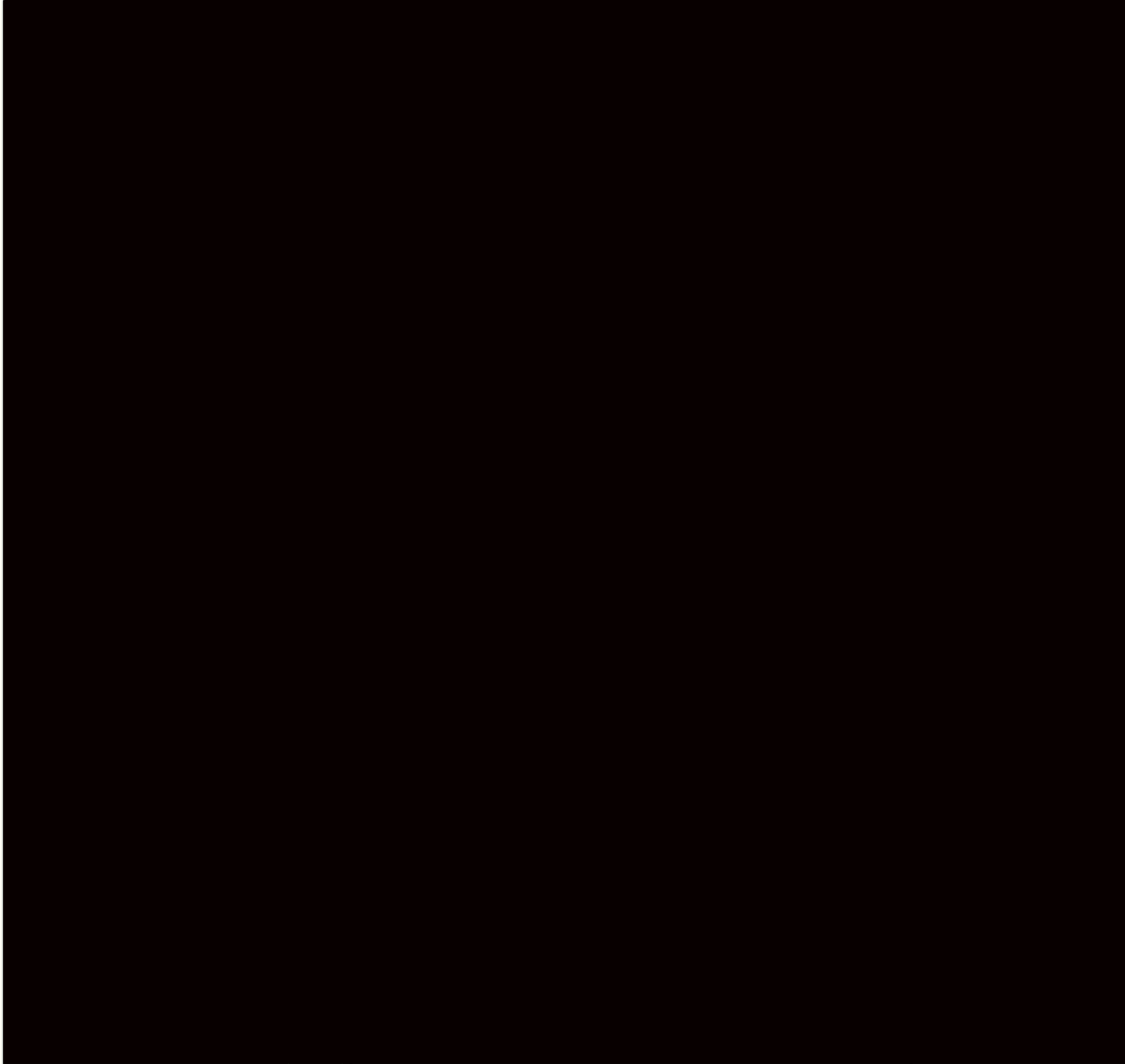
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17

15/2

Torquay Town Centre Building Height Restriction Petition

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First Name & Surname	Physical Address & Suburb	Signature
		

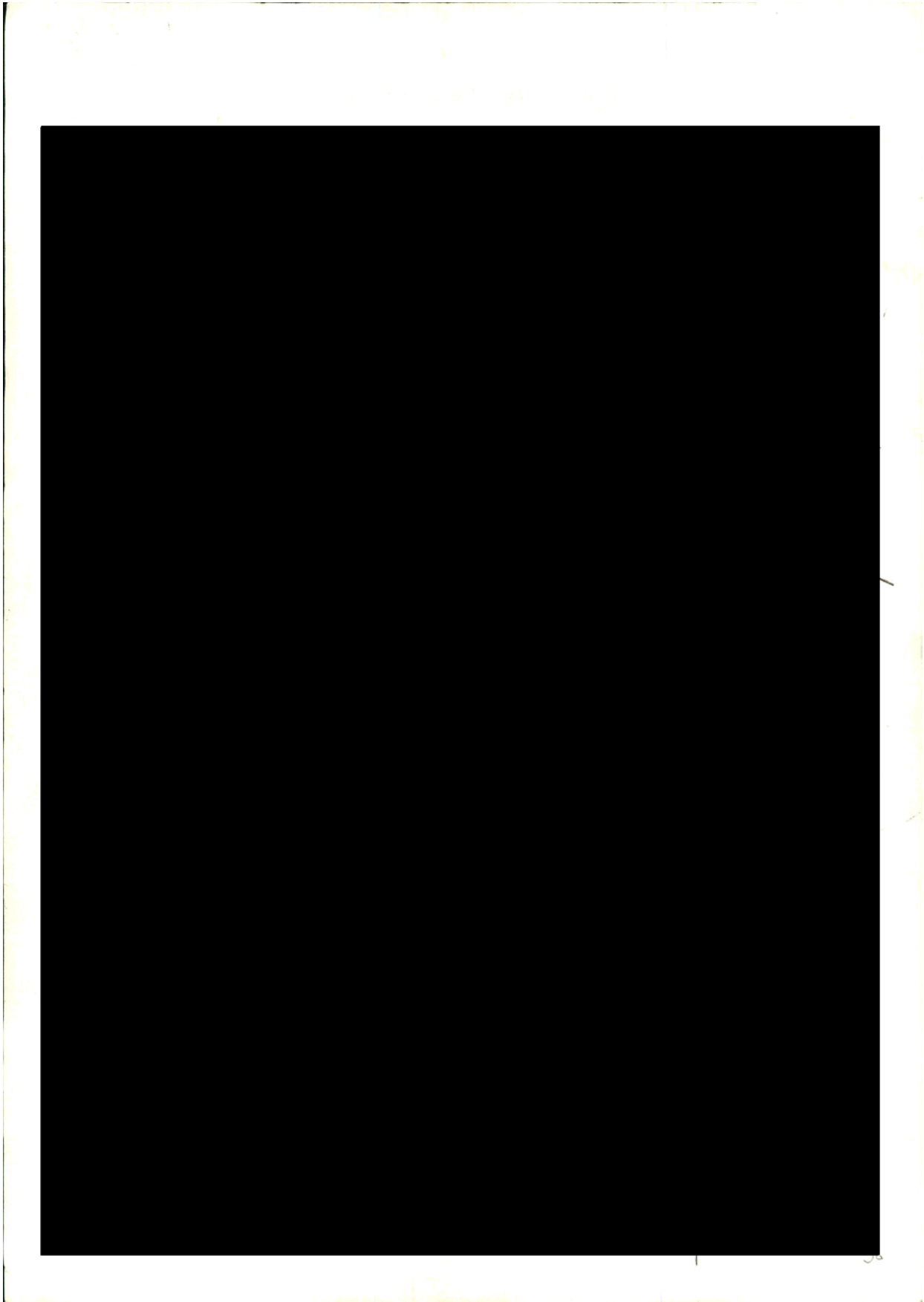
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Torquay Town Centre Building Height Restriction Petition

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7

2/5

Torquay Town Centre Building Height Restriction Petition

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16

15/11

1.1 Petition Requesting A Mandatory Torquay Town Centre Building Height

APPENDIX 2 TORQUAY TOWN CENTRE PROJECT PETITION 2 (DIGITAL) - REDACTED

Torquay Town Centre Building Height Restriction Petition

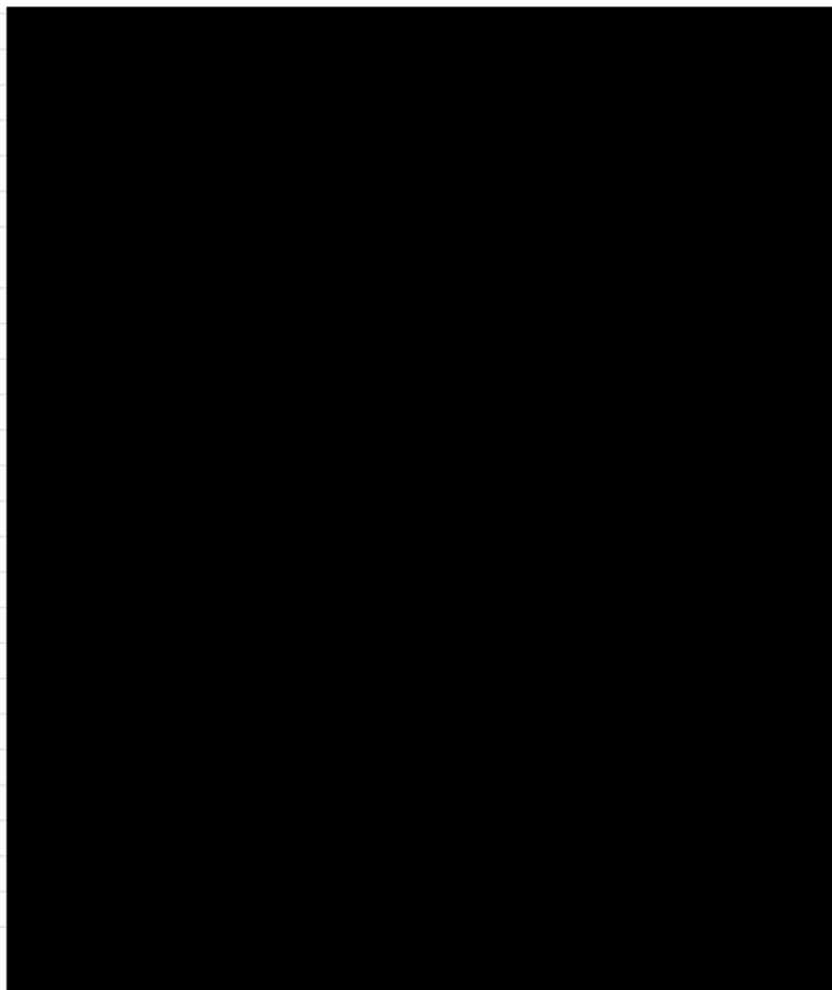
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Closed on Nov 22, 2017

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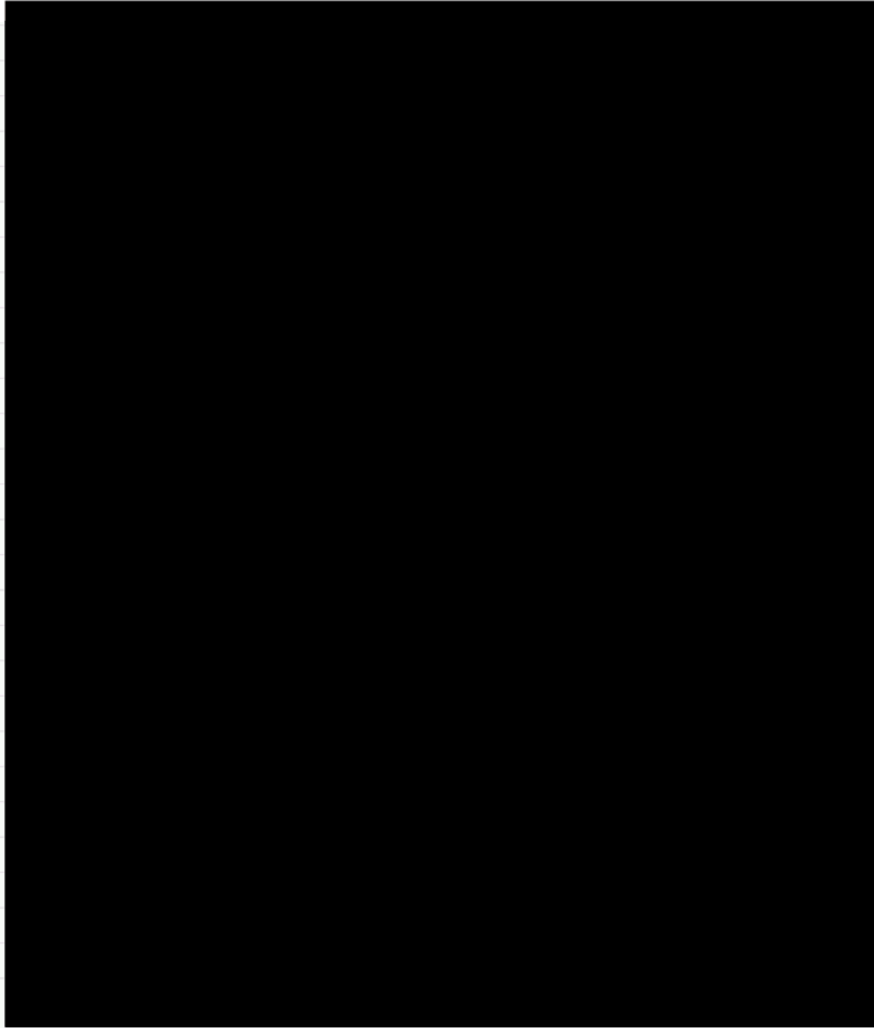
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2. PLANNING MATTERS & DECISIONS

2.1 15/0446 - Briody Drive West Development Plan

Author's Title: Senior Strategic Planner

General Manager: Ransce Salan

Department: Planning & Development

File No: 15/0446

Division: Environment & Development

Trim No: IC17/143

Appendix:

1. Briody Drive West Development Plan (D17/123450)
2. Briody Drive West Development Plan Report (D17/123454)
3. Shared Infrastructure Funding Plan (D17/123457)
4. Summary of Submissions (D17/133786)
5. Officer Assessment Report (D17/123563)

Officer Direct or Indirect Conflict of Interest:

Status:

In accordance with Local Government Act 1989 –
Section 80C:

Information classified confidential in accordance with
Local Government Act 1989 – Section 77(2)(c):

Yes

No

Yes

No

Reason: Nil

Reason: Nil

Purpose

The purpose of this report is to consider an application for approval of a Development Plan for Briody Drive West, Torquay.

Summary

An application has been received by St Quentin Consulting on behalf of a group of landowners for land within the Briody Drive West Estate, Torquay. The application seeks approval of a Development Plan pursuant to Schedule 10 to the Development Plan Overlay (DPO10). The Development Plan will guide the future residential subdivision and development of the subject land and coordinate the actions of landowners.

The subject land was rezoned from Low Density Residential Zone to Residential 1 Zone (now the General Residential Zone) in 2012 to allow for residential development at conventional densities.

The Development Plan was placed on public exhibition from 8 December 2016 until 11 January 2017. Twelve (12) submissions were received, comprising four (4) from referral authorities generally supporting the Development Plan and eight (8) submissions from landowners objecting to or commenting on aspects of the Development Plan (refer Appendix 4 for a summary of submissions).

Key issues raised in the submissions include concerns with the density of the development, drainage and stormwater management, impacts on vegetation and Deep Creek, the capacity of the existing road network (Briody Drive, Messmate Road, Grossmans Road) to cope with increased traffic, and the funding and equalisation of shared infrastructure.

A major consideration from Council's perspective is the delivery and funding of shared infrastructure required to support the development, in particular the stormwater basins required to service the two main catchments within the precinct. A Shared Infrastructure Funding Plan (SIFP) has been prepared which details the infrastructure items to be funded and the mechanisms for how that is to occur. The SIFP is intended to be implemented by requiring landowners to enter into a Section 173 Agreement if they wish to subdivide and Council will assume the role of 'collecting agency' for the collection of levies and reimbursement of landowners who have contributed land and/or delivered infrastructure works. Council will be responsible for the ongoing administering of the SIFP, however responsibility for the delivery and funding of infrastructure works resides solely with the landowners/developers.

It is considered that the Development Plan is generally consistent with the DPO10 and will facilitate the coordinated and integrated subdivision of the land for residential purposes as intended by the former rezoning. It is recommended that the Development Plan be approved subject to changes.

2.1 15/0446 - Briody Drive West Development Plan

Recommendation

That Council:

1. Receive and note the submissions received following informal exhibition of the Briody Drive West Development Plan.
2. Having considered the application and all submissions received in respect of the Development Plan (as exhibited), approve the Briody Drive West Development Plan pursuant to Schedule 10 to Clause 43.04 of the Surf Coast Planning Scheme subject to the plans and supporting documents submitted with application 15/0446 being amended to the satisfaction of the responsible authority (to be exercised under delegation to the Manager Planning & Development) to:
 - 2.1 delete the section of the service road adjacent to Messmate Road where it intersects with Briody Drive and add another north-south road section further east to connect to Briody from the internal road
 - 2.2 designate Grossmans Road (east of Messmate Road), Illawong Drive, Briody Drive (west of Illawong Drive) and Messmate Road (between Grossmans Road and Briody Drive) as potential future bus routes
 - 2.3 show the provision of a rural post and rail fence (or similar) between Grossmans and Messmate Roads and the linear reserve, or include a notation to the effect that a fence will be provided
 - 2.4 more clearly show the lots that will be subject to fence provisions
3. Note that Council will assume the role of 'collecting agency' for the collection and reimbursement of levies for the purpose of equalisation of costs associated with the provision of land for and the construction of shared infrastructure in accordance with the Briody Drive West Shared Infrastructure Funding Plan.
4. Require any planning permit for subdivision to include a condition that requires landowners to enter into an agreement under Section 173 of the *Planning and Environment Act 1987* to give effect to the Briody Drive West Shared Infrastructure Funding Plan. The section 173 agreement must be to the satisfaction of Council and prepared at no cost to Council.

Council Resolution

MOVED Cr Martin Duke, Seconded Cr Rose Hodge

That Council:

1. Receive and note the submissions received following informal exhibition of the Briody Drive West Development Plan.
2. Having considered the application and all submissions received in respect of the Development Plan (as exhibited), approve the Briody Drive West Development Plan pursuant to Schedule 10 to Clause 43.04 of the Surf Coast Planning Scheme subject to the plans and supporting documents submitted with application 15/0446 being amended to the satisfaction of the responsible authority (to be exercised under delegation to the Manager Planning & Development) to:
 - 2.1 delete the section of the service road adjacent to Messmate Road where it intersects with Briody Drive and add another north-south road section further east to connect to Briody from the internal road
 - 2.2 designate Grossmans Road (east of Messmate Road), Illawong Drive, Briody Drive (west of Illawong Drive) and Messmate Road (between Grossmans Road and Briody Drive) as potential future bus routes
 - 2.3 show the provision of a rural post and rail fence (or similar) between Grossmans and Messmate Roads and the linear reserve, or include a notation to the effect that a fence will be provided
 - 2.4 more clearly show the lots that will be subject to fence provisions
3. Note that Council will assume the role of 'collecting agency' for the collection and reimbursement of levies for the purpose of equalisation of costs associated with the provision of land for and the construction of shared infrastructure in accordance with the Briody Drive West Shared Infrastructure Funding Plan.
4. Require any planning permit for subdivision to include a condition that requires landowners to enter into an agreement under Section 173 of the *Planning and Environment Act 1987* to give effect to the Briody Drive West Shared Infrastructure Funding Plan. The section 173 agreement must be to the satisfaction of Council and prepared at no cost to Council.

CARRIED 8:0

2.1 15/0446 - Briody Drive West Development Plan

Report

Background

An application has been received by St Quentin Consulting on behalf of a group of landowners within the Briody Drive West Estate. The application seeks approval of a Development Plan pursuant to Schedule 10 to the Development Plan Overlay (DPO10). The Development Plan will guide the future residential subdivision and development of the subject land.

Under the DPO a development plan must be prepared and approved before a permit may be granted to use, develop or subdivide the land. Any subsequent proposal must be generally in accordance with the approved development plan. Planning permit applications for subdivision will be exempt from public notification if generally in accordance with the approved development plan.

Figure 1: Subject land



The subject land comprises of:

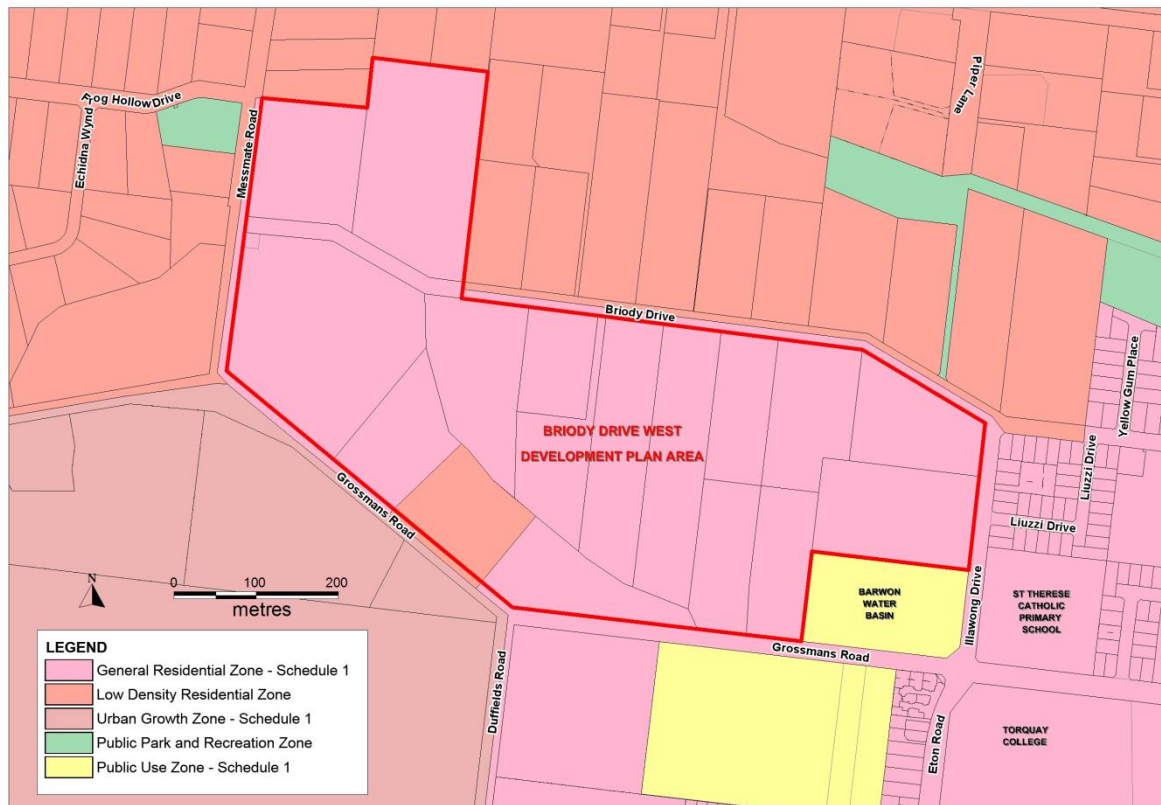
- 90, 96, 120, 140, 150 & 170 Grossmans Road
- 95, 105, 111, 119, 125, 129, 135, 150 & 170 Briody Drive
- 15 and 25 Illawong Drive

The precinct was originally developed in the 1980's as a low density residential estate with a minimum lot size of 1.5 hectares. In 2012, Amendment C71 Part 3 rezoned the majority of the precinct (refer Figure 2) from Low Density Residential Zone (LDRZ) to Residential 1 Zone (now the General Residential Zone) to facilitate subdivision of the land into conventional residential densities and applied the DPO10 over the land to coordinate development. Land at 140 Grossmans Road is still zoned LDRZ as the owners did not wish to have their land rezoned at the time. The land is however affected by the DPO10 and included in the Development Plan.

Council supported the rezoning as a suitable infill development opportunity for Torquay. The area is located within the urban boundary close to schools and is capable of being fully serviced. It also offers opportunity for expansion of the pedestrian pathway and open space network for the community.

2.1 15/0446 - Briody Drive West Development Plan

Figure 2 – Zoning Map



Note: land south of Grossmans Road has been rezoned from PUZ1 to GRZ1

Discussion

The site and surrounding area

The precinct covers an area of approximately 32.4 hectares and comprises 17 properties in private ownership ranging in size from 1 hectare (2.5 acres) to 4.5 hectares. The precinct is bounded by Messmate Road to the west, Grossmans Road to the south, Illawong Drive to the east and Briody Drive and Deep Creek to the north. Most lots are developed with a single dwelling and outbuildings. The land is currently rural residential in character with open paddocks partially screened by native, non-native and exotic trees.

Adjoining land to the north and west is included within the LDRZ. On the north-west corner of Illawong Drive and Grossmans Road is a Barwon Water tank facility zoned Public Use Zone (PUZ1). The Spring Creek urban growth area is located to the south-west of the precinct, while Surf View Estate and the recently rezoned Barwon Water basin at 85 Grossmans Road are to the south. Torquay College and St Therese Primary Schools are within walking distance of the site.

The Development Plan

The key features of the Development Plan (refer Appendix 1) include:

- a mix of residential densities, consisting of higher densities with an average lot size of 350m² (28.5 lots per Ha) adjacent to open space areas, standard densities with an average lot size of 450m² (22 lots per Ha) and a multi-unit site
- an internal road network consisting of a range of street typologies, including an Access Street Level 2 and streets with road reserve widths of 16 metres, 14.5 metres and 11.5 metres
- public open space areas comprising of 2.29 hectares encumbered open space and 1.39 hectares unencumbered open space, including a local park
- a potential future linear open space corridor adjacent to the Deep Creek waterway between Messmate Road and the existing open space reserve
- a shared sealed pathway (walking/cycling track) adjacent to the Deep Creek waterway and linking to the pathway in Frog Hollow Estate

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- a 7.5m wide linear reserve at the interface of Messmate Road and Grossmans Road to provide retention of remnant vegetation
- a shared path through the linear reserve linking the corner of Grossmans and Messmate Roads to the nearby schools.

The Development Plan is accompanied by supporting documents including a Road Network Plan, Traffic Impact Assessment, Vegetation Assessment, Cultural Heritage Management Plan, Stormwater Management Strategy, Shared Infrastructure Funding Plan, Landscape Master Plan and Bushfire Management Statement.

Shared Infrastructure Funding Plan

A Shared Infrastructure Funding Plan (SIFP) has been prepared to coordinate the provision of shared infrastructure within the precinct. The SIFP:

- identifies shared infrastructure required to support development
- apportions costs to each land parcel in the study area, and calculating levies payable to ensure delivery of shared infrastructure
- provides clear principles regarding obligation of developers to deliver and/or facilitate works
- describes the mechanisms by which the SIFP will be implemented, including collection of levies, delivery of infrastructure, responsibilities for works in-kind and administration of the document.

The SIFP will be implemented by requiring landowners to enter into a Section 173 Agreement as a condition of any subdivision permit. Council will assume the role of 'collecting agency' (similar to the administration of a DCP) for the collection of levies and reimbursement of landowners who have contributed land and/or delivered infrastructure works and are owed a credit. Council will be responsible for the ongoing administering of the SIFP, however responsibility for the delivery and funding of infrastructure works resides solely with the landowners/developers.

Landowners who have provided infrastructure early in the development and are owed a credit will not be reimbursed until sufficient funds have been collected from other landowners as Council will not accept any upfront funding of infrastructure or the making of payments to developers before sufficient levies have been received. Although there may be significant time lags between individual developments, and thus the collection of infrastructure levies, given the fragmented land ownership and uncertain development staging (some landowners may choose not to develop), this is a risk that will be borne by the landowners as private developers.

Consultation

The Development Plan was placed on public exhibition from 8 December 2016 until 11 January 2017. A total of 12 submissions were received, including:

- two submissions from public authorities (Barwon Water and Powercor) raising no objection to the Development Plan
- two submissions from public authorities (Department of Economic Development, Jobs, Transport and Resources and Corangamite Catchment Management Authority) requesting additional information or changes to the Development Plan
- five submissions from residents in adjoining residential and low density residential areas either objecting to or raising concerns with aspects of the Development Plan
- three submissions from landowners within the Development Plan area objecting to or raising concerns with some aspects of the Development Plan.

Appendix 4 provides a summary of all submissions received. The key issues raised in the submissions are discussed next.

Drainage reserves

One submitter opposes the designation of his land for the purpose of a drainage reserve. The submitter considers that this will "*result in considerable disadvantage with regards to ambience and financial opportunity due to considerable loss of developable land area*". Further, the submitter is concerned that the compensation for acquisition of land is grossly below market value.

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The Stormwater Management Strategy identifies this area as the lowest point within the east drainage catchment. Construction and provision of land for the drainage reserve and equalisation of costs amongst landowners is covered by the SIFP, which will be implemented through Section 173 Agreements. Council's Development Engineering Unit is opposed to having a number of interim stormwater retarding basins, therefore it is crucial that the drainage reserve is built in a timely manner. The Staging Plan requires the reserve to be delivered in the first stage of development.

It is considered that the location of and need for the drainage reserve is supported by the Stormwater Management Strategy and the provision of land will be appropriately compensated through the mechanism of the SIFP and associated Section 173 agreements.

Traffic issues

Several submitters are concerned about the likely increase in traffic volumes on Briody Drive and Grossmans Road as a result of the development. Further, the submitters are concerned that the Development Plan provides no access roads onto Grossmans Road contrary to the DPO10, which requires consideration of the need for up to two new vehicle accesses onto Grossmans Road to assist in distributing traffic more evenly through the precinct and to reduce the reliance on Briody Drive as sole access, provided any new intersection can be accommodated by minimising impacts on significant roadside vegetation.

Future traffic volumes modelling provided in the Traffic Impact Assessment indicates that Briody Drive would have a peak traffic volume of 1,513 vehicles per day, consistent with a Level 1 Street in a residential area. The unsealed section of Briody Drive is intended to be upgraded as part of future development of the precinct. This is to be facilitated through development contributions from adjoining landowners pursuant to the *Briody Drive West Upgrade Development Contributions Plan* which is given effect by the current Development Contributions Plan Overlay Schedule 1 (DCPO1).

The Traffic Impact Assessment considered the need for new vehicle access points onto Grossmans Road between Illawong Drive and Messmate Road. The report concluded that the provision of additional road connections are not required to meet normal subdivisional requirements and that the volume of traffic anticipated to be generated by the future development of the subject land does not warrant the provision of additional road connections.

It is noted that due to the lack of new road connections to Grossmans Road, there will be no direct and convenient vehicle movement between the development plan area and adjoining residential areas to the south such as Spring Creek. However, new intersections on Grossmans Road would result in additional loss of native vegetation, which would be contrary to the DPO10 requirement to retain vegetation in a linear reserve. The shared path within the linear reserve will provide opportunities for pedestrian linkages to future pathway networks in adjoining residential areas to the south.

Public transport

Some submitters are concerned that it is inappropriate to propose higher density residential development in the Development Plan when no public transport exits to support this.

A submission from the Department of Transport notes that the new development site is not within 800 metres walking distance of an existing bus route, therefore consideration should be given to providing a road network that would be able to cater for a regular bus service, as well as bus stops. As such PTV request that Grossmans Road (East of Messmate), Illawong Drive, Briody Drive (West of Illawong) and the small section of Messmate Road be future proofed for a bus route. PTV currently do not have any plans for the provision of future bus routes in the development plan area and prioritise the needs for the provision of future public transport services on a state-wide basis depending on competing priorities.

It is recommended that the approval of the Development Plan be conditional on designating Grossmans Road (east of Messmate Road), Illawong Drive, Briody Drive (west of Illawong Drive) and the small section of Messmate Road as potential future bus routes.

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Development densities

Two submitters are concerned that the proposed dwelling density of over 28 lots per hectare exceeds the recommendation of the Panel for Amendment C71. The Panel found that the site is suitable for conventional residential development, but considered that the site yield of 15 dwellings per hectare proposed in the exhibited DPO10 was likely to be unachievable given the number of site constraints such as existing lot size and distribution, number of landowners, vegetation, existing development etc. The Panel therefore recommended that the provision encouraging a lot density of 15 dwellings per hectare be removed from the DPO10. The Panel recognised Torquay presents a significantly different landscape than Metropolitan growth areas and considered the final lot yield should be an output of the master planning process, not an input. Council supported this recommendation of the Panel and deleted the minimum density requirement from the DPO10.

The DPO10 requires the general subdivision layout to be shown, including the location and distribution of lots showing a variety of lot sizes and densities to encourage a range of housing types. Higher densities should be focused around public open space areas. The Development Plan satisfies this requirement.

With the Panel's observations in mind, it is questionable whether the Development Plan can realistically achieve a density of between 22 to 28.5 lots per hectare, however this will not be determined until final lot layouts are received by council. It is considered that these densities are aspirational and that the actual range of lot sizes will vary, with the ultimate densities and lot sizes to be determined at the subdivision approval stage.

Exotic vegetation

One submitter is concerned that there is a lack of information regarding the protection of exotic vegetation. Whilst there are no legislative requirements to protect and retain exotic vegetation, the DPO10 requires that an Open Space and Landscape Masterplan considers the opportunity to retain some of the established non-indigenous planted windbreaks as an urban landscape form. The Development Plan has responded to this requirement by indicating the opportunity to potentially retain some of the established non-indigenous planted windbreaks.

Staging and land aggregation opportunities

One submitter is concerned that the Development Plan fails to identify the land aggregation opportunities or recommended staging of development as required in DPO10.

No specific staging is proposed, however due to the DPO10 requirement for the provision of an integrated stormwater management system, and given identified stormwater infrastructure is required at day one to service development, the actions of landowners will need to be coordinated within each catchment (east and west) to ensure that the requisite infrastructure is delivered. The Staging Plan submitted with the Development Plan does not show the actual stages of the subdivision but simply specifies that the drainage basins must be delivered as part of Stage 1 works within each respective catchment. The provision of localised and out of sequence stormwater infrastructure is discouraged to avoid ad hoc development.

140 Grossmans Road

One submitter is concerned that the Development Plan makes no reference to the fact that land at 140 Grossmans Road has not been rezoned to a General Residential Zone and remains Low Density Residential Zone. The submitter seeks assurances that the property would not be compulsorily acquired or subject to a Section 173 Agreement.

Whilst the subject land has not been rezoned for conventional residential purposes, it is included within the DPO10 to flag the future potential use of the land for conventional residential purposes. The purpose of the DPO10 is to guide and coordinate proposed future subdivision, use and development of the land. It does not seek to compulsorily acquire land.

A notation has been included on the Development Plan to identify the zoning of 140 Grossmans Road as LDRZ.

Compliance with DPO10 Requirements

It is considered that the Development Plan generally complies with the objectives and requirements of the DPO10 as demonstrated in the Officer Assessment Report (refer Appendix 5).

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Having undertaken a detailed assessment of the application, it is considered that:

- the proposed internal road network promotes a high degree of permeability for a variety of transport modes, including walking and cycling
- the surrounding external road network, existing intersections and the future upgrade of Briody Drive will cater for the expected traffic that will be generated by the development
- the proposed lot density is consistent with surrounding residential development and responds to planning policies to ensure efficient use of land within existing urban areas and the provision of housing diversity, but may vary in response to site characteristics and constraints
- the provision and location of open space is appropriate, providing for a centralised local park with future playground, linear open space network and pathway connections
- the proposed drainage and stormwater infrastructure will allow for the satisfactory collection, treatment and disposal of stormwater and can be designed to ensure that the development does not result in adverse impacts to surrounding land or Deep Creek
- the SIFP and associated section 173 agreement provide a mechanism for the equitable provision of infrastructure within the development plan area without cost to Council.

Financial Implications

There are no direct financial impacts to Council for processing the application which occurs via operational budgets.

The creation of new roads, public open space and stormwater management infrastructure will result in new asset management responsibility costs for Council, which are offset by the subdivision and development of land increasing the rates base.

Council will have an ongoing role in administration of the SIFP which will be covered by operational budgets.

Council Plan

Theme	3 Balancing Growth
Objective	3.3 Strengthen township boundaries and support unique township character
Strategy	3.3.2 Encourage in-fill development and direct growth to designated areas

Policy/Legal Implications

For land affected by the Development Plan Overlay (Clause 43.04 in the Surf Coast Planning Scheme), a permit cannot be granted to use, subdivide or develop the land until a development plan has been prepared to the satisfaction of the responsible authority.

Officer Direct or Indirect Interest

No officer involved in the preparation of this report has any conflicts of interest.

Risk Assessment

The staging of the subdivision and delivery of shared infrastructure is complicated due to the numerous (17) landowners within the precinct and the unwillingness of some landowners to be part of future subdivision.

Social Considerations

The proposed open space network, including a local park and linear reserves, will provide a net community benefit in relation to the provision of outdoor recreational facilities and pathway connections. The proposal will increase the supply of housing at a mix of densities.

Community Engagement

The *Planning and Environment Act 1987* and the Surf Coast Planning Scheme do not include legislated requirements to undertake public notice of applications for the approval of development plans. However, it is Council policy to undertake an exhibition process and invite submissions to inform Council's decision. This has been undertaken. A notice was placed in the Surf Coast Times and notice was given to all landowners within and immediately adjacent to the development plan area.

It should be noted that submitters do not have any rights under the *Planning and Environment Act 1987* to apply for a review of Council's decision to approve or amend a development plan. Under section 149 of the Act, only specified persons such as the applicant can appeal Council's decision.

2.1 15/0446 - Briody Drive West Development Plan

Environmental Implications

The proposal for a future linear reserve along Deep Creek will enhance the environmental values and long term management of the creek.

Native vegetation has been retained where possible and the Vegetation Assessment report provides details of offset requirements to compensate for native vegetation losses.

Communication

The applicant, landowners and submitters will be notified of Council's decision. When approved, the Development Plan will be made available for viewing on Council's website.

Options

Option 1 – Approve the Development Plan (with or without changes)

This option is recommended by officers as it is considered that there is sufficient strategic justification to approve the development plan.

Option 2 – Refuse the Development Plan

Council may refuse the development plan if it does not support it. This option is not recommended by officers as it is considered that the Development Plan has responded to the requirements of the DPO10.

Conclusion

It is considered that the Development Plan generally meets the objectives and requirements of Schedule 10 to the Development Plan Overlay and has satisfactorily addressed matters relating to native and exotic vegetation, stormwater management, development staging, open space provision, infrastructure provision, street network design and the values of the Deep Creek environs.

It is recommended that the Development Plan be approved subject to changes.

2.1 15/0446 - Briody Drive West Development Plan

APPENDIX 1 BRIODY DRIVE WEST DEVELOPMENT PLAN



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This plan has been prepared to support a Planning Scheme Amendment Request and should not be used for any other purpose. It is subject to Approval by Council and may be amended without notice.
This note is an integral part of this plan.

**DEVELOPMENT PLAN (NEW LAYOUT)
BRIODY DRIVE - WEST
TORQUAY**

DRAWN CM	LEVEL DATUM -
DRAWING REF 9827	DWG DATE 19/06/2017
VERSION 22	SCALE 1 : 4000
	A3

2.1 15/0446 - Briody Drive West Development Plan

APPENDIX 2 BRIODY DRIVE WEST DEVELOPMENT PLAN REPORT



DEVELOPMENT PLAN

BRIODY DRIVE WEST,
TORQUAY

October 2017

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1. INTRODUCTION

The Briody Drive West Development Plan is a plan to guide the future subdivision, use and development of the following land:

- 90-170 Grossmans Road;
- 95-135 and 150-170 Briody Drive; and
- 15 and 25 Illawong Drive, Torquay.

The above mentioned properties are the land to which this Development Plan applies.

In accordance with the objectives of Schedule 10 to the Development Plan Overlay, the intent of this Development Plan is to:

- Co-ordinate the actions of land owners to ensure a comprehensively planned residential subdivision generally in accordance with the Briody Estate West Concept Plan 2012; and
- Facilitate an attractive and high amenity residential area that:
 - Integrates well with existing and future adjoining residential development and the existing character of Torquay;
 - Responds in a sensitive way to the protection of remnant vegetation and the abutting Deep Creek environs; and
 - Provides a variety of lot sizes.

2. REQUIREMENTS FOR DEVELOPMENT PLAN

This Section describes how this Development Plan addresses the requirements for the Development Plan as detailed in Schedule 10 to the Development Plan Overlay.

2.1 The Proposed Use and Development of Each Part of the Land

DPO10 Requirement:

The location of all proposed land uses including, but not restricted to, roads, public open space (including a local park that is approximately 1 hectare in area), drainage reserves, and other known authority reserves (including sewerage and gas).

Development Plan Response and Commentary:

The Development Plan at Appendix A sets out the location of those land uses as specified in DPO10. Those land uses are each described in further detail in subsequent sections of this Development Plan.

The DPO Schedule (and the Development Plan when approved) cannot change the scope of discretion that is provided by the applicable provisions of the Zone. As such the Development Plan at Appendix A stipulates that post Development Plan approval, Section 1 & 2 uses that are permissible within the Zone will be considered on their merits.

2.2 Internal Road Network

DPO10 Requirement:

An internal road network that:

- *Provides a high level of permeability through and within the site for pedestrians, cyclists and vehicles, providing direct and safe access to public transport connections, the Deep Creek environs, community facilities and local schools. The network must have regard to future development of 70–140 Briody Drive.*
- *Considers the need for up to 2 new vehicle accesses to Grossmans Road between Illawong Drive and Messmate Road to assist in distributing traffic more evenly through the precinct and reducing reliance on Briody Drive as a sole access provided any new intersection can be accommodated by minimising impacts on significant roadside vegetation.*
- *Provides for the upgrading of Briody Drive as an Access Street Level 2.*

Development Plan Response and Commentary:

The Road Network Plan at Appendix B provides detail in relation to the proposed road network, including proposed pedestrian and cycle paths.

The Traffic Impact Assessment submitted as part of this Development Plan (Appendix C) has considered the need for up to 2 new vehicle accessways to Grossmans Road between Illawong Drive and Messmate Road. That Traffic Impact Assessment concluded that the provision of additional road connections to Grossmans Road are not required to meet normal sub-divisional requirements and that the volume of traffic anticipated to be generated by the future development of the subject site does not warrant the provision of additional road connections.

The Development Plan provides for the upgrading of Briody Drive as an Access Street Level 2. DCPO1 is the statutory mechanism that will give effect to this outcome.

2.3 General Subdivision Layout

DPO10 Requirement:

The general subdivision layout, including location and distribution of lots showing a variety of lot sizes and densities to encourage a range of housing types. The layout should maximise solar efficiency to as many lots as possible. Higher residential densities should be focussed around public open space areas.

Development Plan Response and Commentary:

The Development Plan at Appendix A sets out the general subdivision layout including the location and distribution of anticipated lot sizes and densities. Specific lot sizes and densities will be determined at Planning Permit stage.

The general subdivision layout provides for a variety of lot sizes and densities generally as follows:

- Higher densities adjacent to Open Space: lot sizes generally less than 400sqm
- Standard densities: lot sizes generally between 400sqm and 500sqm

Solar efficiency: The Development Plan provides a road layout that is as regular as possible given the existing constraints affecting the site (in particular the irregular roads immediately adjacent). The relatively regular (i.e. north-south, east-west) road layout maximises the solar efficiency for as many lots as is possible.

2.4 Deep Creek Linear Open Space

DPO10 Requirement:

Identification of the Deep Creek waterway as a linear open space between Messmate Road and the existing open space reserve generally in accordance with the Concept Plan.

Development Plan Response and Commentary:

The Development Plan at Appendix A identifies the Deep Creek waterway as a linear open space reserve, generally in accordance with the Concept Plan.

2.5 Shared Sealed Pathway

DPO10 Requirement:

Provision of a shared sealed pathway (walking/cycling track) along the waterway and linking to the pathway in the Frog Hollow Estate, to be sited above the 1 in 100 year flood level.

Development Plan Response and Commentary:

The Development Plan at Appendix A provides for a shared sealed path adjacent to the Deep Creek waterway above the 1:100, which links to the pathway in the Frog Hollow Estate.

2.6 Surveillance of Public Areas

DPO10 Requirement:

Maximising surveillance of public areas through provision of street frontages to areas of public open space.

Development Plan Response and Commentary:

The Development Plan at Appendix A details the provision of street frontages to all areas of public open space.

2.7 Messmate / Grossmans Road Interface

DPO10 Requirement:

At the interface of Messmate Road and Grossmans Road and the remnant native vegetation the following must be provided;

- *Retention of the remnant vegetation in a linear reserve to a width to the satisfaction of the responsible authority.*
- *An access street immediately adjacent to the vegetation reserve that will separate private land from the remnant vegetation. The access street road reserve width should be 11.5m.*
- *A rural post and rail fence (or similar) between the remnant vegetation and the Grossmans and Messmate Road reserves designed to inhibit uncontrolled pedestrian access to the external road network.*

Development Plan Response and Commentary:

The Development Plan provides a 7.5m linear reserve at the interface of Messmate Road and Grossmans Road, which provides for the retention of some (but not all) remnant vegetation. The proposed linear reserve is bordered by an 11.5m wide Access Street immediately adjacent to the vegetation reserve that will separate private land from the remnant vegetation. A rural post and rail fence (or similar) will be provided between the linear reserve and the Grossmans and Messmate Road reserves, to inhibit uncontrolled pedestrian access to the external road network.

2.8 Pedestrian and Bicycle Links

DPO10 Requirement:

Pedestrian and/or bicycle links, including a link from the corner of Grossmans and Messmate Roads to the nearby schools.

Development Plan Response and Commentary:

The Road Network Plan at Appendix B provides detail in relation to the proposed road network, including proposed pedestrian and cycle paths, inclusive of a link from corner of Grossmans and Messmate Roads to the nearby schools.

2.9 Proposed Building Restrictions & Fencing Provisions

DPO10 Requirement:

Designation of areas to be subject to building restrictions and fencing provisions.

Development Plan Response and Commentary:

The Development Plan at Appendix A sets out those areas intended to be subject to fencing provisions. Specifically, the following fencing provisions are proposed:

- The application of fencing provisions to require the provision of visually permeable fencing between future lots and the linear reserve adjacent to Grossmans and Messmate Road.

2.10 Land Aggregation Opportunities

DPO10 Requirement:

Identification of land aggregation opportunities over the land that will facilitate integrated development and recommended staging of development that provides for the sequential delivery of infrastructure. These opportunities must have regard to ownership pattern, servicing and accessibility and the orderly release of land for residential development.

Development Plan Response and Commentary:

Given the DPO requirement for the provision of an integrated stormwater management system, and given identified stormwater infrastructure is required at day one to service development (refer to Appendix F & Appendix K), the actions of landowners will need to be coordinated within each catchment (east and west) to ensure that the requisite infrastructure is funded and delivered. On

Development Plan – Briody Drive West, Torquay



this basis, opportunities for land aggregation exist within each defined catchment subject to discussion / agreement between the relevant landowners within those catchments.

3. TOWN PLANNING REPORT

DPO10 Requirement:

A Town Planning Report that includes:

- *An assessment of the provisions of the Surf Coast Planning Scheme, including the State and Local Planning Policy Framework and Clause 56.*
- *An assessment of the capacity of existing water, sewer and gas infrastructure.*
- *Opportunity for connection to a third pipe scheme is also to be explored with Barwon Water.*
- *The logical sequencing of development given the need to provide full reticulation of services. Consideration should be given to 'out of sequence' development and what interim infrastructure, particularly stormwater, is required.*

Development Plan Response and Commentary

State Planning Policy Framework

The State Planning Policy framework (SPPF) sets out the specific policies relating to environmental, social and economic factors. The SPPF seeks to implement the objectives of planning in Victoria (as set out in Section 4 of the Planning and Environment Act 1987) and requires responsible authorities to balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations. The sections of the SPPF relevant to the consideration of this Development Plan are:

Clause 11 – Settlement
Clause 11.01-1 – Settlement networks
Clause 11.02 – Urban growth
Clause 11.07 – Regional Victoria
Clause 12.01 – Biodiversity
Clause 13 – Environmental risks
Clause 14.02 – Water
Clause 15.01-3 – Neighbourhood and subdivision design
Clause 15.03-2 – Aboriginal cultural heritage
Clause 16.01 – Residential development
Clause 18.02 – Movement networks
Clause 19.03-2 – Water supply, sewerage and drainage

Clause 11 of the State Planning Policy Framework requires planning to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Clause 11.01-1 relates to 'Settlement networks'. This strategy seeks to promote the sustainable growth and development of Victoria through a network of settlements. Torquay/Jan Juc has been identified as a 'Peri urban town/district town' on the Framework plan. Regions and their settlements are to be planned in accordance with any regional growth plan. Relevant to the planning of Torquay is the G21 Regional Growth Plan (Geelong Region Alliance, 2013), which supports the growth of Torquay/Jan Juc as a district town.

Clause 11.02-1 seeks to ensure a sufficient supply of land is available for residential and other uses and supporting infrastructure to support sustainable urban development and to meet forecast demand. Planning for urban growth should consider opportunities for the consolidation, redevelopment and intensification of existing urban areas and the costs of providing infrastructure.

By facilitating the future development of a strategically identified site within the existing urban area of Torquay/Jan Juc, this Development Plan supports and implements Clause 11.

Clause 12.01 of the State Planning Policy Framework seeks to assist in the protection and conservation of Victoria's biodiversity, including important habitat for Victoria's flora and fauna and other strategically valuable biodiversity sites.

By protecting (via building restrictions and no new points of access) higher value roadside vegetation, this Development Plan supports and implements Clause 12.01.

Clause 13 of the State Planning Policy Framework encourages planning to adopt a best practice environmental management and risk management approach which aims to avoid or minimise environmental degradation and hazards such as flooding, soil degradation and bushfire.

By ensuring development is sited outside the 1:100 year flood extent of the Deep Creek waterway and by mitigating bushfire risk, this Development Plan supports and implements Clause 13.

Clause 14.02 of the State Planning Policy Framework seeks to protect and, where possible, restore catchments and waterways. Clause 14.02-1 encourages the provision of vegetated buffers zones of at least 30 metres wide along each side of a waterway, measures that minimise the quantity and retard the flow of stormwater runoff from developed areas, and measures that protect the water quality and environmental qualities of waterways.

By providing a stormwater management system that incorporates wetlands and retention basins based on best practice standards, a linear open space corridor along Deep Creek and suitable landscaping along the waterway, this Development Plan supports and implements Clause 14.02.

Clause 15.01-3 of the State Planning Policy Framework promotes subdivision design that achieves attractive, liveable, walkable, cyclable, diverse and sustainable neighbourhoods.

By providing public open space reserves and linear links, a shared pathway network, a range of lot sizes to suit a variety of dwelling types, a convenient and safe road network and protecting environmental features, this Development Plan supports and implements Clause 15.01-3.

Clause 15.03-2 of the State Planning Policy Framework seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance.

Through the preparation of a Cultural Heritage Management Plan (Appendix E), this Development Plan supports and implements Clause 15.03-2.

Clause 16.01 of the State Planning Policy Framework seeks to increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land. Clause 16-01-4 seeks to provide for a range of housing types to meet increasingly diverse needs.

By facilitating the re-subdivision of urban land within the defined town boundaries and by the future creation of a range of lot sizes, this Development Plan supports and implements Clause 16.01.

Clause 18.02 of the State Planning Policy Framework promotes the use of sustainable transport modes, including walking, cycling and public transport.

By providing an integrated road network, shared paths and potential future local bus routes, this Development Plan supports and implements Clause 18.02.

Clause 19.03-2 of the State Planning Policy Framework seeks to plan for the provision of water supply, sewerage and drainage services that efficiently and effectively meet State and community needs and protect the environment.

By establishing the servicing needs and broad principles by which urban services will be delivered and funded, this Development Plan supports and implements Clause 19.03-2.

Local Planning Policy Framework

The Local Planning Policy Framework (LPPF) is comprised of the Municipal Strategic Statement (MSS) and Local Planning Policies (LPPs).

Municipal Strategic Statement

The Municipal Strategic Statement (MSS) is a concise statement of the key strategic planning, land use and development objectives for the municipality and the strategies and actions for achieving the objectives. Of specific relevance to the current application are the following:

- Clause 21.02-3 – Settlement Patterns
- Clause 21.03-2 – Environmental Assets
- Clause 21.08-2 – Settlement, Built Environment and Housing
- Clause 21.08-5 – Transport and Infrastructure

Clause 21.02-3 designates Torquay-Jan Juc and Winchelsea as the major urban growth centres for the Shire. By facilitating the future redevelopment of an existing urban area within Torquay for residential purposes, this Development Plan supports and implements Clause 21.02-3.

Clause 21.03-2 seeks to encourage the protection, maintenance and re-establishment of indigenous vegetation and the removal of environmental weeds. By protecting (via building restrictions and no new points of access) higher value roadside vegetation, this Development Plan supports and implements Clause 21.03-2.

Clause 21.08-2 seeks to provide a range of housing types, sizes and configurations at suitable densities to cater for the changing housing needs of current and future populations, taking account of the differential capacity of the various areas to accommodate housing growth and change. By facilitating the future creation of a range of lot sizes in response to the particular opportunities and constraints presented by the site, this Development Plan supports and implements Clause 21.08-2.

Clause 21.08-5 seeks to increase the provision and quality of all forms of open space to meet the broad range of needs of the Torquay-Jan Juc community. By providing for the provision of a centrally located, easily accessible area of public open space as well as an appropriate linear open space treatment to Deep Creek (including shared path), this Development Plan supports and implements Clause 21.08-5.

Local Planning Policies

The following local planning policies are relevant to this application:

- Clause 22.02 – Streetscape and landscaping policy
- Clause 22.09 – Torquay-Jan Juc residential development and neighbourhood character policy

Clause 22.02 requires a landscape plan to be submitted where a permit is required for, amongst other matters, development that creates a new road and development of land affected by the Design and Development Overlay Schedule 1. Through the preparation of a Landscape Masterplan and subsequent requirements for detailed landscape plans as a condition of planning permits for subdivision, this Development Plan supports and implements Clause 22.02.

Clause 22.09 identifies those locations where different levels of housing growth and change are encouraged. The policy provides guidance on how development design should respond to meet the desired neighbourhood character and housing objectives of the policy, including:

Development Plan – Briody Drive West, Torquay



- To ensure development achieves architectural and urban design outcomes that positively contribute to the preferred future character of the residential areas of Torquay-Jan Juc.
- To promote a range of housing types, sizes and configurations in appropriate locations to accommodate the future needs of Torquay-Jan Juc's growing and changing population.
- To ensure that landscaping and trees remain a major element in the appearance and character of Torquay-Jan Juc's residential environments.
- To provide greater certainty for the community and the development industry as to the preferred intensity of residential development and the future character of different areas of Torquay-Jan Juc.

Briody Drive West is included in 'Housing Area 5 – Residential Growth'. The policy states that an overall general density of 15 lots/dwellings per hectare should be achieved, with a variety of lots sizes ranging from conventional urban lots to medium and higher density lots. The Development Plan is consistent with this policy direction by identifying areas for higher density, standard density and a multi-unit site and thus supports and implements Clause 22.09.

Zone

General Residential Zone Schedule 1 (GRZ1)

This Development Plan is consistent with the applicable purposes of the General Residential Zone, specifically:

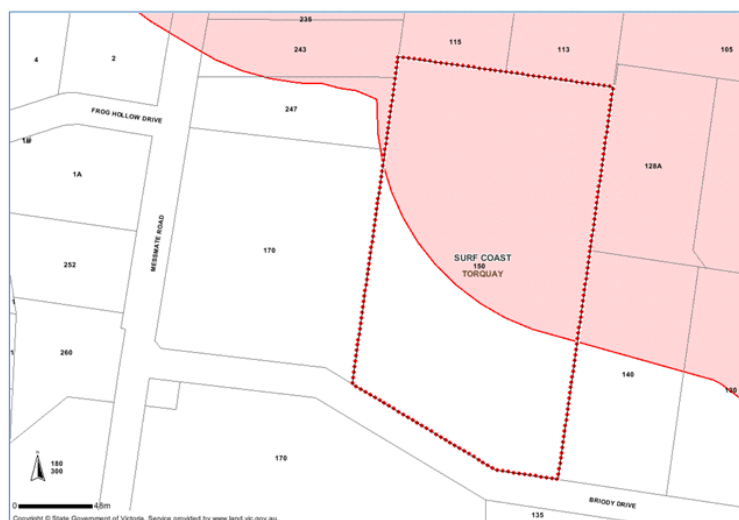
- As detailed in the proceeding sections, this Development Plan implements the State Planning Policy Framework and the Local Planning Policy Framework
- In responding to the particular opportunities and constraints presented by the site, this Development Plan encourages development that will be respectful of the established neighbourhood character of the area.
- By facilitating the future creation of a range of lot sizes, this Development Plan will provide a diversity of housing types and housing growth

Overlays

Part Bushfire Management Overlay (BMO)

A part of 150 and 170 Briody Drive is affected by the Bushfire Management Overlay (BMO):

Development Plan – Briody Drive West, Torquay



Pursuant to Clause 44.06-2 a permit will be required to subdivide those parts of 150 and 170 Briody Drive that are affected by the BMO. A detailed assessment of bushfire risk will be provided at the time a planning permit application for the affected land is submitted. A preliminary BMS is included in this Development Plan submission at Appendix J.

Design and Development Overlay Schedule 1 (DDO1)

Design and Development Overlay Schedule 1 contains a planning permit trigger for buildings and works greater than 7.5m in height.

Development Contributions Plan Overlay Schedules 1 & 2 (DCPO1&2)

Schedule 1 to the Development Contributions Plan Overlay provides for contributions towards the upgrade of Briody Drive.

Schedule 2 to the Development Contributions Plan Overlay more broadly provides for contributions towards infrastructure within Torquay / Jan Juc as identified in the Incorporated Document *Torquay-Jan Juc Development Contributions Plan 16 May 2011 (Version 5 – March 2013)*.

Both Schedules require payment of development contributions at subdivision.

In relation to the upgrade of Briody Drive and the timing of this project, the Incorporated Document *"Briody Drive West Upgrade Development Contributions Plan October 2012"* states the following:

"The delivery of this project is dependent on the commencement of development of the adjoining properties. Coordination of the construction of Briody Drive with the first stage of development of land fronting Briody Drive would likely be the preferred option. The earliest the works could be commenced is 2012/2013". (p8).

Development Plan Overlay Schedule 10 (DPO10)

This Development Plan has been prepared to satisfy the requirements of DPO10. Clause 43.04-1 specifies that a permit must not be granted until a Development Plan has been prepared to the satisfaction of the responsible authority, and that any permit granted must:

- Be generally in accordance with the development plan.

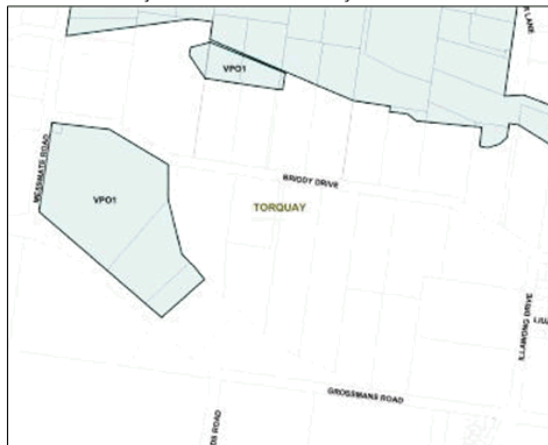
Development Plan – Briody Drive West, Torquay



- Include any conditions or requirements specified in a schedule to the overlay.

Part Vegetation Protection Overlay Schedule 1 (VPO1)

Parts of the subject site are affected by VPO1:



As noted in Section 2.7, this Development Plan provides for the removal of limited areas of remnant vegetation within the Development Plan area. Pursuant to Clause 42.02-2, at subdivision stage a Planning Permit will be required by the relevant landowners / proponents to remove those areas of native vegetation affected by VPO1.

Appendix D assesses the occurrence and significance of remnant indigenous vegetation and discusses implications for potential vegetation removal in accordance with the Native Vegetation Permitted Clearing Regulations.

Particular Provisions

Clause 52.01 – Public open space contribution and subdivision

A 5% public open space contribution (in the form of cash or land, or a combination of both) is applicable, as per the Section 173 Agreement that applies to all titles.

A Local Park of 0.7942ha area is proposed which is:

- Centrally located;
- On relatively flat land;
- Bounded on all sides by roads; and
- Includes a playground.

Total un-encumbered public open space provision (i.e. land) comprises 5% of the net developable area (NDA).

Clause 52.17 – Native Vegetation

Pursuant to Clause 52.17 a permit is required to remove, destroy or lop native vegetation (exemptions apply). At subdivision stage a planning permit will be required by the relevant landowners / proponents to remove those areas of native vegetation that require a permit pursuant to this clause. The biodiversity impacts of the removal of native vegetation are required to be offset

Development Plan – Briody Drive West, Torquay



in accordance with the *Permitted clearing of native vegetation – Biodiversity assessment guidelines* (DEPI, September 2013).

See report in Appendix D to this report for an assessment of the vegetation and the offset requirements.

General Provisions

Clause 65.01 of the Surf Coast Planning Scheme lists a number of matters that must be considered by the responsible authority prior to deciding on an application.

The following dot points address the dot points listed as decision guidelines in Clause 65.01 of the planning scheme:

The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

The proposed subdivision does not offend the objectives of the State or Local Planning Policy Framework, including the MSS.

The purpose of the zone, overlay or other provision.

This Development Plan is consistent with the applicable purposes of the General Residential Zone, specifically:

- As detailed in the proceeding sections, this Development Plan implements the State Planning Policy Framework and the Local Planning Policy Framework
- In responding to the particular opportunities and constraints presented by the site, this Development Plan encourages development that will be respectful of the established neighbourhood character of the area.
- By facilitating the future creation of a range of lot sizes, this Development Plan will provide a diversity of housing types and moderate housing growth

Any matter required to be considered in the zone, overlay or other provision.

All matters required to be assessed under the zone and overlay have been appropriately assessed.

The orderly planning of the area.

The Development Plan is consistent with the orderly planning of the area.

The effect on the amenity of the area.

The future development to be facilitated by the Development Plan will not have a detrimental effect on the amenity of the area.

The proximity of the land to any public land.

The Development Plan provides for an appropriate interface with the Deep Creek waterway reserve.

Factors likely to cause or contribute to land degradation, salinity or reduce water quality.

The Development Plan is not likely to cause or contribute to land degradation, salinity or a reduction in water quality.

Development Plan – Briody Drive West, Torquay



Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.

The Development Plan incorporates measures designed to maintain the quality of stormwater within and exiting the site. See attached report in Appendix F

The extent and character of native vegetation and the likelihood of its destruction.

Details of vegetation character and loss are contained in the report in Appendix D.

Whether native vegetation is to be or can be protected, planted or allowed to regenerate.

See above

The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.

The site is not located in an area subject to inundation or erosion as recognised via application of appropriate Land Management Overlays under the Surf Coast Planning Scheme. Part of the site is affected by the BMO. A preliminary Bushfire Management Statement is provided as part of this Development Plan submission. The way in which that part of the site addresses fire hazard will be subject to a site-specific assessment at the time of subdivision.

Clause 65.02 of the Surf Coast Planning Scheme lists a number of matters for consideration by the responsible authority before deciding on an application to subdivide land.

The following dot points address the dot points listed as decision guidelines in Clause 65.02 of the planning scheme:

The suitability of the land for subdivision.

The land is wholly suitable for future residential subdivision and development given its strategic identification in the Planning Scheme and the applicable provisions of the General Residential Zone. The land is not subject to any restrictions that would prohibit future subdivision and development.

The existing use and possible future development of the land and nearby land.

Most surrounding land is either established low density residential or identified for more intensive residential development.

The subdivision pattern having regard to the physical characteristics of the land including existing vegetation.

The subdivision takes account of the topography of the site, the infrastructure needs, and the recommendations of the DPO10.

The density of the proposed development.

The density of the proposed subdivision is appropriate in the context of the applicable zone and DPO10.

The area and dimensions of each lot in the subdivision.

N/A at Development Plan stage. This level of detail will be provided at subdivision stage.

Development Plan – Briody Drive West, Torquay



The layout of roads having regard to their function and relationship to existing roads.

The existing road network provides adequate access to accommodate the future development of the Development Plan area and the Development Plan itself provides for the provision of a safe and legible internal road network.

The movement of pedestrians and vehicles throughout the subdivision and the ease of access to all lots.

There will be no conflict between pedestrian and vehicular movement to and from future lots. Movement throughout the site has been considered by the Road Network Plan at Appendix B.

The provision and location of reserves for public open space and other community facilities.

A centrally located local park with an area of 0.7942ha is shown on the Development Plan. In addition, linear open space reserves will be provided along the Messmate Road and Grossmans Road interface and along Deep Creek. No community facilities are proposed within the Development Plan area. Two primary schools are located adjacent to the site.

The staging of the subdivision.

No specific staging of residential development is proposed at this point in time. However, due to the DPO10 requirement for the provision of an integrated stormwater management system, and given identified stormwater infrastructure is required at day one to service development (refer Appendix K), the actions of landowners will need to be coordinated within each catchment (east and west) to ensure that the requisite infrastructure is delivered. On this basis, opportunities for land aggregation exist within each defined catchment, with aggregation (and therefore detailed staging) subject to discussion / agreement between the relevant landowners / developers within those catchments.

The design and siting of buildings having regard to safety and risk of spread of fire.

N/A – no design or siting of buildings is proposed at Development Plan stage.

The provision of off-street parking.

Each future lot will be of a sufficient size to adequately cater for off-street parking.

The provision and location of common property.

No areas of Common Property are proposed.

The functions of any body corporate.

No Owners Corporation is required as no Common Property is proposed.

The availability and provision of utility services, including water, sewerage, drainage, electricity and gas.

All utility services are available to the Development Plan area.

If the land is not seweraged and no provision has been made for the land to be seweraged, the capacity of the land to treat and retain all sewage and sullage within the boundaries of each lot.

Not applicable - the Development Plan area is proposed to be seweraged.

Development Plan – Briody Drive West, Torquay



Whether, in relation to subdivision plans, native vegetation can be protected through subdivision and siting of open space areas.

See report in Appendix D.

Clause 56:

While the provisions of Clause 56 do not apply to a Development Plan an outline, overarching Clause 56 Assessment is provided at Appendix G to this Development Plan. All subsequent applications will be required to satisfy the provisions of Clause 56.

Servicing Assessment / Development Sequencing

Refer to Stormwater Management Plan Appendix F.

Services such as electricity, gas and telecommunication are generally available wherever development wished to commence in this instance. This leaves only drainage and sewer as the two controlling factors in development staging / sequencing. From a purely engineering perspective, development would proceed from the location of existing assets (that is the downstream end) to the most upstream point of the catchment extending services with each stage.

No specific staging of residential development is proposed at this point in time. However, due to the DPO requirement for the provision of an integrated stormwater management system, and given identified stormwater infrastructure is required at day one to service development (refer Appendix K), the actions of landowners will need to be coordinated within each catchment (east and west) to ensure that the requisite infrastructure is delivered at stage 1. On this basis, opportunities for land aggregation exist within each defined catchment, with aggregation (and therefore detailed staging) subject to discussion / agreement between the relevant landowners / developers within those catchments.

4. FLORA AND FAUNA MANAGEMENT PLAN

DPO10 Requirement

A Flora and Fauna Management Plan that includes:

- *A flora and fauna assessment carried out by suitably qualified and experienced person/s that identifies the vegetation communities, the quality of habitat, the actual indigenous flora and fauna species that inhabit the site, threats to the indigenous flora and fauna species including pest plant and animal species and for any threatened flora and fauna species and communities their conservation status under local, regional, state and national legislation policies.*
- *Recommendations where vegetation should be retained and by what mechanism (i.e. reserves).*
- *A net gain assessment that addresses the removal of any native vegetation to allow for the residential development of the land. This assessment will implement, as appropriate, the recommendations of the Open Space and Landscape Masterplan.*

Development Plan Response and Commentary

As noted in Section 2.7, this Development Plan provides for the removal of limited areas of remnant vegetation within the Development Plan area. Pursuant to Clause 42.02-2, at subdivision stage a Planning Permit will be required by the relevant landowners / proponents to remove those areas of native vegetation affected by VPO1.

Appendix D assesses the occurrence and significance of remnant indigenous vegetation and discusses implications for potential vegetation removal in accordance with the Native Vegetation Permitted Clearing Regulations.

5. ROAD NETWORK AND TRAFFIC MANAGEMENT PLAN

DPO10 Requirement

A Road Network and Traffic Management Plan that includes:

- *An assessment of the traffic generated by the residential development of the land.*
- *Classification of streets according to standards contained in Clause 56 of the Surf Coast Planning Scheme.*
- *Pedestrian links from Messmate Road and Grossmans Road to the nearby areas and facilities.*
- *Identification of all off-site traffic infrastructure requirements associated with the site, including at the intersections of Grossmans Road and Messmate Road, and Messmate Road and Briody Drive and Grossmans Road and Duffields Road, including and land required in order to accommodate a roundabout at the intersection of Grossmans Road and Duffields Road.*
- *Definition of the cross-sections, including where relevant, verge widths, naturestrips, kerb and channel, drainage, pavement widths and pathways for all identified roads within and abutting the development.*

Development Plan Response and Commentary

Refer to Road Network Plan at Appendix B and Traffic Impact Assessment at Appendix C.

6. FLOODING, STORMWATER AND DRAINAGE MANAGEMENT PLAN

DPO10 Requirement

A Flooding, Stormwater and Drainage Management Plan that takes an integrated approach to stormwater system management, designed with reference to the two catchments that affect the land and includes:

- *An integrated stormwater management system for the properties discharging directly to Deep Creek (170 Grossmans Road and 150 and 170 Briody Drive) that ensures the peak discharge rate, and pollutant load of stormwater leaving the subject land within this DPO is no greater than pre-development levels, meets current best practice and is discharged to the existing drainage system*
- *An integrated stormwater management system for the remainder of the land that ensures the pollutant load of stormwater leaving the land is no greater than pre-development levels, meets current best practice and the stormwater is discharged to Deep Creek via the Council walkway and designed to cater for the 1 in 100 year (1% AEP) storm to the existing drainage system*
- *Any interim stormwater management arrangements that could provide for out of sequence residential development.*
- *Input from the Corangamite Catchment Management Authority for works in, on or over Deep Creek, which is a designated waterway.*
- *Where required, a description of the methodology and apportionment of costs for the provision of the integrated stormwater management system including how its costs will be equalised across all landowners. This may be implemented via a condition on a planning permit that approves a residential subdivision, for a Section 173 Agreement that requires a cash contribution to equalise the costs associated with providing land for and the construction of the system or any other mechanism to the satisfaction of the responsible authority.*

Development Plan Response and Commentary

Refer to Stormwater Management Strategy at Appendix F for details of integrated stormwater management system. .

Refer to Shared Infrastructure Funding Plan (Appendix I) for description of the methodology and apportionment of costs for the provision of the integrated stormwater management system, including how its costs will be equalised across all landowners.

7. OPEN SPACE AND LANDSCAPE MASTERPLAN

DPO10 Requirement:

An Open Space and Landscape Masterplan that includes:

- *A local park of approximately 1 hectare in area located to best service the area and respond to local features. The playground design shall comply with Council's Playground Strategy*
- *A linear open space reserve along the Deep Creek waterway. The linear reserve is to be a width not less than 25 metres each side of the centre line of the waterway / drainage line (as applicable to the subject land) and should include all significant vegetation adjacent to the creek.*
- *Proposed revegetation of the Deep Creek linear reserve and showing the location of the shared trail, seating and signage.*
- *Considers the opportunity to retain some of the established non indigenous planted windbreaks as an urban landscape form.*
- *The extensive use, where appropriate, of local indigenous plant species throughout the development site, particularly along Deep Creek and adjacent areas of significant remnant vegetation.*
- *Proposed street planting in accordance with Council's street planting guide.*
- *Considers the appropriate location of open space having regard to existing and proposed open space in the surrounding area.*

The Open Space and Landscape Masterplan is to ensure that areas set aside for useable public open space are clearly visible and accessible, providing safe and convenient land to serve the recreational needs of current and future residents in the locality. Passive surveillance to such areas must accord with Crime Prevention Through Environmental Design (CPTED) principles.

Encumbered land shall not be credited as Public Open Space. Encumbered land includes:

- *Land set aside to protect significant vegetation, save that up to 5 metres linear width of the proposed vegetation reserve along the Grossmans and Messmate Roads frontages will be credited as public open space as a linear pedestrian accessway.*
- *Drainage basins and associated stormwater treatment sites; and*
- *Land within 15 metres either side of the centre line of the Deep Creek drainage line*

Development Plan Response and Commentary

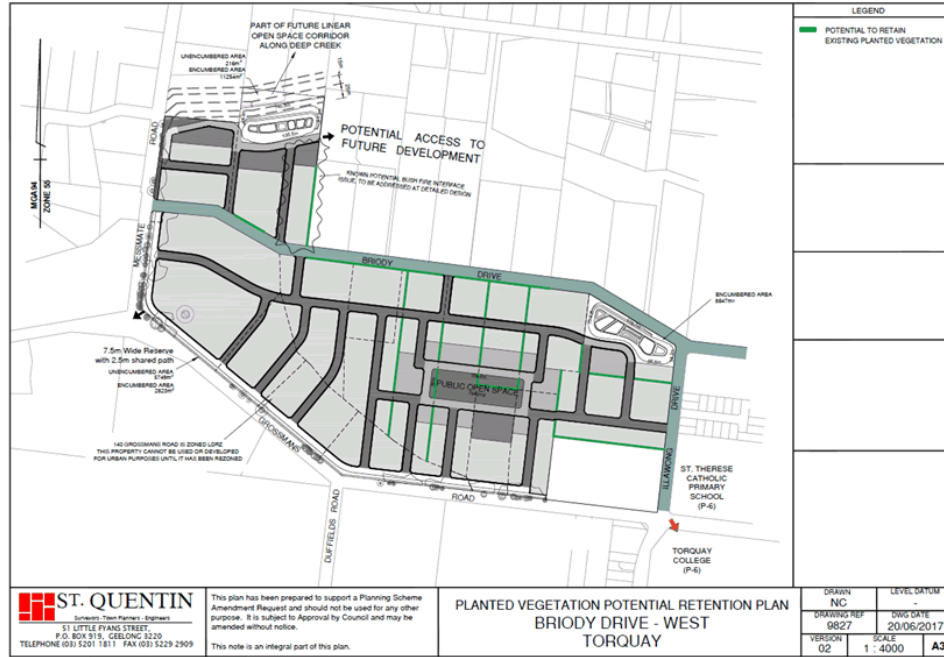
The Landscape Masterplan at Appendix H details the proposed open space and landscaping treatment for all key areas of open space and establishes themes for future proposed street tree planting in accordance with the applicable requirements of DPO10.

The Development Plan layout provides the future opportunity to *potentially* retain some of the established non indigenous planted windbreaks as an urban landscape form (refer to Figure below). However, whether it is physically feasible and/or desirable, from an urban design / built form perspective, to retain any of this windbreak vegetation within an area to be developed at standard residential densities can only practically be determined at the detailed design stage.

Development Plan – Briody Drive West, Torquay



Potential Opportunities for Retention of Existing Windbreak Vegetation



8. DEVELOPMENT CONTRIBUTIONS

The Shared Infrastructure Funding Plan appended to this Development Plan (Appendix I) sets out a description of the methodology and apportionment of costs for the provision of the integrated stormwater management system, open space improvements and planning costs for the Development Plan Area.

A permit issued for subdivision must contain conditions which give effect to this Development Plan and the Shared Infrastructure Funding Plan, including a condition requiring a Section 173 Agreement to be entered into to implement the requirements of the Shared Infrastructure Funding Plan.

It is important to note that other / additional contributions towards other infrastructure items will be required to be made pursuant to:

- Existing executed Section 173 Agreements (public open space);
- Development Contributions Plan Overlay Schedule 1 (Briody Drive Upgrade); and
- Development Contributions Plan Overlay Schedule 2 (Planned Infrastructure Projects throughout Torquay and Jan Juc)

All landowners / developers are advised to review the requirements of each of the above planning instruments to confirm total contributions payable.

Appendix A – Development Plan

Appendix B – Road Network Plan

Appendix C – Traffic Impact Assessment

Appendix D – Flora Assessment

Appendix E – Cultural Heritage Management Plan

Appendix F – Stormwater Management Strategy

Appendix G – Outline Clause 56

Appendix H – Landscape Masterplan

Appendix I – Shared Infrastructure Funding Plan

Appendix J – 150 Briody Drive Preliminary BMS

Appendix K – Staging Plan

2.1 15/0446 - Briody Drive West Development Plan

APPENDIX 3 SHARED INFRASTRUCTURE FUNDING PLAN

Briody Drive West Shared Infrastructure Funding Plan

V2.0
St Quentin Consulting Pty Ltd
06 October 2017

PURPOSE

This Shared Infrastructure Funding Plan (SIFP) has been prepared to guide the delivery of shared infrastructure within the Briody Drive West Development Plan area by:

- Identifying the land parcels which are to be developed in accordance with the Briody Drive West Development Plan and quantifying the developable area of each parcel;
- Identifying shared infrastructure required to support development;
- Apportioning costs to each land parcel in the study area, and calculating levies payable to ensure delivery of shared infrastructure; and
- Describing the mechanisms by which the SIFP will be implemented.

This Plan will be used to inform a Section 173 Agreement, which will formalise arrangements for infrastructure delivery between Council and land owners/developers within the study area. That Section 173 Agreement will be based on the Section 173 Agreement Principles set out at Appendix 1.

LAND BUDGET

The land budget is based upon the Development Plan. Within the land budget each parcel has an allocated catchment for the purposes of cost apportionment - these two catchment areas correspond to the drainage catchments identified in the drainage technical report.

PROPERTY NUMBER	TOTAL AREA (ha)	ENCUMBERED OPEN SPACE		UNENCUMBERED OPEN SPACE		TOTAL NET DEVELOPABLE AREA (ha)	KEY PERCENTAGES				
		OPEN SPACE	WETLAND / RETARDING	OPEN SPACE	LINEAR OPEN SPACE (ADJACENT TO CREEK)		NET DEVELOPABLE AREA % DEVELOPMENT	UNENCUMBERED OPEN SPACE % OF NDA	UNENCUMBERED OPEN SPACE DEVELOPMENT TARGET %	DIFFERENCE	EQUIVALENT LAND AREA (ha)
		NOT INCLUDED IN NDA	NOT INCLUDED IN NDA	NOT INCLUDED IN NDA	NOT INCLUDED IN NDA						
WESTERN CATCHMENT											
PROPERTY 1	1.880	0.031	0.017	0.064	0.057	1.711	91.01%	7.08%	5.00%	2.08%	0.039
PROPERTY 2	3.405		1.125		0.021	2.259	66.34%	0.92%	5.00%	-4.08%	-0.139
PROPERTY 3	0.037	0.004		0.009		0.024	65.68%	0.00%	5.00%	-5.00%	-0.002
PROPERTY 4	4.455	0.080		0.165		4.210	94.51%	3.92%	5.00%	-1.08%	-0.048
sub total	9.777	0.115	1.142	0.238	0.078	8.205					

PROPERTY NUMBER	TOTAL AREA (ha)	ENCUMBERED OPEN SPACE		UNENCUMBERED OPEN SPACE		TOTAL NET DEVELOPABLE AREA (ha)	KEY PERCENTAGES				
		OPEN SPACE	WETLAND / RETARDING	OPEN SPACE	LINEAR OPEN SPACE (ADJACENT TO CREEK)		NET DEVELOPABLE AREA % DEVELOPMENT	UNENCUMBERED OPEN SPACE % OF NDA	UNENCUMBERED OPEN SPACE DEVELOPMENT TARGET %	DIFFERENCE	EQUIVALENT LAND AREA (ha)
		NOT INCLUDED IN NDA	NOT INCLUDED IN NDA	NOT INCLUDED IN NDA	NOT INCLUDED IN NDA						
EASTERN CATCHMENT											
PROPERTY 5	2.068					2.068	100.00%	0.00%	5.00%	-5.00%	-0.103
PROPERTY 6	1.076					1.076	100.00%	0.00%	5.00%	-5.00%	-0.054
PROPERTY 7	1.298					1.298	100.00%	0.00%	5.00%	-5.00%	-0.065
PROPERTY 8	2.152			0.047		2.105	97.80%	2.25%	5.00%	-2.75%	-0.059
PROPERTY 9	2.325			0.350		1.975	84.95%	17.72%	5.00%	12.72%	0.296
PROPERTY 10	1.258			0.128		1.130	89.81%	11.35%	5.00%	6.35%	0.080
PROPERTY 11	1.705			0.018		1.687	98.94%	1.07%	5.00%	-3.93%	-0.067
PROPERTY 12	1.596		0.885			0.711	44.57%	0.00%	5.00%	-5.00%	-0.080
PROPERTY 13	2.195					2.195	100.00%	0.00%	5.00%	-5.00%	-0.110
PROPERTY 14	1.276	0.017		0.065		1.194	93.59%	5.45%	5.00%	0.45%	0.006
PROPERTY 15	1.269	0.015		0.251		1.003	79.04%	25.01%	5.00%	20.01%	0.254
PROPERTY 16	1.519	0.068		0.139		1.312	86.38%	10.56%	5.00%	5.56%	0.084
PROPERTY 17	1.408	0.035		0.069		1.305	92.66%	5.28%	5.00%	0.28%	0.004

PROPERTY 18	1.434	0.024		0.048		1.362	95.01%	3.51%	5.00%	-1.49%	-0.021
sub-total	22.579	0.158	0.885	1.115	0.000	20.421					
TOTAL	32.356	0.273	2.027	1.353	0.078	28.626	88.47%	5.00%	5.00%	0.00%	0.000

SHARED INFRASTRUCTURE

PUBLIC OPEN SPACE

The land budget shows that 5% NDA will be provided as unencumbered public open space. This corresponds to the overall 5% requirement as detailed in the relevant S173 Agreements that were executed concurrent with the approval of Amendment C71 Part 3. However, the Development Plan requires a number of individual landowners to contribute greater than 5% NDA towards unencumbered public open space. By the terms of the executed S173 Agreements Council will be required to reimburse landowners contributing greater than 5% in land. For those landowners contributing less than 5% land, equalizing cash contributions will be required to be paid at the time of subdivision, and by the terms of that S173 Agreement Council will use those funds to reimburse landowners who provide more than 5% land for public open space within the Development Plan Area.

Improvements to the centrally located public open space reserve are included in the shared infrastructure plan to allow equitable collection of funds from all landowners in the study area towards this key open space area on a per hectare basis.

LAND VALUATION

Land to be acquired for infrastructure has been independently valued by Westlink Consulting.

INFRASTRUCTURE ITEMS

The following Table details the infrastructure items to be funded by this SIFP.

ITEM NO	ITEM	DESCRIPTION	COST	TRIGGER FOR PROVISION
DR_01	Eastern Drainage Basin (Construction)	Construction of Drainage Basin in East Catchment	\$685,000	First subdivision within catchment
LA_01	Eastern Drainage Basin (Land)	Land for the provision of Drainage Basin in East Catchment	\$1,000,000	First subdivision within catchment
DR_02	Western Drainage Detention Basin (Construction)	Construction of Drainage Detention Basin in West Catchment	\$393,000	First subdivision within catchment
LA_02	Western Drainage Detention Basin (Land)	Land for the provision of Drainage Detention Basin in West Catchment	\$400,000	First subdivision within catchment
OS_01	Open Space Improvements	Open Space Improvements within Local Park	\$240,988.00	When the last land required for the Local Park has been transferred to Council
PL_01	Planning	Planning Costs – Re-zoning & Development Plan	\$316,123.80	Complete

COST APPORTIONMENT

The cost of each infrastructure item has been apportioned to each catchment area on the basis of applicable Net Developable Area.

Each infrastructure item has been identified as being required to service the future community of the study area only. Therefore, 100% of the cost of each infrastructure item has been apportioned to the study area (i.e. no external apportionment is included).

ADDRESS	PROPERTY ID	NET DEVELOPABLE AREA (HA)	EASTERN DRAINAGE BASIN - CONSTRUCTION	EASTERN DRAINAGE BASIN - LAND	WESTERN DRAINAGE DETENTION BASIN - CONSTRUCTION	WESTERN DRAINAGE DETENTION BASIN - LAND	OPEN SPACE IMPROVEMENTS - LOCAL PARK	PLANNING COSTS	TOTAL CONTRIBUTION PAYABLE
WESTERN CATCHMENT									
170 Briody Drive	1	1.711	n/a	n/a	\$81,956.83	\$83,416.62	\$14,404.26	\$18,895.25	\$198,672.95
150 Briody Drive	2	2.259	n/a	n/a	\$108,206.01	\$110,133.34	\$19,017.66	\$24,947.03	\$262,304.03
170 Grossmans Road	3	0.024	n/a	n/a	\$1,163.97	\$1,184.70	\$204.57	\$268.35	\$2,821.60
170 Grossmans Road	4	4.210	n/a	n/a	\$201,673.20	\$205,265.34	\$35,444.91	\$46,496.00	\$488,879.45
Sub total		8.204	n/a	n/a	393,000.00	400,000.00	69,071.40	90,606.63	952,678.03

EASTERN CATCHMENT									
135 Briody Drive	5	2.068	\$69,368.79	\$101,268.30	n/a	n/a	\$17,409.70	\$22,837.74	\$210,884.53
129 Briody Drive	6	1.076	\$36,093.24	\$52,690.86	n/a	n/a	\$9,058.43	\$11,882.69	\$109,725.22
125 Briody Drive	7	1.298	\$43,539.98	\$63,562.02	n/a	n/a	\$10,927.37	\$14,334.33	\$132,363.70
119 Briody Drive	8	2.105	\$70,596.49	\$103,060.57	n/a	n/a	\$17,717.82	\$23,241.93	\$214,616.82
111 Briody Drive	9	1.975	\$66,249.20	\$96,714.17	n/a	n/a	\$16,626.77	\$21,810.70	\$201,400.85
105 Briody Drive	10	1.130	\$37,897.90	\$55,325.40	n/a	n/a	\$9,511.35	\$12,476.83	\$115,211.48
95 Briody Drive	11	1.687	\$56,585.21	\$82,606.14	n/a	n/a	\$14,201.37	\$18,629.10	\$172,021.82
25 Illawong Drive	12	0.711	\$23,863.13	\$34,836.69	n/a	n/a	\$5,989.01	\$7,856.27	\$72,545.09
15 Illawong Drive	13	2.195	\$73,628.86	\$107,487.39	n/a	n/a	\$18,478.87	\$24,240.25	\$223,835.37

90 Grossmans Road	14	1.194	\$40,058.13	\$58,479.02	n/a	n/a	\$10,053.51	\$13,188.02	\$121,778.68
96 Grossmans Road	15	1.003	\$33,644.53	\$49,116.11	n/a	n/a	\$8,443.87	\$11,076.52	\$102,281.04
120 Grossmans Road	16	1.312	\$44,012.95	\$64,252.49	n/a	n/a	\$11,046.07	\$14,490.04	\$133,801.54
140 Grossmans Road	17	1.305	\$43,761.37	\$63,885.22	n/a	n/a	\$10,982.93	\$14,407.21	\$133,036.73
150 Grossmans road	18	1.362	\$45,700.21	\$66,715.64	n/a	n/a	\$11,469.53	\$15,045.52	\$138,930.89
Sub-total		20.421	685,000.00	1,000,000.00	n/a	n/a	171,916.60	225,517.15	2,082,433.76
Total		28.625	685,000.00	1,000,000.00	393,000.00	400,000.00	240,988.00	316,123.80	3,035,111.80

IMPLEMENTATION AND ADMINISTRATION

SECTION 173 AGREEMENT

This SIFP will be implemented through section 173 Agreements with each landowner in the Development Plan Area. Each agreement will be based on the section 173 Agreement Principles at Appendix 1, and will describe the implementation principles of this plan, while also including details regarding levies payable for the relevant lot, the infrastructure items to be funded, and the administrative and legal provisions contained within the SIFP and delivery of infrastructure over time.

INDEXATION

Land values and construction costs listed are in July 2015 dollars. They will be indexed annually according to the following methods:

- The costs of infrastructure items will be adjusted by reference to the Producer Price Indexes Australia, Victoria (Table 17 Output of the Construction industries, subdivision and class index numbers - Road and Bridge Construction Victoria) (for roads, bridges, trails, drainage and open space items) and Building Construction Victoria (for buildings and Planning Costs) published by the ABS (Series 6427.0) or similar index.
- Land values will be re-valued annually by a registered valuer based on a before and after methodology for each parcel to be acquired.

The revised infrastructure costs and land values and the adjustment of the contributions must be calculated as of 1 July in each year.

PAYMENT OF LEVIES

Surf Coast Shire Council is the Collecting Agency for the purpose of collecting all levies payable. As the Collecting Agency, Council is also responsible for the administration of this SIFP and its enforcement.

Levies must be paid to Surf Coast Shire Council as follows:

- For the subdivision of land, after certification of the relevant plan of subdivision creating any new lot but not more than 21 days prior to the issue of a Statement of Compliance with respect to that plan under the *Subdivision Act 1988*;
- In relation to the development of land not requiring subdivision (e.g. commercial development or a retirement village), a planning permit condition must require the payment of the development contribution prior to the commencement of works unless there is an agreement with the Responsible Authority to secure the payment of the infrastructure contribution by some other means or other timeframe.

A Statement of Compliance must not be issued until the infrastructure contribution is paid (or equivalent works are provided in-kind).

Funds collected will be held in a specific council reserve account in accordance with the provisions of the *Local Government Act 1989* and 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 SIFP.

Council will be responsible for ongoing accounting and indexation of this SIFP.

METHOD OF PROVISION

Responsibility for the delivery of infrastructure works as described primarily resides with the developers of the land as a works in-kind project with a credit provided against their development contribution, subject to the agreement of the Council.

It is the developer's responsibility to facilitate the delivery of all Infrastructure Projects required to service the development of the subject land. In exceptional circumstances, and provided the Owner has demonstrated to Council's satisfaction that it has made all reasonable endeavours to facilitate delivery of the Infrastructure Project(s), Council may initiate the delivery of the Infrastructure Project(s) based on the below criteria:

- Council will only facilitate an Infrastructure Project at a time when Council determines there are sufficient funds in Council's infrastructure contributions account, collected under this Shared Infrastructure Funding Plan, to meet the cost of delivering the Infrastructure Project(s); and Council's delivery of any Infrastructure Project will be subject to:
 - Council's normal budgetary cycles; and
 - Normal legislative processes and timeframes for any acquisition of land required to facilitate the Infrastructure Project.

Council may enter into Section 173 Agreements, confirming specific credit and project timing with landowners to formalise details of infrastructure items to be provided in-kind. All infrastructure items can be provided in-kind under this agreement.

In determining whether to agree to the provision of works or land in lieu of cash the Responsible Authority will have regard to the following:

- Only works or land identified in the SIFP can be provided in lieu of cash;
- Detailed design must be approved by the Responsible Authority and generally accord with the standards outlined unless agreed by the Responsible Authority and the developer; and
- The construction of works must be completed to the satisfaction of the Responsible Authority.

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

- The credit for the works provided shall equal the value identified in the SIFP taking into account the impact of indexation;
- The value of works provided in accordance with the principles outlined above, will be offset against the infrastructure 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 can't be offset against future levy payments, the developer shall be reimbursed by the Responsible Authority for any excess credit;

- Council will progressively reimburse developers for any excess credit as Levies are collected for the subsequent subdivision of land within the same charge area. Each progressive payment will only be equal to the applicable liability of the subsequently subdivided land for the land and/or infrastructure project delivered as works-in-kind by the developer.
- Where a developer chooses to bring forward works ahead of the scheduled time in the SIFP, this can be done provided the impact on the SIFP is cost and revenue neutral;
- Where a developer is in credit against their infrastructure contributions liability, this credit will be indexed annually in accordance with the annual increase in the Infrastructure Contributions Levy.

LAND

The provision of land identified in this SIFP is suitable as works in-kind to off-set against a developer's infrastructure contribution. As with works-in-kind, the provision of land would be outlined in an agreement 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 SIFP, subject to indexation.

PLANNING COSTS (ITEM PL_01)

Where a land owner has previously made a financial contribution towards the planning cost item (PL_01 – re-zoning and Development Plan) they will be ‘credited’ for that contribution at the time of subdivision (subject to indexation). See below for a list of the land owners and their contributions.

Contributions to Planning Costs

PROPERTY ID	TOTAL CONTRIBUTIONS MADE TO ITEM
1	\$28,816.60
2	\$38,821.60
3	\$378.51
4	\$66,026.96
5	\$31,480.35
6	\$0.00
7	\$0.00
8	\$32,555.60
9	\$20,708.91
10	\$13,746.03
11	\$21,589.47
12	\$0.00
13	\$33,181.70
14	\$10,309.69
15	\$5,833.78
16	\$6,597.67
17	\$0.00
18	\$6,076.93
Total Contributions Made	\$316,123.80

APPENDIX 1: S173 AGREEMENT PRINCIPLES

The S173 Agreement:

- Is to provide a mechanism to facilitate the delivery of the nominated shared infrastructure as detailed in this Shared Infrastructure Funding Plan
- Is to provide a mechanism to facilitate the equitable contribution of all benefitting landowners to the funding of nominated shared infrastructure
- Is to detail property-specific infrastructure contribution liabilities for nominated shared infrastructure for each property within the DPO10 Area
- Is to detail when property-specific infrastructure contribution liabilities are to be paid
- Is to detail a mechanism by which the physical delivery of infrastructure projects is credited against infrastructure contribution liabilities
- Is to provide a mechanism to ensure that any landowners / developers who exceed their property-specific infrastructure contributions are reimbursed
- Is to specify that Council will only reimburse landowners / developers that exceed their property-specific infrastructure contribution progressively, as levies towards shared infrastructure are collected for the subsequent subdivision of land within the same charge area
- Is to specify that Council will not be responsible for reimbursement in excess of contributions received at any time
- Is to specify that responsibility for the delivery of nominated shared infrastructure rests with benefitting landowners
- Is to specify industry-standard methods to the indexation of nominated shared infrastructure and associated liabilities and credits

2.1 15/0446 - Briody Drive West Development Plan

APPENDIX 4 SUMMARY OF SUBMISSIONS

15/0446 – Briody Drive West Development Plan, Torquay

Summary of Submissions

Sub. No.	Submitter	Summary of Submission	Council officer comments
1	Barwon Water	<ul style="list-style-type: none"> Raises no objection to the Development Plan. Water supply and sewerage servicing can be provided from specified connection points. 	<ul style="list-style-type: none"> Noted
2	Corangamite CMA	<ul style="list-style-type: none"> Floodplain management – CCMA recommends that a flood impact assessment be prepared to determine the 1% AEP flood extent along Deep Creek. CCMA does not support the creation of new lots within the mapped 1% AEP flood extent and any new lots adjacent to the mapped 1% AEP flood extent should include minimum finished floor levels above the applicable flood level. Stormwater management – CCMA recommends an appropriate detention to the east catchment before discharge into Deep Creek. Waterway buffers – CCMA recommends a 30 meter buffer along Deep Creek. Both the 30 metre buffer and the 1% AEP flood extent, whichever is greater, will be used to plan for development. Waterway management – CCMA recommends a Waterway Management Plan be prepared for Deep Creek to ensure its long term protection and to minimise future maintenance requirements for any reserves created over the waterway. 	<ul style="list-style-type: none"> A flood impact assessment has been prepared by the applicant. The results show that a small portion of the residential lots and part of the adjacent road in the north-west of the precinct would be subject to very minor flooding during 1% AEP flood events. This can be addressed through minor cut and fill to raise the lots and road above the flood level. CCMA are supportive of this approach and have accepted the development layout on this basis. Detention of the eastern catchment is not a requirement of the DPO10 and has not been requested by Council's Engineers. CCMA accept Council is the responsible authority for drainage and that this is a matter for Council to confirm a position on. The DPO10 requires a buffer of 25m on both sides of Deep Creek. The CCMA have accepted this based on the results of the flood impact assessment. It is considered that the preparation of a Waterway Management Plan for Deep Creek should not be the sole responsibility of landowners within the DP area and should be led by government if it was to be pursued. CCMA has advised that waterway management considerations will be addressed at the planning permit stage when applications for subdivision adjacent Deep Creek are referred to it. The matters raised in the CCMA submission have been resolved.
3	Department of Economic Development, Jobs, Transport and Resources (including VicRoads and PTV)	<ul style="list-style-type: none"> Notes that the Development Plan site is not within 800 meters walking distance of an existing bus route, therefore consideration should be given to providing a road network that would be able to cater for a regular bus service, as well as bus stops. As such Grossmans (East of Messmate), Illawong, Briody (West of Illawong) and the small section of Messmate could be future proofed for a bus route. 	<ul style="list-style-type: none"> The approval of the Development Plan will be conditional on highlighting Grossmans Road, Briody Drive and Messmate Road as potential future bus routes, which would require these roads to be constructed to a minimum standard to PTV's satisfaction.
4	Powercor	<ul style="list-style-type: none"> Does not object to the issue of planning permit. Provides permit conditions for subdivision. 	<ul style="list-style-type: none"> The permit conditions are not relevant to approval of the Development Plan as subdivision will be subject to future permit applications.
5	Adjoining landowners	<ul style="list-style-type: none"> Submit that the Development Plan precinct will eventually be across Messmate Road from the existing egg farm. 	<ul style="list-style-type: none"> Noted. The Spring Creek PSP did not support a 300 meter buffer zone be applied to the egg farm. The landowners are considering other

Sub. No.	Submitter	Summary of Submission	Council officer comments
		<ul style="list-style-type: none"> Lodged a previous submission to the Spring Creek PSP that requested that a 300 metre buffer zone be applied around the egg farm to any housing opposite in Spring Creek to safeguard the ongoing operation of the farm. This was not supported by Council and the submitters feel it would be pointless to pursue this matter in the light of this latest development plan. Would like to discuss the possible solution to this issue. 	options.
6	Landowner within DP area	<ul style="list-style-type: none"> Objects to the Development Plan due to the designation of his property as encumbered Open Space (Drainage reserve). Is of the opinion that this designation will place him "in considerable disadvantage with regard to ambience and financial opportunity due to loss of developable land area". 	<ul style="list-style-type: none"> The Stormwater Management Strategy justifies this area as the lowest point within the east drainage catchment and provision of drainage infrastructure in this location will be covered by the Shared Infrastructure Funding Plan (SIFP) which will be implemented through Section 173 Agreements. It is considered that the location of this drainage reserve is supported by the Stormwater Management Strategy and requirements of the DPO10. The landowner will be compensated appropriately through the mechanism of the SIFP. The compensation payable is based on an independent valuation report.
7	Adjoining landowner	<p>Opposed to the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> The increase in traffic resulting from the development will add to existing congestion on Grossmans Road (between Illawong Drive and Surf Coast Highway). The Traffic Impact Assessment (TIA) indicates all traffic flowing from the new development directly onto Briody Drive, and provides no access onto Grossmans Road contrary to Amendment C71. The dwelling densities proposed in the Development Plan (over 28 lots per hectare) far exceed the original recommendations in Amendment C71. The proposed number of new dwellings in the Development Plan (475+) conflicts with the much lower proposed number of new dwellings (356) in the TIA. There is lack of information surrounding the protection of exotic vegetation in the Development Plan. 	<ul style="list-style-type: none"> Future traffic volume modelling provided in the TIA (2009) indicates that Briody Drive would have an ultimate peak traffic volume of 1,513 vehicles per day (1,135 vpd off peak). Briody Drive is proposed to be upgraded to an Access Street Level 2, which is designed for 2,000-3,000 vpd. Future traffic volumes for Grossmans Road are in the order of 7,873 vpd (peak) and 5,649 vpd (off-peak). Traffic on Grossmans Road attributable to residential development within the Development Plan area is estimated at 1,485 vpd. The majority of the subject site is within easy walking distance of the schools on Grossmans Road and accordingly the overall traffic generation is likely to be less. The TIA considered the need for up to two new vehicle access ways to Grossmans Road between Illawong Drive and Messmate Road. The TIA concluded that the provision of additional road connections are not required to meet normal subdivisional requirements and that the volume of traffic anticipated to be generated does not warrant the provision of additional road connections. The C71 Panel report noted that the 15 lots per hectare yield figure was unlikely to be achievable given the number of site constraints (e.g. lot size and distribution, number of landowners, vegetation, existing development etc.) and noted this provision was taken from the State Planning Policy Framework where this type of yield is expected from

Sub. No.	Submitter	Summary of Submission	Council officer comments
			<p>greenfield growth corridors in Melbourne. The Panel recognised Torquay presents a significantly different landscape and considered that the final lot yield should be an output of the master planning process, not an input.</p> <ul style="list-style-type: none"> The modelling in the TIA was based on a higher yield of 540 dwellings (based on 12 dw/ha over a net development area of 45ha, which includes properties on the north side of Briody Drive that have not been rezoned and are not part of the DP area). Additional traffic advice provided in September 2016 (to consider the impacts of future development on the Messmate Road/Briody Drive and Messmate Road/Grossman Road intersections) assumed a lot yield of 356 dwellings (based on 12 dw/ha over a net development area of 29.7ha). This has been corrected in updated advice provided on 21 June 2017, which utilised a lot yield of 474 dwellings as per the most recent version of the Development Plan. The traffic advice concluded that the proposed roundabout intersection at Messmate Road/Grossmans Road, to be constructed as part of the Spring Creek Precinct Structure Plan, and current intersection at Briody Drive/Messmate Road have ample capacity to accommodate the anticipated traffic to be generated by the subject site. Additionally, there is no history of crashes at either intersection that may indicate a safety deficiency or the need for mitigation measures. While legislation does not provide for the protection of exotic vegetation, the Development Plan report (p. 23) indicates the opportunity to potentially retain some of the established non-indigenous planted windbreaks as an urban landscape form, subject to detailed design at the subdivision stage.
8	Landowners within DP area	<ul style="list-style-type: none"> Concerned that there is no notation on the proposed Development Plan that 140 Grossmans Road has not been rezoned from Low Density Residential Zone to General Residential Zone. Would want assurance that no portion of the subject land would be compulsorily acquired for any purpose or a section 173 Agreement imposed over the property. 	<ul style="list-style-type: none"> Whilst 140 Grossmans Road has not been rezoned, it is included within the DPO10 to flag the future potential use of the land for conventional residential purposes. The purpose of the DPO10 is to guide and coordinate proposed future subdivision, use and development of the land. It does not seek to compulsorily acquire land. A Section 173 agreement would only be required upon rezoning or subdivision of the land. An annotation has been included on the Development Plan to identify 140 Grossmans Road as LDRZ.

Sub. No.	Submitter	Summary of Submission	Council officer comments
9	Adjoining landowners	<ul style="list-style-type: none"> Concerned about increased traffic generated by the proposed development. Do not oppose the development, but believe that traffic issues observed at the intersection of Illawong Drive and Briody Drive need to be addressed because increased housing and subsequently increased traffic will exacerbate existing problems. Submit that possible solutions include a traffic island, pedestrian crossings, softening or modification of the angle of entry into the intersection, signage warning drivers of corner hazard. 	<ul style="list-style-type: none"> Most of the concerns around traffic safety are management and/or educational issues that should be referred to Councils Design & Traffic Unit for further investigation and potential action. Briody Drive is intended to be upgraded as part of development of the precinct (refer DCPO1). This will consider treatment of the Illawong Drive / Briody Drive intersection. Refer to comments in Submission 7 re traffic volumes and impacts.
10	Adjoining landowner	<ul style="list-style-type: none"> Opposed to the Development Plan in its current form due to poor and potentially dangerous road planning, loss of amenity on Briody Drive and excessive development density. Concerned about the TIA findings that 2 new road connections onto Grossmans Road is unnecessary based on predicted traffic numbers. The number of proposed dwellings used in the modelling is not consistent with the number of dwellings proposed in the DP. Concerned that the design of Messmate Road/Briody Drive intersection will likely create a congested and dangerous intersection. The proposed dwelling density of over 28 lots per hectare contradicts the earlier DPO suggested dwelling densities of not more than 15 dwellings per hectare. Strongly opposed to the provision of a multi-unit the site in an area that provides no public transport. 	<ul style="list-style-type: none"> Refer to comments in Submission 7 re traffic volumes and impacts. Additional traffic advice has confirmed that the Messmate Road/Briody Drive intersection would operate satisfactorily and that no mitigation works would be required at the intersection as a result of the development. Council's engineers have requested that the section of service road in this location be removed as the intersection of the service road with Briody Drive would be too close to the Messmate Road/Briody Drive intersection. Refer to comments in Submission 7 re densities. Refer to comments in Submission 3 re bus routes.
11	Adjoining landowner	<p>Opposed to the Development Plan based on the following:</p> <ul style="list-style-type: none"> The change in land use would impact negatively on neighbouring properties. The increase in traffic will be in excess of the capability of the area. The environmental impact on Deep Creek. It is inappropriate to put such high density blocks so far from the town centre and public transport. 	<ul style="list-style-type: none"> Refer comments in Submission 7 re traffic volumes and impacts. The environmental impact on Deep Creek has been addressed in the Stormwater Management Strategy. Refer also to comments in Submission 2. Refer comments in Submission 3 re bus routes.
12	Kings Lawyers on behalf of landowner within the DP area	<p>Submits that the Development Plan:</p> <ul style="list-style-type: none"> Fails to properly identify land aggregation opportunities or the recommended staging of development. Does not discuss what interim infrastructure would be required for 'out of sequence' development. An out of sequence option may provide further impetus to assist negotiation amongst current landowners or developers 	<ul style="list-style-type: none"> Although not explicitly shown or detailed in the Development Plan, opportunities for land aggregation exist subject to discussion / agreement between the relevant landowners. This is further encouraged by the need to provide integrated stormwater management infrastructure. The Stormwater Management Strategy acknowledges that the general direction of development would logically proceed from east to west within the catchment areas.

Sub. No.	Submitter	Summary of Submission	Council officer comments
		<p>to negotiate on the delivery of the necessary infrastructure.</p> <ul style="list-style-type: none"> • A 2.5m shared path in-between two roads at the interface with Grossmans and Messmate Roads would result in concerns for pedestrians and cyclists, including children accessing the schools. • The Shared Infrastructure Contribution Plan should aim to facilitate the earlier provision of infrastructure by allowance for development profit. • A mechanism for ensuring timely collection and payment of such compensation including options for works in kind should be more clearly spelt out through the use of a Section 173 Agreement. 	<ul style="list-style-type: none"> • Council's engineers do not support the delivery of multiple temporary / interim basins. The Development Plan is predicated on the delivery of an integrated stormwater management system for both drainage catchments, with stormwater basins to be provided in the first stage of development of each catchment. As such out of sequence development is not likely to be supported. • The concept of having a 2.5m shared path within a linear reserve in-between two roads at the interface with Grossmans and Messmate Roads is supported in the DPO10 to separate private land from the remnant vegetation. The C71 Panel notes that the requirement to protect the vegetation on the north side of Grossmans Road in a linear reserve will provide an important opportunity to integrate pedestrian linkages on the south side of the subject land. The DPO10 requires that a fence be provided between the vegetation and the road reserves of Messmate and Grossmans Road to inhibit uncontrolled pedestrian access to these roads. • The SIFP provides an equitable mechanism for contributions from landowners towards identified infrastructure provision. The compensation payable to affected landowners is justified in an independent valuation report. It is not usual practice to include development profit. The SIFP is proposed to be implemented via a Section 173 Agreement.

2.1 15/0446 - Briody Drive West Development Plan

APPENDIX 5 OFFICER ASSESSMENT REPORT



OFFICER REPORT

Planning Application No: 15/0446

ALLOCATED OFFICER	Jorgen Peeters
DATE RECEIVED	23-Oct-2015
PROPERTY ADDRESS	95, 105, 111, 119, 125, 129, 135, 150 & 170 Briody Drive 90, 96, 120, 140, 150 & 170 Grossmans Road 15 & 25 Illawong Drive TORQUAY VIC 3228
LOT SIZE	Various
APPLICANT	St Quentin Consulting
OWNER	Various
PROPOSAL	Development Plan – Briody Drive West, Torquay
ZONE	General Residential Zone 1 (all land except 140 Grossmans Road) Low Density Residential Zone (140 Grossmans Road only)
OVERLAY/S	Design and Development Overlay – Schedule 1 Development Contributions Plan Overlay – Schedule 1 (part) Development Contributions Plan Overlay – Schedule 2 Vegetation Protection Overlay – Schedule 1 (part) Bushfire Management Overlay (part of 150 and 170 Briody Drive)
STATUTORY DAYS	N/A



OFFICER REPORT

Planning Application No: 15/0446

PROPOSAL

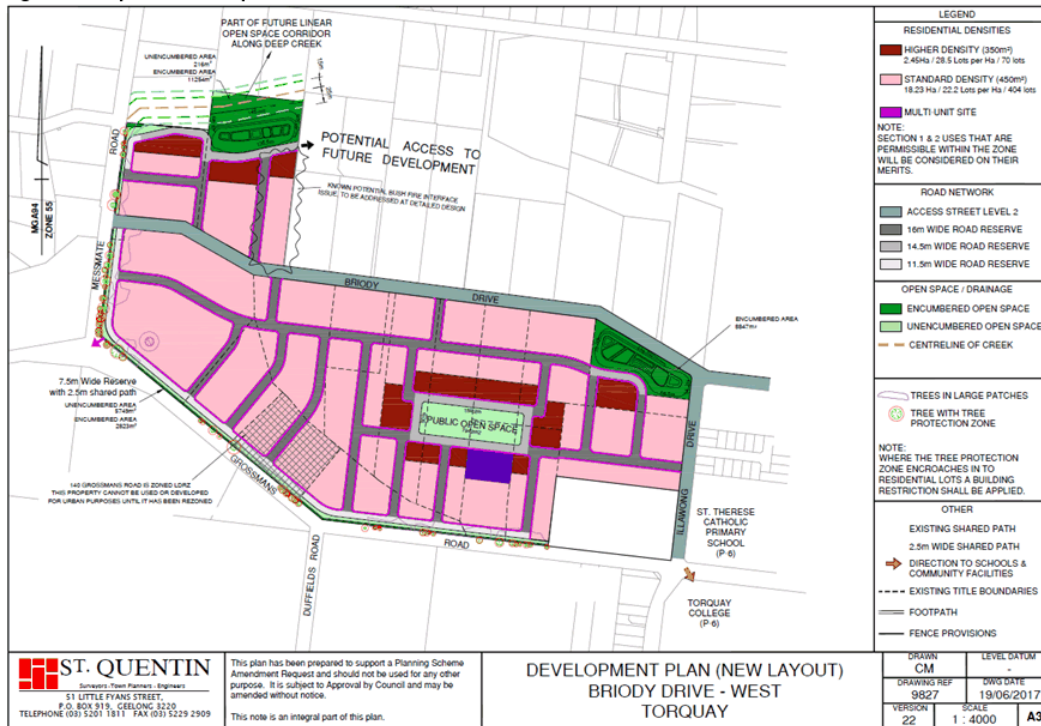
The application lodged by St Quentin Consulting on behalf of a group of landowners seeks approval of a Development Plan (DP) pursuant to Schedule 10 to the Development Plan Overlay (DPO10). The DP will guide the future residential subdivision, use and development of the area known as the Briody Drive West Estate and ensure the properties are developed in a coordinated and cohesive manner.

The key features of the DP as submitted (refer Figure 1) are:

- a mix of residential densities, consisting of higher densities with an average lot size of 350m² adjacent to open space areas, standard densities with an average lot size of 450m² and a multi-unit site
- an internal road network consisting of a range of street typologies, including an Access Street Level 2 (Briody Drive) and local roads with road reserve widths of 16 metres, 14.5 metres and 11.5 metres
- open space areas comprising of 2.29 hectares encumbered open space and 1.39 hectares unencumbered open space, including a centrally located local park
- a potential future linear open space corridor adjacent to the Deep Creek waterway between Messmate Road and the existing open space reserve further to the east
- a shared sealed pathway (walking/cycling track) adjacent to the Deep Creek waterway and linking to the pathway in Frog Hollow Estate
- a 7.5 metre wide linear reserve at the interface of Messmate Road and Grossmans Road to provide retention of some remnant vegetation
- a shared path through the linear reserve linking the corner of Grossmans and Messmate Roads to the nearby schools.

The DP considered in this assessment is the amended plan submitted by St Quentin Consulting on 5 July 2017 (version 22, dated 19/06/2017). The Development Plan is accompanied by supporting documents including a Development Plan report, Road Network Plan, Traffic Impact Assessment, Vegetation Assessment, Cultural Heritage Management Plan, Stormwater Management Strategy, Shared Infrastructure Funding Plan, Landscape Master Plan, Bushfire Management Statement and Staging Plan.

Figure 1: Proposed Development Plan





OFFICER REPORT

Planning Application No: 15/0446

SITE AND SURROUNDING AREA

The Development Plan area comprises the following properties:

- 90, 96, 120, 140, 150 & 170 Grossmans Road
- 95, 105, 111, 119, 125, 129, 135, 150 & 170 Briody Drive
- 15 and 25 Illawong Drive, Torquay

The precinct covers an area of approximately 32.4 hectares and includes 17 properties in private ownership ranging in size from 1 hectare (2.5 acres) to 4.5 hectares. Most lots are developed with a single dwelling and associated outbuildings. The land is rural residential in character with open paddocks partially screened by native and planted non-native and exotic trees in the form of patches, windrows, road side vegetation and scattered trees.

The precinct is bounded by Messmate Road to the west, Grossmans Road to the south, Illawong Drive to the east and Briody Drive and Deep Creek to the north. Messmate Road and Illawong Drive are sealed roads with no kerb or channel and informal drainage infrastructure. Briody Drive (west of Illawong Drive) is a gravel road with open swale drains and connects Illawong Drive with Messmate Road. A concrete shared path runs along the north side of Briody Drive.

Adjoining land to the north and west is included within the Low Density Residential Zone (LDRZ). On the north-west corner of Illawong Drive and Grossmans Road is a Barwon Water tank facility zoned Public Use Zone (PUZ1). The Spring Creek urban growth area is located to the south-west of the precinct, while Surf View Estate and the recently rezoned Barwon Water basin at 85 Grossmans Road are directly to the south. Torquay College and St Therese Primary School are within walking distance of the site.

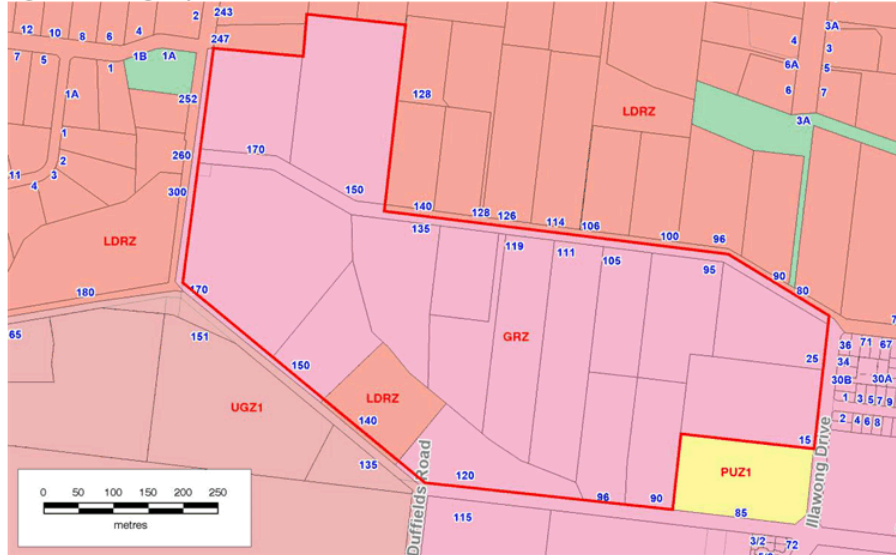
Figure 2: Site location and context





OFFICER REPORT
Planning Application No: 15/0446

Figure 3: Zoning map



RELEVANT HISTORY AND BACKGROUND

The Briody Drive West precinct was originally developed in the 1980's as a low density residential estate with a minimum lot size of 1.5 hectares.

Part of the precinct was rezoned from Low Density Residential Zone (LDRZ) to Residential 1 Zone (R1Z) in 2012 through Amendment C71 Part 3 to facilitate redevelopment of the land at higher residential densities consistent with the strategic directions of Clause 21.08 and the Torquay Jan Juc Structure Plan 2007. The amendment also applied the DPO10 to the land and incorporated the *Briody Drive West Upgrade Development Contributions Plan* into the Scheme.

Figure 4: Land affected by the Amendment C71



This was the second stage of the rezoning of the Briody Estate. The first stage, Briody Drive East comprising land between the Surf Coast Highway and Illawong Drive, was rezoned in 2006 (Amendment C26) and this area has since been developed for residential purposes. The properties on the north side of Briody Drive (area D on Figure 4) were not rezoned as the landowners did not support a rezoning at the time. Council policy favours rezoning of these properties at some future date. This will comprise the third and final stage of the rezoning of the estate.



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The application of the Development Contributions Plan Overlay Schedule 1 (DCPO1) to properties abutting Briody Drive was necessary to undertake the upgrade of Briody Drive as part of any redevelopment of the estate and to appropriately apportion the cost of this upgrade. The DCPO1 was applied to properties on the north side of Briody Drive which were not being rezoned as they will benefit from the upgrade. They will not be required to contribute to the cost until they are rezoned and subdivided at some future time. The extent of works and apportionment are detailed in the incorporated document *Briody Drive West Upgrade Development Contributions Plan*.

The owners of 140 Grossmans Road did not wish to be included in the rezoning to R1Z and were subsequently excluded from the rezoning. However, it was appropriate for the DPO10 to be applied to the land as it forms part of the estate and its ultimate residential development should be considered as part of the development plan for the estate.

As part of the rezoning all participating landowners were required to enter into a Section 173 Agreement with Council to provide for the future payment of development contributions and public open space (5%).

The DCPO2 was applied to all land within the estate in 2013 as part of Amendment C57. The DCPO2 gives effect to the Torquay-Jan Juc Development Contributions Plan.

CULTURAL HERITAGE MANAGEMENT PLAN

The *Aboriginal Heritage Regulations 2007* specify the circumstances in which a Cultural Heritage Management Plan (CHMP) is required for an activity or class of activity. Part 2 - Division 2 of the *Aboriginal Heritage Regulations 2007* specifies exempt activities which do not require a Cultural Heritage Management Plan.

The *Aboriginal Heritage Act* does not create a barrier to approval of a development plan even if the development plan provides for matters which are considered to be high impact activities. Nevertheless, none of the site is within an area of cultural heritage sensitivity as specified in the *Aboriginal Heritage Regulations 2007*.

Although the DPO10, applicable to the site, does not specify a requirement for a CHMP, a CHMP has been prepared for the applicant to support the DP, and has been approved by the Wathaurong Aboriginal Corporation under the *Aboriginal Heritage Act*.

The CHMP is based on a desktop assessment and field inspection and subsurface testing of soil profiles in the activity area in accordance with the *Aboriginal Heritage Regulations*. The Desktop analysis found that no previously registered Aboriginal places are known to exist within the activity area. Two artefact scatters occur within 200m of the activity area. The Desktop assessment establishes that there was a moderate potential for Aboriginal cultural heritage to occur within the activity area, possibly in the form of stone artefacts and possibly Aboriginal scattered trees.

One new Aboriginal place was recorded during the complex assessment – a Low Density Artefact Distribution consisting of two subsurface artefacts. This place was assigned a low archaeological significance.

REFERRALS

Neither the Surf Coast Planning Scheme or the *Planning and Environment Act 1987* include requirements for the referral of Development Plans. However as a matter of practice Council informally refers development plans to all relevant authorities and invites submissions.

The following external referrals were undertaken:

Referral Authority	Advice/Comments
Barwon Water	<ul style="list-style-type: none">Water supply and sewerage servicing can be provided from specified connection points.Water supply – The DPO area is located within the Torquay high level water supply zone which is fed from the Ghazeepore Road High Level tank. The site is currently serviced along Briody Drive and Illawong Drive and an extension will be required around the development to connect the existing water main along Messmate Road with the water main located along Grossmans Road near the intersection of Duffield Road.Sewerage Servicing – Potential connection points could service a majority of the proposed development on the south side of Briody Drive. There is potential to extend the sewer along the Deep Creek valley to the east.
CCMA	<ul style="list-style-type: none">Floodwater Management – CCMA recommends that a flood impact assessment be



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	<p>prepared to determine the 1% AEP flood extent. Any new lots adjacent to the mapped 1% AEP flood extent to include minimum finished floor levels above the applicable flood level.</p> <ul style="list-style-type: none"> • Stormwater Management – CCMA recommends an appropriate detention to the east catchment before discharge into Deep Creek due to existing erosion risks and potential downstream flooding impacts. • Designated waterway – CCMA notes that Deep Creek is a designated waterway and that any works in, on or over the waterway requires a works on waterway permit under the Water Act 1989. • Waterway buffers – CCMA recommends a 30m wide buffer along each side of Deep Creek in accordance with Clause 14.02-1. Both the 30m buffer and the 1% AEP, whichever is greater, will be used to plan for development. • Waterway Management – CCMA recommends a Waterway Management Plan for Deep Creek to ensure the long term protection of the waterway, and to minimise future maintenance requirements for any reserves created over the waterway.
VicRoads / PTV (integrated response provided by DEDJTR)	<ul style="list-style-type: none"> • Notes that the Development Plan site is not within 800m walking distance of an existing bus route, therefore consideration should be given to providing a road network that would be able to cater for a regular bus service, as well as bus stops. • As such Grossmans (East of Messmate), Illawong, Briody (West of Illawong) and the small section of Messmate could be future proofed for a bus route.
Powercor	<ul style="list-style-type: none"> • Does not object to the issue of planning permit. • Provides requirements on condition at the planning permit stage.
DELWP	<ul style="list-style-type: none"> • No response
CFA	<ul style="list-style-type: none"> • No response

The following internal referrals were undertaken:

Department	Advice/Comments
Infrastructure	Comments on road network and stormwater management plan.
Environment	Comments on vegetation losses and required offsets.
Open Space Planning	Comments on proposed linear reserve, encumbered/unencumbered open space and landscape masterplan.
Community Emergency Management	Comments on detail of Bushfire Management Statement.

PUBLIC NOTICE

As with referrals, the Planning Scheme and Act do not prescribe public notice requirements but as policy Council places applications for the approval of Development Plans on public exhibition for a period of at least 28 days.

Council placed the development plan on public exhibition between 8 December 2016 and 11 January 2017 and invited submissions in accordance with Section 223 of the *Local Government Act 1989*. Notices were sent to all owners/occupiers within and immediately surrounding the DP area and a notice was placed in the Surf Coast Times.

Seven submissions were received from landowners within and adjoining the precinct objecting to or commenting on aspects of the Development Plan. The key issues raised in the submissions are increase in traffic, development densities, land designated for drainage reserve, retention of exotic vegetation, land not zoned for conventional residential purposes, land aggregation opportunities and shared infrastructure funding. A summary of submissions and Council officer comments is provided in an appendix to the 28 November 2017 Council meeting report.

PLANNING SCHEME PROVISIONS

Zones and Overlays

The subject land is affected by the following zones and overlays:

General Residential Zone (GRZ1)

The subject land is zoned General Residential Zone Schedule 1 (GRZ1) with the exception of 140 Grossmans Road, Torquay, which is Low Density Residential Zone (LDRZ). The objectives of the GRZ1 include to implement the State and Local Planning Policy Framework and to provide a diversity of housing types and housing growth in locations offering good access to services and transport. The GRZ1 does not trigger any requirements for



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approval of the DP, but is a relevant consideration for future planning permit applications. Under the zone, a planning permit will be required to subdivide the land.

Development Plan Overlay – Schedule 10 (DPO10)

The subject land is covered by Schedule 10 to the Development Plan Overlay (DPO10).

The DPO provides that “A permit must not be granted to use or subdivide land, construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority” (Clause 43.04-1). The DPO therefore acts as a fetter on the discretion otherwise provided by the scheme to grant permits for use and development.

The objectives of the DPO10 are:

- To co-ordinate the actions of land owners to ensure a comprehensively planned residential subdivision generally in accordance with the Briody Estate West Concept Plan 2012 contained in this schedule.
- To facilitate an attractive and high amenity residential area that:
 - integrates well with existing and future adjoining residential development and the existing character of Torquay;
 - responds in a sensitive way to the protection of remnant vegetation and the abutting Deep Creek environs; and
 - provides a variety of lot sizes.

Clause 3.0 lists the requirements for the Development Plan. These will be addressed in the assessment section of this report.

Bushfire Management Overlay (BMO)

Part of 150 and 170 Briody Drive are affected by the Bushfire Management Overlay (BMO) as gazetted on 3 October 2017. Pursuant to Clause 44.06-2 a permit will be required to subdivide those parts of 150 and 170 Briody Drive that are affected by the BMO. A detailed assessment of bushfire risk will be required at the subdivision stage. A preliminary Bushfire Management Statement was submitted with the development plan application.

Design and Development Overlay – Schedule 1 (DDO1)

The Design and Development Overlay Schedule 1 (DDO1) affects the land to protect and enhance the low rise coastal character of Torquay-Jan Juc. The overlay triggers a permit for buildings greater than 7.5m in height.

Development Contributions Plan Overlay – Schedules 1 & 2 (DCPO1 & 2)

Schedule 1 of the Development Contributions Plan Overlay (DCPO1) provides for contributions towards the upgrade of Briody Drive. The DCPO1 applies to properties abutting Briody Drive only.

Schedule 2 to the Development Contributions Plan Overlay (DCPO2) applies to all properties within the DP area and more broadly provides for contributions towards infrastructure within Torquay-Jan Juc as specified in the Torquay-Jan Juc Development Contributions Plan.

Both Schedules require payment of development contributions at the subdivision stage.

Vegetation Protection Overlay – Schedule 1 (VPO1)

Parts of the DP area are affected by the Vegetation Protection Overlay Schedule 1 (VPO1). The DP provides for the removal of a limited area of remnant vegetation within the DP area. Pursuant to Clause 42.02-2, at the subdivision stage a planning permit will be required to remove those areas of native vegetation affected by the VPO1.

Particular Provisions

The following particular provisions are considered in respect to this application:

Provision	Permit triggers/Requirements	Applicable
52.01 Public open space contribution and subdivision	POS contribution required for subdivision of land as follows: <ul style="list-style-type: none"> • 2 to 9 additional lots – 1% per lot • 10 or more additional lots – 10% Note: Properties within the DP area are burdened by a Section 173 Agreement that requires a POS contribution of 5%.	Yes



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52.17 Native vegetation	Permit required to remove, destroy or lop native vegetation. No permit required to remove, destroy or lop native vegetation on land which, together with all contiguous land in one ownership, has an area of less than 0.4 hectare.	Yes
52.47 Planning for bushfire	Subdivision of that part of the land affected by the BMO will require a planning permit and must address the requirements of this clause.	Yes
56 Residential subdivision	A Clause 56 assessment will be required for future planning permit applications for subdivision.	Yes

State Planning Policy Framework

The following State policies have been considered with respect to this application:

- Clause 11.02 Urban growth
- Clause 11.04 Open space
- Clause 11.05-1 Coastal settlement
- Clause 11.09 Geelong (G21)
- Clause 12.01 Biodiversity
- Clause 12.02-6 The Great Ocean Road region
- Clause 12.04 Significant environments and landscapes
- Clause 13.05 Bushfire
- Clause 14.02 Water
- Clause 15.01 Urban environment
- Clause 15.03-2 Aboriginal cultural heritage
- Clause 16.01 Residential development
- Clause 18.02 Movement networks
- Clause 19.03 Development infrastructure

Response

The application is consistent with the SPPF, facilitating the re-subdivision of urban land that will:

- Contribute to Torquay's land supply to meet future growth and provide for housing diversity
- Ensure the delivery of an attractive, liveable, walkable, cyclable, diverse and sustainable neighbourhood
- Assist in the protection and conservation of native vegetation, waterways and Aboriginal cultural heritage
- Provide an integrated network of public open space and pathways for walking and cycling
- Strengthen community resilience to bushfire
- Provide housing in an established urban area that can be fully serviced and is close to services and transport

Local Planning Policy Framework

The following local provisions have been considered with respect to this application:

- Clause 21.01 Profile and Vision
- Clause 21.02 Settlement, Built Environment, Heritage and Housing
- Clause 21.03 Environmental Management
- Clause 21.08 Torquay-Jan Juc Strategy
- Clause 22.02 Streetscape and Landscaping Policy
- Clause 22.09 Jan Juc Residential Development and Neighbourhood Character Policy

A recurring theme of the Surf Coast Shire's MSS is balancing development against the environmental qualities of the Shire which provide the foundation of its attractiveness as a place to live, work and visit. To achieve this, the Shire has adopted detailed policies for the coastal townships and their hinterland which direct new development into existing town areas and limit development in areas of high scenic, environmental and agricultural value.

The MSS identifies that Torquay-Jan Juc and Winchelsea will be the urban growth areas within the Shire. A lesser intensity of development is planned for the smaller coastal townships due to character, environmental and servicing considerations.



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21.02 Settlement, Built Environment, Heritage and Housing

Under the heading of Settlement Patterns (Clause 21.02-3) the objective is:

To ensure that urban development minimises the impact on the environment, makes efficient use of land, infrastructure and resources, and is concentrated in accessible locations.

Applicable strategies are:

- *Designate Torquay-Jan Juc and Winchelsea as the major urban growth centres for the Shire.*
- *Maintain clear non-urban breaks between townships, particularly Geelong and Torquay and the coastal settlements.*

The objective for Neighbourhood Character (Clause 21.02-4) is:

To protect the individual coastal township character values of low urban density, recessive built form, vegetated coastal landscapes and ecological values of the natural environment from inappropriate urban development.

Applicable strategies are:

- *Ensure residential development densities are compatible to the protection of the indigenous vegetation and the historic neighbourhood character of the Surf Coast settlements.*
- *Encourage a coastal style of urban form within all coastal towns and coastal localities in all developments.*
- *Recognise the key role vegetation plays in defining township character and in softening urban development.*

The objectives for Open Space and Infrastructure (Clause 21.02-6) and supporting strategies are:

Objective 1

To ensure that open space is landscaped and developed in a manner that is consistent with the character of the local area.

Strategy

- *Give priority to the use of indigenous planting in the landscaping of open space and complement this with public artwork where appropriate that is reflective of the locality.*

Objective 2

To build on the existing transportation system in a manner that reduces car dependence, encourages walking and cycling for local trips, integrates pathways with public transport and public open space and manages the summer tourist / holiday peaks.

Strategies

- *Encourage the delivery and coordination of public transport to best meet the needs of the community both locally and regionally.*
- *Ensure the provision of open space in all new subdivisions has particular regard to identifying specific community needs.*

Objective 3

To facilitate the timely provision of a range of community and recreation facilities to meet the needs of local residents, and to promote community health and cohesion.

Strategy

- *Make provision for the distribution of social infrastructure within community hubs across townships to meet local needs and ensure accessibility for all.*

The objectives and strategies of Clause 21.02 are to be implemented by:

- *Requiring neighbourhood character of the coastal towns of Torquay-Jan Juc through to Lorne to be considered in all development applications within these settlements.*
- *Using the Streetscape and Landscaping Policy, Clause 22.02 to advance the preferred neighbourhood and streetscape character of urban areas.*
- *Requiring operation and management plans for the ongoing servicing and maintenance of relevant infrastructure, including drainage systems, open space, landscaping and road reserves.*

21.03 Environmental Management

Under this theme a number of issues and influences are identified which are of some relevance, including:

- *The loss and fragmentation of indigenous vegetation and decline in native vegetation and loss of biodiversity.*



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- Declining linear bio-links, such as in road reserves.
- Threats to the health of waterways and wetlands, estuaries and marine ecosystems.
- Wildfire risks in both urban and rural areas.

21.08 Torquay-Jan Juc

The Strategy describes Torquay-Jan Juc as follows:

Torquay-Jan Juc is the main urban growth centre of the Surf Coast Shire. It is a popular destination for surfers, tourists, holiday makers and retirees, and the sea-change movement has resulted in the town becoming increasingly popular for permanent settlement by those valuing a coastal lifestyle.

Key Issues and Influences identified include:

- State and regional policies identifying Torquay-Jan Juc as a growth node in the Great Ocean Road and G21 regions.
- Balancing growth and development densities against a community desire to maintain the coastal character of Torquay-Jan Juc whilst also achieving overarching sustainability objectives. The five values identified in Sustainable Futures Plan Torquay Jan Juc 2040 (2012) to help manage this are:
 - Value 1: Places for People – The importance of a close knit community
 - Value 2: The Natural Environment – Protecting and enhancing the natural environment
 - Value 3: The Built Environment – Fostering the unique coastal look and feel
 - Value 4: Services and Infrastructure – Planning for services and infrastructure with development
 - Value 5: A Local Economy – Providing employment opportunities locally.
- Increasing housing diversity and affordability in response to socio-demographic change.

21.08-2 Settlement, Built Environment and Housing has the objective:

To accommodate and manage the projected population growth and demographic change of Torquay-Jan Juc in an environmentally sustainable manner that respects and celebrates the distinct surfing identity and coastal character of the town and responds to Value 1 “Places for People” and Value 3 “The Built Environment” from the Sustainable Futures Plan Torquay Jan Juc 2040 (2012)

The relevant strategies to achieve this include:

- Promote a range of lot sizes and housing types, including medium density development in appropriate locations, in the new growth areas and ensure good access to surrounding areas, public transport, public open space and other facilities.
- Provide a range of housing types, sizes and configurations at suitable densities to cater for the changing housing needs of current and future populations, taking account of the differential capacity of the various areas to accommodate housing growth and change (in accordance with Map 2 to Clause 21.08 – Torquay-Jan Juc Residential Development Framework).

The objective for Environment and Landscape is established at Clause 21.08-3 as:

To protect and enhance significant environmental, landscape and cultural heritage features which contribute to the ecological values, coastal character and residential amenity of Torquay-Jan Juc in response to Value 2 ‘The Natural Environment’ from the Sustainable Futures Plan Torquay Jan Juc 2040 (2012).

Relevant strategies include:

- Place high priority on the protection and enhancement of remnant vegetation throughout Torquay-Jan Juc, particularly Coastal Moonah Woodland community species and the Bellarine Yellow Gum.
- Ensure that landscaping and trees remain a major element in the appearance and character of Torquay-Jan Juc’s residential environments by protecting or re-establishing vegetation, in particular locally indigenous canopy trees and shrubs, that softens the appearance of development within the streetscape and when viewed from public spaces.
- Ensure development layout responds to the area’s natural features, establishes a natural environment character throughout the development area and applies medium density in areas close to activity centres and lower densities for sites containing significant vegetation or that are visually prominent.

Relevant objectives and strategies under Transport and Infrastructure (Clause 21.08-5) are:

Objective 1

To plan and deliver a range of services and infrastructure in association with new development in response to Value 4 ‘Services and Infrastructure’ from the Sustainable Futures Plan Torquay Jan Juc 2040 (2012).



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Strategies

- Provide a linked network of walking and cycling paths throughout Torquay-Jan Juc, enabling direct access to all activity centres (neighbourhoods targeted at a 400-800 metre radius) and to and through all areas of public open space.
- Encourage the distribution of recycled [sic] water into new subdivision (third pipe).

Objective 2

To promote street design that makes a positive contribution to the urban landscape and the coastal character of Torquay-Jan Juc, and enhances walking and cycling, use of public transport and social interaction.

Strategies

- Design urban arterials and collector streets to present as parkways/avenues that link key destinations, and local streets that present as an extension of the open space system primarily through the planting of large shade trees.
- Replicate the interconnected, grid based street network of Old Torquay in future infill developments.

Objective 3

To increase the provision and quality of all forms of open space to meet the broad range of needs of the Torquay-Jan Juc community, and to site new open space to ensure its accessibility to all members of the community.

Strategies

- Provide a network of high quality open space in growth areas easily accessible by pathways, serving a range of different functions and linked to existing networks and areas.
- The open space areas and buffers along creek corridors to create a network of access pathways enabling movement between neighbourhoods and the rest of towns.

The objectives and strategies of Clause 21.08 are to be implemented by, amongst other things:

- Assessing the timing of new development proposals against the need for land supply, the completion of existing development areas, the availability of infrastructure and the broader regional context.
- Using local policy (Clause 22.02) to encourage the use of predominantly indigenous plant species in landscaping and the use of shade trees in street tree planting.
- Using local policy (Clause 22.09) to recognise the differential capacity of Torquay-Jan Juc's residential areas to accommodate housing growth and change and to promote appropriate densities and design outcomes that contribute to the preferred neighbourhood character.

22.02 Streetscape and Landscaping Policy

The objectives of this policy are:

- To protect and enhance the individual landscape character of each town.
- To promote the development of co-ordinated and visually pleasing streetscapes in residential, commercial and industrial areas.
- To encourage ecologically and economically sustainable streetscapes and landscapes.

To achieve these objectives it is policy to require a landscape plan with proposals that include the creation of new public roads (as well as other specified forms of development). The policy also sets a number of requirements for the content of landscape plans.

22.09 Torquay-Jan Juc Residential Development and Neighbourhood Character Policy

This policy applies to residential subdivision and sets the following objectives:

- To adopt a managed approach to residential development, taking account of the differential capacity of the residential areas in Torquay-Jan Juc to accommodate housing growth and change.
- To ensure development achieves architectural and urban design outcomes that positively contribute to the preferred future character of the residential areas of Torquay-Jan Juc, as identified in the Torquay-Jan Juc Neighbourhood Character Study & Vegetation Assessment (2006) and Torquay-Jan Juc Neighbourhood Character Study Review (2012).
- To promote a range of housing types, sizes and configurations in appropriate locations to accommodate the future needs of Torquay-Jan Juc's growing and changing population.
- To ensure that landscaping and trees remain a major element in the appearance and character of Torquay-Jan Juc's residential environments.



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- To provide greater certainty for the community and the development industry as to the preferred intensity of residential development and the future character of different areas of Torquay-Jan Juc.

The DP site is located within Housing Area 5 (as shown on Map 1 to Clause 22.09) which is "Residential Growth". This housing area type is described by the policy as:

Residential Growth areas comprise new broadhectare or greenfield subdivisions and identified future growth areas where the preferred character is yet to establish. Greenfield areas should support an overall general density of 15 lots/dwellings per hectare, unless a lower density is desirable in response to environmental or landscape values, and provide a variety of lot sizes ranging from conventional urban lots to medium and higher density lots to encourage a mix of housing types and sizes. Higher residential densities (20 dwellings per hectare) should be focussed around activity centres, schools, community hubs and active public open space.

Response

The application is consistent with the LPPF, providing for a residential subdivision that will assist in:

- Directing growth to Torquay as one of two designated growth nodes in the Shire
- Consolidating development within the defined settlement boundary in a strategically identified location
- Providing a linked network of walking and cycling paths and increasing the provision of open space
- Providing a range of lot sizes and housing types, including medium density development in appropriate locations
- Protecting waterways through the retention and treatment of stormwater prior to discharge to Deep Creek

Relevant Incorporated and/or Reference Documents

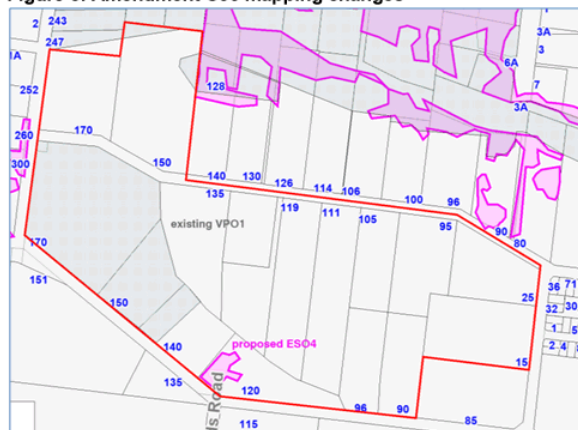
The following relevant documents have been considered during the assessment of this application:

- Torquay and Jan Juc Structure Plan (2007)
- Sustainable Futures Plan Torquay-Jan Juc 2040 (2012 and 2014)
- Torquay-Jan Juc Neighbourhood Character Study Review (2012)
- Torquay-Jan Juc Neighbourhood Character Study and Vegetation Assessment (2006)

Relevant Planning Scheme Amendments and/or Strategies

The area is affected by Amendment C96, which seeks to implement the Biodiversity Mapping Project 2014. The amendment proposes to delete the VPO1 and apply the ESO4 to a small part of the DP area (refer to Figure 5). The amendment has been considered by a Panel and was adopted by Council on 26 September 2017.

Figure 5: Amendment C96 mapping changes



OFFICER DIRECT OR INDIRECT INTEREST

No Council officers have any direct or indirect interest in the matter to which this report relates, in accordance with Section 80 (C) of the Local Government Act.

DISCUSSION OF KEY ISSUES

The redevelopment of the Briody Drive Estate at conventional residential densities has been a long-held and strategically justified planning direction in successive adopted planning strategies for Torquay-Jan Juc, including



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the *Torquay Jan Juc Comprehensive Strategy Plan 1996* and *Torquay Jan Juc Structure Plan 2007*. The rezoning in 2012 was consistent with the strategic directions of the Rural Residential Strategy (Clause 21.07) and Torquay-Jan Juc Strategy (Clause 21.08) in place at the time, which identified the Briody Drive Estate as a suitable area for redevelopment at higher residential densities due to its proximity to a number of community facilities and its ability to be fully serviced. The 2007 Structure Plan encouraged the rezoning of the balance of the Estate to a Residential 1 Zone, subject to the preparation of an Outline Development Plan and the application of a Development Contributions Plan. Clause 21.08 encouraged the re-subdivision of the Briody Drive Estate at densities that are appropriate to its location and physical characteristics, showing the area as "Future Residential" and subsequently "Residential Infill" on the Torquay-Jan Juc Framework Map. The area is shown as "Residential" on the current Torquay-Jan Juc Framework Map at Clause 21.08 and is recognised in the *Sustainable Futures Plan Torquay Jan Juc 2040* as an urban infill area that will contribute to the growth of Torquay.

DPO10 Requirements

The Development Plan has been assessed against the requirements of the DPO10 (refer attachment). It is considered that the plan has largely satisfied the requirements of the schedule and will achieve the objectives to:

- co-ordinate the actions of land owners to ensure a comprehensively planned residential subdivision generally in accordance with the Briody Estate West Concept Plan 2012 contained in the schedule.
- facilitate an attractive and high amenity residential area that:
 - integrates well with existing and future adjoining residential development and the existing character of Torquay;
 - responds in a sensitive way to the protection of remnant vegetation and the abutting Deep Creek environs; and
 - provides a variety of lot sizes.

The Development Plan provides the overarching framework to ensure the actions of landowners will be coordinated and result in a cohesive residential subdivision. Any planning permit application for subdivision must be generally in accordance with the approved development plan.

A Shared Infrastructure Funding Plan (SIFP) has been prepared to coordinate the provision of shared infrastructure. The SIFP:

- identifies shared infrastructure required to support development
- apportions costs to each land parcel in the study area, and calculating levies payable to ensure delivery of shared infrastructure
- provides clear principles regarding obligation of developers to deliver and/or facilitate works
- describes the mechanisms by which the SIFP will be implemented, including collection of levies, delivery of infrastructure, responsibilities for works in-kind and administration of the document (such as indexation).

The SIFP will be implemented by requiring landowners to enter into a Section 173 Agreement as a condition of any subdivision permit.

The road and pathway network and linear open spaces will provide for integration with and connectivity to adjoining residential areas and nearby community facilities, including the primary schools on Grossmans Road. The surrounding road network has sufficient capacity to accommodate the additional traffic associated with the development. The linear reserves along Deep Creek and Messmate/Grossmans Roads will assist in protecting native vegetation and the environmental values of the creek and, together with the local park, enhance the amenity of the precinct. A range of lot sizes is on offer to increase housing diversity. The provision of smaller lots facilitates the construction of smaller dwelling types and contributes to achieving more affordable housing and diversity of choice.

Integrated stormwater management

A key consideration is the provision of integrated stormwater management infrastructure. The Development Plan shows a detention basin/treatment facility (wetland) on land at 150 Briody Drive to service the western drainage catchment and a treatment facility (wetland; no detention) on land at 25 Illawong Drive to service the eastern drainage catchment. Both facilities are required to be provided in the first stage of development in the respective catchments.

Council's Development Engineering Unit and the CCMA were initially concerned about the lack of retention or storage capacity in the eastern basin and how 1 in 100 year developed flows would be managed. The 100 year developed flows from the eastern catchment will need to be directed into the swale and pipe through the Council owned 8m wide reserve (walkway) between Briody Drive and Deep Creek.



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The DPO10 allows the east catchment to be discharged to Deep Creek with treatment but without detention. Both Council's Development Engineering Unit and the CCMA have accepted this arrangement. It is considered that the higher flows entering the creek would not have a detrimental impact on it.

A Flood Impact Assessment has been undertaken on behalf of the applicant at the request of the CCMA to determine the 1% AEP flood extent and depth for Deep Creek. The assessment shows that only a small portion of the development in the north-west corner falls within the mapped 1% AEP flood extent. The majority of the affected area falls within the road reserve fronting the creek and flood depths are very shallow, ranging between 0-0.25m, with the majority of the road estimated to be inundated by flood depths of less than 0.1m. This can be overcome by raising the road reserve above the 1% AEP flood level.

Densities

The DPO10 is silent on the desired dwelling densities and lot sizes within the Development Plan area. The SPPF (Clause 11.02-1) encourages a minimum density of 15 dwellings per hectare in new growth areas. Clause 22.09 also encourages a density of 15 lots/dwellings per hectare in Torquay's growth areas (unless a lower density is desirable in response to environmental or landscape values), with higher densities (20 dwellings per hectare) around activity centres, schools, community hubs and active public open space.

The area identified on the Development Plan for "standard density" development assumes an average lot size of 450m², resulting in a density of 22 dwellings per hectare. The area of "higher density" development provides for an average lot size of 350m² and a density of 28.5 dwellings per hectare. It is considered that these densities are aspirational and that the actual range of lot sizes would vary, with densities averaging approximately 15 dwellings per hectare in the standard density areas and 25 dwellings per hectare in the higher density areas.

Of interest is that the Panel for Amendment C71 commented that given the site constraints of the area (i.e. vegetation, existing dwellings and fragmented land parcels), in its view it is highly unlikely that a lot yield of 15 dwellings per hectare will be achieved. The Panel opined that a lot yield of 10 to 12 dwellings was more likely. Ultimate densities and lot sizes will be determined at the subdivision approval stage.

Development staging

No specific staging is proposed, however due to the DPO10 requirement for the provision of an integrated stormwater management system, and given identified stormwater infrastructure is required at day one to service development, the actions of landowners will need to be coordinated within each catchment (east and west) to ensure that the requisite infrastructure is delivered. The Staging Plan (refer to Figure 6 below) does not show the actual stages of the subdivision but simply specifies that the basins must be delivered as part of Stage 1 works within each respective catchment. The provision of localised and out of sequence stormwater infrastructure is discouraged to avoid ad hoc development.

The development staging / sequencing will also be determined by the provision of sewer. From an engineering perspective, development would logically proceed from the location of existing assets (that is the downstream end) to the most upstream point of the catchment extending services with each stage.

Road network

As stipulated above, the road and pathway network will provide for integration with and connectivity to adjoining residential areas and nearby community facilities. It is noted though that due to the lack of new road connections to Grossmans Road, there will be no direct and convenient vehicle movement between the development plan area and adjoining residential areas to the south such as Spring Creek. However, new intersections on Grossmans Road would result in additional loss of native vegetation, which would be contrary to the DPO10 requirement to retain vegetation in a linear reserve. The shared path within the linear reserve will provide opportunities for pedestrian linkages to future pathway networks in adjoining residential areas to the south.

The Traffic Impact Assessment (TIA) submitted as part of the Development Plan considered the need for up to 2 new vehicle accessways to Grossmans Road between Illawong Drive and Messmate Road. The TIA concluded that the provision of additional road connections to Grossmans Road are not required to meet normal subdivisional requirements and that the volume of traffic anticipated to be generated by future development of the site does not warrant the provision of additional connections.

The intersection of the road adjacent to the linear reserve where it meets Briody Drive at the western end of the development is too close to the Messmate Road – Briody Drive intersection and will not be workable. This section of the road should be deleted and another north-south road section provided further east to connect to Briody Drive.

The approval of the Development Plan will be conditional on highlighting Grossmans Road, Briody Drive and

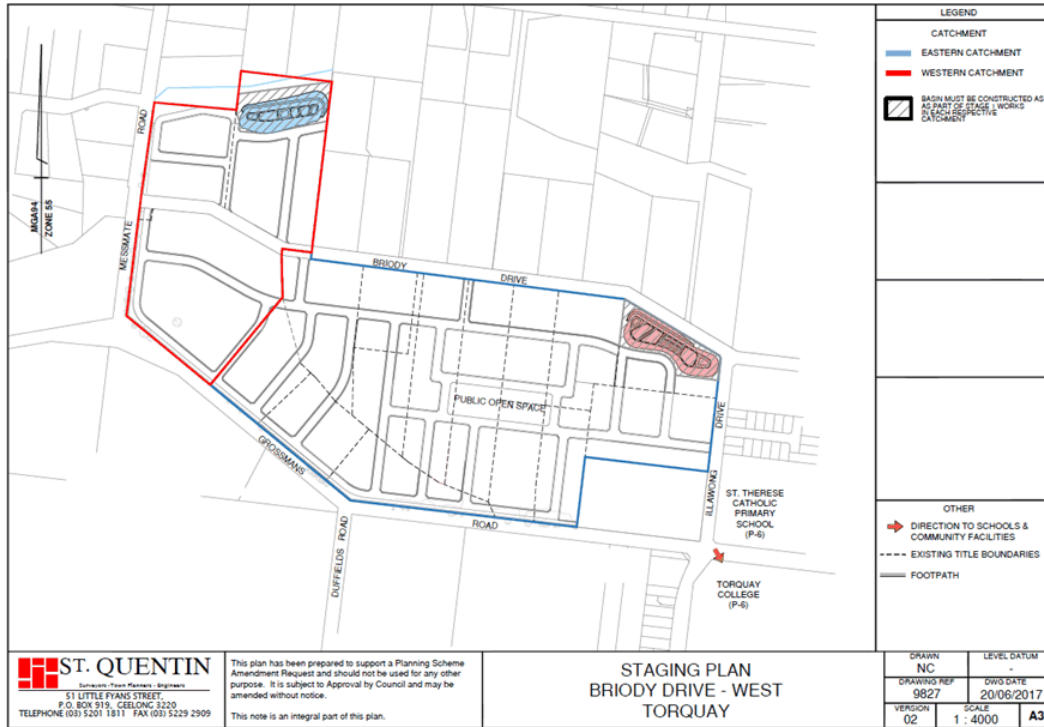


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Messmate Road as potential future bus routes as requested by PTV.

The DPO10 requires a rural post and rail fence (or similar) to be provided between the remnant vegetation and the Grossmans and Messmate Road reserves designed to inhibit uncontrolled pedestrian access to the external road network. This has not been shown on the Development Plan and the plan should be amended to clearly show the fence, or include a notation to the effect that a fence will be provided.

Figure 6: Staging plan



CONCLUSION

Detailed planning permit applications will be required for the future subdivision and development of the land but the Development Plan provides the framework for this to happen in a coordinated and efficient manner.

Overall the Development Plan satisfies the requirements of the DPO10 with relatively minor modifications required to address some of the issues discussed in this assessment.



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ATTACHMENT 1: ASSESSMENT AGAINST THE REQUIREMENTS OF SCHEDULE 10 TO THE DEVELOPMENT PLAN OVERLAY

DPO10 Requirement	Response	Comment
<i>The location of all proposed land uses including, but not restricted to, roads, public open space (including a local park that is approximately 1 hectare in area), drainage reserves, and other known authority reserves (including sewerage and gas).</i>	<p>The Development Plan shows the location of all proposed land uses including:</p> <ul style="list-style-type: none"> Residential land, comprising 70 higher density lots (350m²), 404 standard density lots (450m²) and a multi-unit site. The road network comprising 20m wide access street level 2, 16m wide road reserve, 14.5m wide road reserve, 11.5m wide road reserve. Open Space areas comprising a centrally located local park (7942m²), part of the future linear open space corridor along Deep Creek and a 7.5m wide reserve along Grossmans and Messmate Roads. Two drainage reserves to service the eastern and western catchments. 	<p>Satisfactory</p> <p>The size of the local park has been reduced to under 1ha, as the total area of credited open space exceeded 5%.</p>
<p><i>An internal road network that:</i></p> <ul style="list-style-type: none"> <i>Provides a high level of permeability through and within the site for pedestrians, cyclists and vehicles, providing direct and safe access to public transport connections, the Deep Creek environs, community facilities and local schools. The network must have regard to future development of 70–140 Briody Drive.</i> <i>Considers the need for up to 2 new vehicle accesses to Grossmans Road between Illawong Drive and Messmate Road to assist in distributing traffic more evenly through the precinct and reducing reliance on Briody Drive as a sole access provided any new intersection can be accommodated by minimising impacts on significant roadside vegetation.</i> <i>Provides for the upgrading of Briody Drive as an Access Street Level 2.</i> 	<ul style="list-style-type: none"> The Development Plan provides a permeable road network that includes a 2.5m wide shared path for pedestrians and cyclists, access to the Deep Creek environs and nearby community facilities and schools. PTV have requested that the main roads be future proofed for a potential bus route. The Traffic Impact Assessment (TIA) submitted as part of the Development Plan considered the need for up to 2 new vehicle accessways to Grossmans Road between Illawong Drive and Messmate Road. The TIA concluded that the provision of additional road connections to Grossmans Road are not required to meet normal sub-divisional requirements and that the volume of traffic anticipated to be generated by future development of the site does not warrant the provision of additional connections. The Development Plan provides for the upgrade of Briody Drive as a 20m wide Access Street Level 2. The Development Contribution Plan Overlay (DCPO1) provides the statutory mechanism to achieve this outcome. 	Satisfactory
<i>The general subdivision layout, including location and distribution of lots showing a variety of lot sizes and densities to encourage a range of housing types. The layout should maximise solar efficiency to as many lots as possible. Higher residential densities should be focussed around public open space areas.</i>	The Development Plan shows a variety of lot sizes and densities, including higher density lots (350m ²) around public open space, standard density lots (450m ²) and a multi-unit site. The predominant north-south, east-west alignment of roads will ensure good solar orientation for future dwellings.	Satisfactory
<i>Identification of the Deep Creek waterway as a linear open space between Messmate Road and the existing open space reserve generally in accordance with the Concept Plan.</i>	Deep Creek is shown as a future linear open space corridor.	Satisfactory
<i>Provision of a shared sealed pathway (walking/cycling track) along the waterway and linking to the pathway in the Frog Hollow Estate, to be sited above the 1 in 100 year flood level.</i>	2.5m wide shared pathway shown along creek corridor and connecting with Frog Hollow Estate.	Satisfactory
<i>Maximising surveillance of public areas through provision of street frontages to areas of public open space.</i>	Road frontages provided to all public open space areas, including creek corridor, local park, linear reserve and drainage reserves.	Satisfactory
<i>At the interface of Messmate Road and Grossmans Road and the</i>	<ul style="list-style-type: none"> Most of the remnant native vegetation has been retained within the 7.5m linear 	Satisfactory, except that the fence



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DPO10 Requirement	Response	Comment
<p><i>remnant native vegetation the following must be provided;</i></p> <ul style="list-style-type: none"> <i>Retention of the remnant vegetation in a linear reserve to a width to the satisfaction of the responsible authority.</i> <i>An access street immediately adjacent to the vegetation reserve that will separate private land from the remnant vegetation. The access street road reserve width should be 11.5m.</i> <i>A rural post and rail fence (or similar) between the remnant vegetation and the Grossmans and Messmate Road reserves designed to inhibit uncontrolled pedestrian access to the external road network.</i> 	<p>reserve at the interface of Messmate and Grossmans Road. Some vegetation has been marked for removal. The Vegetation Assessment report indicates that if a permit is granted to remove the marked vegetation, the permit condition will include the requirement to obtain native vegetation offsets in accordance with the Native Vegetation Permitted Clearing Regulations.</p> <ul style="list-style-type: none"> An 11.5m wide access street is provided along the length of the linear reserve, separating private land from the vegetation. The plan does not clearly show a fence along the Grossmans and Messmate Road reserves. 	<p>required along Grossmans and Messmate Roads should be clearly shown on the Development Plan and/or Landscape Masterplan (or a notation included to the effect that a fence will be provided).</p>
<p><i>Pedestrian and/or bicycle links, including a link from the corner of Grossmans and Messmate Roads to the nearby schools.</i></p>	<p>A 2.5m wide shared pathway is provided in the 7.5m wide linear reserve along Grossmans and Messmate Roads. This path will connect with Illawong Drive, providing access to both primary schools.</p>	<p>Satisfactory</p>
<p><i>Designation of areas to be subject to building restrictions and fencing provisions.</i></p>	<p>The Development Plan Report stipulates that the Development Plan sets out those areas intended to be subject to fencing provisions. Specifically, it is proposed to require the provision of visually permeable fencing between future lots and the linear reserve adjacent to Grossmans and Messmate Roads. This is not clearly shown on the DP. There is no reference to any intended building restrictions.</p>	<p>Development Plan to clearly show area to be subject to fencing provisions.</p>
<p><i>Identification of land aggregation opportunities over the land that will facilitate integrated development and recommended staging of development that provides for the sequential delivery of infrastructure. These opportunities must have regard to ownership pattern, servicing and accessibility and the orderly release of land for residential development.</i></p>	<p>The SIFP provides for the delivery of shared infrastructure and land aggregation opportunities. The need to provide stormwater management infrastructure in the first stage of development will encourage land aggregation.</p>	<p>Satisfactory</p>
<p>A Town Planning Report that includes:</p> <ul style="list-style-type: none"> <i>An assessment of the provisions of the Surf Coast Planning Scheme, including the State and Local Planning Policy Framework and Clause 56.</i> <i>An assessment of the capacity of existing water, sewer and gas infrastructure. Opportunity for connection to a third pipe scheme is also to be explored with Barwon Water.</i> <i>The logical sequencing of development given the need to provide full reticulation of services. Consideration should be given to 'out of sequence' development and what interim infrastructure, particularly stormwater, is required.</i> 	<p>A Town Planning Report (St Quentin Consulting, October 2017) has been provided. The report addresses the provisions of the Surf Coast Planning Scheme (including Clause 56), the provision of services and the logical sequencing of development.</p> <p>In a submission to Amendment C71 Barwon Water advised that it had not planned for recycled water to be supplied to the area and therefore would not impose any requirements for recycled water on the development.</p>	<p>Satisfactory</p>
<p>A Flora and Fauna Management Plan that includes:</p> <ul style="list-style-type: none"> <i>A flora and fauna assessment carried out by suitably qualified and experienced person/s that identifies the vegetation communities, the quality of habitat, the actual indigenous flora and fauna species that inhabit the site, threats to the indigenous flora and fauna</i> 	<p>A Vegetation Assessment (Mark Trengove, October 2016) has been provided. The assessment identifies and describes the native vegetation and fauna habitat found in the study area, and provides offset calculations. The vegetation in the study area can be described as:</p> <ul style="list-style-type: none"> Predominately planted exotic and non-indigenous native vegetation. 	<p>Generally satisfactory</p> <p>Part of the identified native vegetation patches occur within the road reserves of Grossmans and</p>



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DPO10 Requirement	Response	Comment
<p><i>species including pest plant and animal species and for any threatened flora and fauna species and communities their conservation status under local, regional, state and national legislation policies.</i></p> <ul style="list-style-type: none"> • Recommendations where vegetation should be retained and by what mechanism (ie reserves). • A net gain assessment that addresses the removal of any native vegetation to allow for the residential development of the land. This assessment will implement, as appropriate, the recommendations of the Open Space and Landscape Masterplan. 	<ul style="list-style-type: none"> • Scattered areas of indigenous vegetation within road reserves and private land, comprised of 7 remnant patches and one scattered tree. <p>All recorded indigenous flora and fauna species are of local significance, except for Bellarine Yellow Gum which is of State significance.</p> <p>Removal of all marked vegetation would result in the following offset requirements:</p> <ul style="list-style-type: none"> • 0.053 general biodiversity equivalence units • 0.396 specific biodiversity equivalence units for Paper Flower • 0.039 specific biodiversity equivalence units for Bellarine Yellow Gum 	<p>Messmate Roads and will therefore be able to be retained. Additional vegetation will be retained within the proposed 7.5m wide linear reserve. The provision of the 11.5m access road adjacent to the linear reserve will result in the removal of some vegetation. Any vegetation within future residential lots is assumed lost as the lots will be less than 0.4ha.</p>
<p>A Road Network and Traffic Management Plan that includes:</p> <ul style="list-style-type: none"> • An assessment of the traffic generated by the residential development of the land. • Classification of streets according to standards contained in Clause 56 of the Surf Coast Planning Scheme. • Pedestrian links from Messmate Road and Grossmans Road to the nearby areas and facilities. • Identification of all off-site traffic infrastructure requirements associated with the site, including at the intersections of Grossmans Road and Messmate Road, and Messmate Road and Briody Drive and Grossmans Road and Duffields Road, including and land required in order to accommodate a roundabout at the intersection of Grossmans Road and Duffields Road. • Definition of the cross-sections, including where relevant, verge widths, naturestrips, kerb and channel, drainage, pavement widths and pathways for all identified roads within and abutting the development. 	<p>A Road Network Plan and a Traffic Impact Assessment (Traffix Group, June 2017 / September 2009) have been provided.</p> <p>The Road Network Plan shows the proposed road network and pathways throughout the development.</p> <p>The TIA includes an assessment of the traffic anticipated to be generated by the development and makes the following conclusions:</p> <ul style="list-style-type: none"> • The volume of traffic generated by the subject site does not warrant additional connections between Briody Drive and Grossmans Road. • The proposed roundabout intersection at Messmate Road/Grossmans Road, to be constructed as part of the Spring Creek Precinct Structure Plan, and the unsignalised intersection at Briody Drive/Messmate Road have ample capacity to accommodate the anticipated traffic to be generated by the subject site. 	<p>Generally satisfactory. See body of report for further discussion.</p>
<p>A Flooding, Stormwater and Drainage Management Plan that takes an integrated approach to stormwater system management, designed with reference to the two catchments that affect the land and includes:</p> <ul style="list-style-type: none"> • An integrated stormwater management system for the properties discharging directly to Deep Creek (170 Grossmans Road and 150 and 170 Briody Drive) that ensures the peak discharge rate, and pollutant load of stormwater leaving the subject land within this DPO is no greater than pre-development levels, meets current best practice and is discharged to the existing drainage system. • An integrated stormwater management system for the remainder of the land that ensures the pollutant load of stormwater leaving the land is no greater than pre-development levels, meets current best 	<p>A Stormwater Management Strategy (Peter Berry & Associates, July 2017) has been provided. Based on the recommendations of the SMS and the requirements of the DPO10, the Development Plan provides for two drainage reserves as follows:</p> <ul style="list-style-type: none"> • A stormwater detention basin / treatment facility adjacent to Deep Creek on land at 150 Briody Drive to service the western drainage catchment prior to discharge to Deep Creek. • A stormwater treatment facility (wetland) on land at 25 Illawong Drive to service the eastern drainage catchment. <p>The stormwater management infrastructure is to be provided in the first stage of development in the respective drainage catchments. Interim stormwater management arrangements for out of sequence development are discouraged.</p>	<p>Generally satisfactory. See body of report for further discussion.</p>



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DPO10 Requirement	Response	Comment
<p><i>practice and the stormwater is discharged to Deep Creek via the Council walkway and designed to cater for the 1 in 100 year (1% AEP) storm to the existing drainage system.</i></p> <ul style="list-style-type: none"> Any interim stormwater management arrangements that could provide for out of sequence residential development. Input from the CCMA for works in, on or over Deep Creek, which is a designated waterway. Where required, a description of the methodology and apportionment of costs for the provision of the integrated stormwater management system including how its costs will be equalised across all landowners. This may be implemented via a condition on a planning permit that approves a residential subdivision, for a Section 173 Agreement that requires a cash contribution to equalise the costs associated with providing land for and the construction of the system or any other mechanism to the satisfaction of the responsible authority. 	<p>The methodology and apportionment of costs for the provision of the integrated stormwater management systems, including equalisation across all landowners, is described in the SIFP. The SIFP will be given effect through section 173 Agreements.</p> <p>A Flood Impact Assessment (Water Technology, May 2017) has also been undertaken by the applicant at the request of the CCMA to determine the 1% AEP flood extent and depth for Deep Creek.</p>	
<p>An Open Space and Landscape Masterplan that includes:</p> <ul style="list-style-type: none"> A local park of approximately 1 hectare in area located to best service the area and respond to local features. The playground design shall comply with Council's Playground Strategy. A linear open space reserve along the Deep Creek waterway. The linear reserve is to be a width not less than 25 metres each side of the centre line of the waterway / drainage line (as applicable to the subject land) and should include all significant vegetation adjacent to the creek. Proposed revegetation of the Deep Creek linear reserve and showing the location of the shared trail, seating and signage. Considers the opportunity to retain some of the established non indigenous planted windbreaks as an urban landscape form. The extensive use, where appropriate, of local indigenous plant species throughout the development site, particularly along Deep Creek and adjacent areas of significant remnant vegetation. Proposed street planting in accordance with Council's street planting guide. Considers the appropriate location of open space having regard to existing and proposed open space in the surrounding area. <p><i>The Open Space and Landscape Masterplan is to ensure that areas set aside for useable public open space are clearly visible and accessible, providing safe and convenient land to serve the recreational needs of</i></p>	<p>A Landscape Masterplan (Mexted Rimmer, June 2017) has been provided. The plan provides for:</p> <ul style="list-style-type: none"> The identification of existing native trees and patches of native vegetation. A centrally located local park (<1ha). Some existing vegetation will be retained within the park (subject to an arboricultural assessment). Provision of seating, picnic area and playground. Designation of a linear open space corridor along Deep Creek with a width of 25m on each side of the waterway and provision of indigenous trees, shared path, seating and directional signage. Opportunities to retain some of the windbreaks. A 7.5m wide reserve along Grossmans and Messmate Roads with a 2.5m shared path, drinking fountain and seating. Street trees in all road reserves. Cross-sections for each street typology. Use of locally indigenous plant species. 	<p>Generally satisfactory</p> <p>The plan has been reviewed by Council's Open Space Planning Coordinator.</p> <p>The size of the local park has been reduced to under 1ha, as the total area of credited open space exceeded 5%.</p> <p>Detailed landscape plans for each stage of development will be required as a condition on planning permits for subdivision.</p> <p>The location of open space is considered appropriate and will ensure that at least 95% of all future dwellings will be within 400m walking distance of open space.</p>



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DPO10 Requirement	Response	Comment
<p><i>current and future residents in the locality. Passive surveillance to such areas must accord with Crime Prevention Through Environmental Design (CPTED) principle.</i></p> <p><i>Encumbered land shall not be credited as Public Open Space.</i></p> <p><i>Encumbered land includes:</i></p> <ul style="list-style-type: none"><i>Land set aside to protect significant vegetation, save that up to 5 metres linear width of the proposed vegetation reserve along the Grossmans and Messmate Roads frontages will be credited as public open space as a linear pedestrian accessway.</i><i>Drainage basins and associated stormwater treatment sites; and</i><i>Land within 15 metres either side of the centre line of the Deep Creek drainage line.</i>		

3. OFFICE OF THE CEO

Nil

4. GOVERNANCE & INFRASTRUCTURE

4.1 Project Budget Adjustments and Cash Reserve Transfers - November 2017

Author's Title: Coordinator Management Accounting **General Manager:** Anne Howard

Department: Finance **File No:** F17/954

Division: Governance & Infrastructure **Trim No:** IC17/1422

Appendix:

Nil

Officer Direct or Indirect Conflict of Interest:

In accordance with Local Government Act 1989 –
Section 80C:

Yes

No

Reason: Nil

Status:

Information classified confidential in accordance with
Local Government Act 1989 – Section 77(2)(c):

Yes

No

Reason: Nil

Purpose

The purpose of this report is to approve of the Project Budget Adjustments and Cash Reserve Transfers.

Summary

The project Budget Adjustments and Cash Reserve transfers report for November 2017 are included in this report. All figures in this report are exclusive of GST.

Recommendation

That Council approve the Project Budget Adjustments outlined in Tables 1 to 3 in this report.

Council Resolution

MOVED Cr Margot Smith, Seconded Cr Martin Duke

That Council approve the Project Budget Adjustments outlined in Tables 1 to 3 in this report.

CARRIED 8:0

4.1 Project Budget Adjustments and Cash Reserve Transfers - November 2017

Report

Background

Council allocates project funding to projects through its annual budget or specific resolution.

From time to time, situations arise whereby initial budgets need to be reconsidered to achieve their planned objectives and project scope. It is important that Council's decisions to adjust project budgets from the originally approved allocations are open and transparent to the community. Therefore any changes to initially approved project budgets are reported in a manner that demonstrates the diligence and transparency of the organisation's project management processes.

Closure of projects is another important process for maintaining a well-managed program and involves financial review, asset management and project review activities. Projects reported for closure have been through Council's project review and closure process.

Discussion

The following budget transfers, detailed in Table 1, are newly initiated projects.

Table 1 – Newly Initiated Projects

Project Name	Funding Source	Basis for Variation	Project Allocation \$
New: Great Ocean Road Bus Terminus	Project Savings Account	Great Ocean Road Bus Terminus as per Council resolution item 4.6, 26 September 2017.	75,393
New: Great Ocean Road Bus Terminus	Grant Funded	Grant funding from Public Transport Victoria for project.	24,000
New: Privately funded Planning Scheme Amendment - AM C123 - 3-5 Loch Ard Drive Torquay	Contribution Funded	Privately funded Planning Scheme Amendment - AM C123 - 3-5 Loch Ard Drive Torquay.	15,000

The following budget transfers, detailed in Table 2, are required where it has been identified that projects require adjustments to their approved budgets to allow achievement of project scope and objectives; or there is a request to adjust scope of project.

Table 2 – Project Budgets Requiring Adjustment

Project Name	Funding Source	Basis for Variation	Project Allocation \$
8710: Electronic Scoreboard - Stribling Reserve - Lorne Football Netball Club	Project Account	Project management and contingency need to be redistributed across the Stribling Reserve Sports Lighting Upgrade and Electronic Scoreboard Stribling Reserve projects.	9,485
9595: Reg Bike Route Horseshoe Bend Rd (PC03)	Project Account	Combine funds from GL9651 / W8941 Sealed Road Renewal Program - Horseshoe Bend Road with GL9595: Reg Bike Route Horseshoe Bend Rd (PC03) for joint scope to be tendered under one contract and create \$30K contingency.	401,000
New: Spring Creek DCP and PS Amendment	Project Account	This project was incorrectly added to GL8574 Spring Creek PSP and PS Amendment in September Transfer Table therefore needs to be separated.	30,000

4.1 Project Budget Adjustments and Cash Reserve Transfers - November 2017

The following budget transfers, detailed in Table 3, represent projects that have been successfully completed and are presented to Council for acknowledgement. Where unexpended funds remain they are returned to the source of funding as per Council's business practices

Table 3 Projects to be Closed

Project Name	Funding Source	Basis for Variation	Project Allocation \$
9582: Activity Based Working - Feasibility	Digital Transformation Program	Scope complete and savings can be returned to source.	(6,337)
9616: Bus Bay and Road Widening Strathmore Drive	Project Savings Account	Project cancelled following consultation with community. New projects to be established for alternate solution, location, scope and additional PTV grant funding - Bus Terminus on Great Ocean Road.	(75,393)
8607: Youth Trainee (Certificate 4)	Project Savings Account	Remaining youth trainee funds not adequate to engage another trainee in 2017/18, grant funding will not be obtained. Net funds to be returned.	(8,201)
8349 PS Amendment Torquay Town Centre Car Park Study	Project Savings Account	PS Amendment to remove PAO Walker Street gazetted.	(19,773)

Financial Implications

The proposed Project Budget Adjustments and Cash Reserve Transfers are outlined in this Report. Through this report all financial implications of the project budget adjustments and cash reserve transfers are clearly and transparently presented to Council and the community.

Council Plan

Theme 5 High Performing Council
Objective 5.1 Ensure Council is financially sustainable and has the capability to deliver strategic objectives
Strategy 5.1.1 Establish long-term financial principles and incorporate into the long-term financial plan

Policy/Legal Implications

Not applicable.

Officer Direct or Indirect Interest

No officer involved in the preparation of this report has any conflicts of interest.

Risk Assessment

Not applicable.

Social Considerations

Not applicable.

Community Engagement

Not applicable.

Options

Option 1 – Not approve transfers as recommended

This option is not recommended because transfers are necessary to allow ongoing delivery and closure of projects, and have been through a series of governance checks.

4.1 Project Budget Adjustments and Cash Reserve Transfers - November 2017

Option 2 – Adopt officer recommendation

This option is recommended by officers as the project budgets and cash reserve transfers supports implementations of Council's strategies.

Environmental Implications

Not applicable.

Communication

Not applicable.

Conclusion

It is recommended that Council approve the Project Budget Adjustments and Cash Reserve Transfers for November 2017.

4.2 Council Representation on Various Committees and Regional/Peak Organisations

Author's Title: Team Leader Governance
Department: Governance & Risk
Division: Governance & Infrastructure

General Manager: Anne Howard
File No: F12/2042
Trim No: IC17/1098

Appendix:

Nil

Officer Direct or Indirect Conflict of Interest:
In accordance with Local Government Act 1989 –
Section 80C:

Yes

No

Reason: Nil

Status:
Information classified confidential in accordance with
Local Government Act 1989 – Section 77(2)(c):

Yes

No

Reason: Nil

Purpose

The purpose of this report is to appoint Council delegates to various Committees and regional/peak organisations.

Summary

There are a number of Committees to which Council delegates are appointed on an annual basis, including regional/peak organisations and internal Advisory Committees.

Delegates are responsible for reporting back to Council in regard to any actions or outcomes from the meetings. Substitute delegates are also nominated to represent Council where the delegate is unavailable.

The list showing the 2017 Councillor delegates is provided for information. Council is now required to nominate delegates to the various committees and organisations for 2018.

Organisation/Committee	2017 Delegates
Municipal Association of Victoria (MAV)	Cr Coker
Victorian Local Governance Association (VLGA)	Cr Duke
Australian Local Government Association (ALGA)	Cr McKiterick (Mayor)
Geelong Regional Library Corporation (GRLC)	Cr Smith
Geelong Heritage Centre Collection Advisory Committee	Cr Smith
Barwon South West Waste and Resource Recovery Group	Cr Bell
Great Ocean Road Regional Tourism Inc. (GORRT)	CEO
G21 Geelong Region Alliance Ltd - Board of Directors	Cr McKiterick (Mayor)
Audit & Risk Committee	Cr Goldsworthy Cr Smith
Chief Executive Officer Employment Matters Committee	All Councillors
Municipal Emergency Management Planning Committee	Cr Duke Cr Coker (Sub)
All Abilities Advisory Committee (formerly Advisory Committee on Disability)	Cr Wellington
Tourism Reference Group	Cr Goldsworthy
Hearing of Submissions Committee	All Councillors

4.2 Council Representation on Various Committees and Regional/Peak Organisations

Bells Beach Committee	Cr Bell Cr Duke
Lorne Community Impact Advisory Committee (CIAC)	Cr Goldsworthy
Anglesea Community Impact Advisory (CIAC)	Cr Coker Cr Smith (Sub)
Torquay Community Impact Advisory Committee (CIAC)	Cr Bell Cr Duke (Sub)
Hinterland Community Impact Advisory Committee (CIAC)	Cr McGregor Cr Wellington (Sub)
Community Chef	Cr Smith
25% by 2020 Renewable Energy Task Force	Cr Smith Cr Bell Cr Coker

G21 Pillars	2017 Delegates
G21 Economic Development Pillar	Cr McGregor
G21 Transport Pillar	Cr Duke
G21 Arts and Culture Pillar	Cr Smith
G21 Planning and Services Pillar	Cr Bell
G21 Health and Wellbeing Pillar	Cr Smith
G21 Education and Training Pillar	Cr Coker
G21 Environment Pillar	Cr McGregor
G21 Sport and Recreation Pillar	Cr Hodge

Recommendation

That Council:

1. Nominate and appoint delegates to the various Committees and regional/peak organisations for 2018 as below:

Organisation/Committee	2017 Delegates	2018 Delegates
Municipal Association of Victoria (MAV)	Cr Coker	
Victorian Local Governance Association (VLGA)	Cr Duke	
Australian Local Government Association (ALGA)	Cr McKitterick	
Geelong Regional Library Corporation (GRLC)	Cr Smith	
Geelong Heritage Centre Collection Advisory Committee	Cr Smith	
Barwon South West Waste and Resource Recovery Group	Cr Bell	Appointment not required by Council.
Great Ocean Road Regional Tourism Inc. (GORRT)	CEO	
G21 Geelong Region Alliance Ltd - Board of Directors	Cr McKitterick (Mayor)	
Audit & Risk Committee	Cr Goldsworthy Cr Smith	
Chief Executive Officer Employment Matters Committee	All Councillors	
Municipal Emergency Management Planning Committee	Cr Duke Cr Coker (Sub)	
All Abilities Advisory Committee (formerly Advisory Committee on Disability)	Cr Wellington	
Tourism Reference Group	Cr Goldsworthy	Group not formed.
Hearing of Submissions Committee	All Councillors	
Bells Beach Committee	Cr Bell Cr Duke	
Lorne Community Impact Advisory	Cr Goldsworthy	

4.2 Council Representation on Various Committees and Regional/Peak Organisations

Committee (CIAC)		
Anglesea Community Impact Advisory (CIAC)	Cr Coker Cr Smith (Sub)	
Torquay Community Impact Advisory Committee (CIAC)	Cr Bell Cr Duke (Sub)	
Hinterland Community Impact Advisory Committee (CIAC)	Cr McGregor Cr Wellington (Sub)	
Community Chef	Cr Smith	Appointment not required by Council.
25% by 2020 Renewable Energy Task Force	Cr Smith Cr Bell Cr Coker	

G21 Pillars	2017 Delegates	2018 Delegates
G21 Economic Development Pillar	Cr McGregor	
G21 Transport Pillar	Cr Duke	
G21 Arts and Culture Pillar	Cr Smith	
G21 Planning and Services Pillar	Cr Bell	
G21 Health and Wellbeing Pillar	Cr Smith	
G21 Education and Training Pillar	Cr Coker	
G21 Environment Pillar	Cr McGregor	
G21 Sport and Recreation Pillar	Cr Hodge	

- Note the Councillors appointed as delegates must ensure that their input to decision making on these committees and/or regional/peak organisations is consistent with Council's view on such matters.

Amended Recommendation

That Council:

- Nominate and appoint delegates to the various Committees and regional/peak organisations for 2018 as below:

Organisation/Committee	2017 Delegates	2018 Delegates
Municipal Association of Victoria (MAV)	Cr Coker	
Victorian Local Governance Association (VLGA)	Cr Duke	
Australian Local Government Association (ALGA)	Cr McKitterick	
Geelong Regional Library Corporation (GRLC)	Cr Smith	
Geelong Heritage Centre Collection Advisory Committee	Cr Smith	
Barwon South West Waste and Resource Recovery Group	Cr Bell	Appointment not required by Council.
Great Ocean Road Regional Tourism Inc. (GORRT)	CEO	
G21 Geelong Region Alliance Ltd - Board of Directors	Cr McKitterick (Mayor)	
Audit & Risk Committee	Cr Goldsworthy Cr Smith	
Chief Executive Officer Employment Matters Committee	All Councillors	
Municipal Emergency Management Planning Committee	Cr Duke Cr Coker (Sub)	
All Abilities Advisory Committee (formerly Advisory Committee on Disability)	Cr Wellington	
Tourism Reference Group	Cr Goldsworthy	Group not formed.
Hearing of Submissions Committee	All Councillors	
Bells Beach Committee	Cr Bell Cr Duke	

4.2 Council Representation on Various Committees and Regional/Peak Organisations

Lorne Community Impact Advisory Committee (CIAC)	Cr Goldsworthy	
Anglesea Community Impact Advisory (CIAC)	Cr Coker Cr Smith (Sub)	
Torquay Community Impact Advisory Committee (CIAC)	Cr Bell Cr Duke (Sub)	
Hinterland Community Impact Advisory Committee (CIAC)	Cr McGregor Cr Wellington (Sub)	
Community Chef	Cr Smith	Appointment not required by Council.
25% by 2020 Renewable Energy Task Force	Cr Smith Cr Bell Cr Coker	

G21 Pillars	2017 Delegates	2018 Delegates
G21 Economic Development Pillar	Cr McGregor	
G21 Transport Pillar	Cr Duke	
G21 Arts and Culture Pillar	Cr Smith	
G21 Planning and Services Pillar	Cr Bell	
G21 Health and Wellbeing Pillar	Cr Smith	
G21 Education and Training Pillar	Cr Coker	
G21 Environment Pillar	Cr McGregor	
G21 Sport and Recreation Pillar	Cr Hodge	

- Note the Councillors appointed as delegates must ensure that their input to decision making on these committees and/or regional/peak organisations is consistent with Council's view on such matters.
- For the purpose of these minutes, replace the report's description of the Geelong Regional Library Corporation that was included in the agenda with the description from the corresponding section of the meeting minutes from 22 November 2016.

Council Resolution

MOVED Cr Margot Smith, Seconded Cr Libby Coker

That Council:

- Nominate and appoint delegates to the various Committees and regional/peak organisations for 2018 as below:

Organisation/Committee	2017 Delegates	2018 Delegates
Municipal Association of Victoria (MAV)	Cr Coker	Cr Coker
Victorian Local Governance Association (VLGA)	Cr Duke	Cr Duke
Australian Local Government Association (ALGA)	Cr McKitterick	Cr Bell (Mayor)
Geelong Regional Library Corporation (GRLC)	Cr Smith Cr Coker (Sub)	Cr Smith Cr Coker (Sub)
Geelong Heritage Centre Collection Advisory Committee	Cr Smith	Cr Smith
Barwon South West Waste and Resource Recovery Group	Cr Bell	Appointment not required by Council.
Great Ocean Road Regional Tourism Inc. (GORRT)	CEO	CEO
G21 Geelong Region Alliance Ltd - Board of Directors	Cr McKitterick (Mayor)	Cr Bell (Mayor)
Audit & Risk Committee	Cr Goldsworthy Cr Smith	Cr Goldsworthy Cr McGregor
Chief Executive Officer Employment Matters Committee	All Councillors	All Councillors
Municipal Emergency Management Planning Committee	Cr Duke Cr Coker (Sub)	Cr Duke Cr Coker (Sub)
All Abilities Advisory Committee (formerly	Cr Wellington	Cr Wellington

4.2 Council Representation on Various Committees and Regional/Peak Organisations

Advisory Committee on Disability)		Cr Hodge (Sub)
Tourism Reference Group	Cr Goldsworthy	Group not formed.
Hearing of Submissions Committee	All Councillors	All Councillors
Bells Beach Committee	Cr Bell Cr Duke	Cr Bell Cr Duke
Lorne Community Impact Advisory Committee (CIAC)	Cr Goldsworthy	Cr Goldsworthy
Anglesea Community Impact Advisory (CIAC)	Cr Coker Cr Smith (Sub)	Cr Coker Cr Smith (Sub)
Torquay Community Impact Advisory Committee (CIAC)	Cr Bell Cr Duke (Sub)	Cr Duke Cr McKiterick (Sub)
Hinterland Community Impact Advisory Committee (CIAC)	Cr McGregor Cr Wellington (Sub)	Cr McGregor Cr Wellington (Sub)
Community Chef	Cr Smith	Appointment not required by Council.
25% by 2020 Renewable Energy Task Force	Cr Smith Cr Bell Cr Coker	Cr Duke Cr Smith Cr McGregor

G21 Pillars	2017 Delegates	2018 Delegates
G21 Economic Development Pillar	Cr McGregor	Cr McGregor
G21 Transport Pillar	Cr Duke	Cr Duke
G21 Arts and Culture Pillar	Cr Smith	Cr Smith
G21 Planning and Services Pillar	Cr Bell	Cr Bell
G21 Health and Wellbeing Pillar	Cr Smith	Manager Aged & Family
G21 Education and Training Pillar	Cr Coker	Cr Hodge
G21 Environment Pillar	Cr McGregor	Cr Hodge
G21 Sport and Recreation Pillar	Cr Hodge	Cr Hodge

- Note the Councillors appointed as delegates must ensure that their input to decision making on these committees and/or regional/peak organisations is consistent with Council's resolutions on such matters.
- For the purpose of these minutes, replace the report's description of the Geelong Regional Library Corporation that was included in the agenda with the description from the corresponding section of the meeting minutes from 22 November 2016.

CARRIED 8:0

4.2 Council Representation on Various Committees and Regional/Peak Organisations

Report

Background

There are a number of Committees to which Councillors are appointed as delegates on an annual basis, including a number of regional/peak organisations and internal advisory committees.

Delegates represent Council at the meetings of these Committees and organisations, and are responsible for reporting back to Council in regard to any actions or outcomes from the meetings. Substitute delegates are also nominated to represent Council at those meetings where the delegate may be unavailable.

The list showing the 2017 Councillor delegates is provided for information. Council is required to nominate delegates to the various committees and organisations for 2018.

Discussion

Below is a brief description of the various Committees and regional/peak organisations that require appointed Councillor delegates.

Organisation/Committee	Description
Municipal Association of Victoria (MAV)	<p>The MAV was formed in 1879 and the Municipal Association Act 1907 anointed the MAV the official voice of local government in Victoria.</p> <p>The purpose of the MAV is defined under the Municipal Association of Victoria Act 1907 and states: <i>The Municipal Association of Victoria was established to promote the efficient carrying out of municipal government throughout the State of Victoria and to watch over and protect the interests, rights and privileges of municipal corporations. (Municipal Association Act, 1907)</i></p> <p>The MAV performs six key functions:</p> <ol style="list-style-type: none"> 1. Advocacy: representation of the needs and interests of the sector with other levels of government and with other key stakeholders 2. Capacity Building: working actively with councils to support them to improve how they operate in communities, particularly where there is significant change or new requirements 3. Networking: coordination, hosting and/or sponsorship of opportunities for the sector (or parts of the sector with common interests) to come together to share knowledge and experiences and plan responses 4. Policy development: setting of standards for the sector and developing the policies and the sector-wide regulations and codes needed in order to deliver service enhancement; financial and economic health; and social capital. 5. Professional Development: human resources support and training and education programs to develop the understandings and skills of both councillors and staff 6. Awareness raising: research and analysis leading to information dissemination and awareness raising promotions and campaigns.
Victorian Local Governance Association (VLGA)	<p>The VLGA is a unique peak body for Councillors, community leaders and local governments working to build and strengthen their capacity to work together for progressive social change.</p> <p>The VLGA Board manages the business and affairs of the Association and sets and oversees policy on behalf of and in accordance with the wishes of the membership.</p> <p>The Board consists of the President, three Vice-Presidents, a Treasurer, the Executive Officer (ex-officio) and six ordinary members, two of which</p>

4.2 Council Representation on Various Committees and Regional/Peak Organisations

	<p>are elected Councillors from member local governments. 57 Local Councils are Members of VLGA.</p>
<p>Australian Local Government Association (ALGA)</p>	<p>The ALGA is the national voice of local government, representing more than 609 councils across the country. In structure, ALGA is a federation of state and territory local government associations. Since 2001, membership has included the Government of the Australian Capital Territory (uniquely in Australia, the ACT Government combines both state and local government functions).</p> <p>Key activities include representation of local government on national bodies and ministerial councils, providing submissions to government and parliamentary inquiries, raising the profile and concerns of local government at the national level and providing forums for local government to guide the development of national local government policies.</p> <p>As one of Australia's three spheres of government, local government is represented by ALGA on the Council of Australian Governments (COAG). This peak government body brings together the Prime Minister, state premiers, territory chief ministers and the ALGA President to develop responses to issues of concern to all three spheres of government.</p> <p>The Association's policies are determined by the ALGA Board, consisting of two representatives from each of the member associations and two from the ACT Government.</p>
<p>Geelong Regional Library Corporation (GRLC)</p>	<p>The Geelong Regional Library Corporation (GRLC) was formed under the provisions of Section 196 of the Local Government Act, 1989 on 4 March 1997 to provide library services with the municipalities districts: Borough of Queenscliff, City of Greater Geelong, Goldren Plains Shire and Surf Coast Shire.</p> <p>The GRLC is governed by the Regional Library Board whose responsibilities and authorities are similar to those applying to councils and includes policy, strategic and corporate planning and service evaluation. Board meetings are held regularly and are advertised and open to public attendance. Representation on the board is determined by the Regional Library Agreement established by the member Councils.</p>
<p>Geelong Heritage Centre Collection Advisory Committee</p>	<p>The Geelong Heritage Centre's archive collection is a unique recorded history of Geelong and the Bellarine, the Golden Plains, the Surf Coast, the Borough of Queenscliff and beyond.</p> <p>The purpose of the Geelong Heritage Centre Collection Advisory Committee is to provide Heritage Centre collection related advice and recommendations to the GRLC Board.</p> <p>A key role is to make decisions about new collection donation offers (acquisitions) as well as deaccessioning of the collection - by the Heritage Centre (with specific reference to the guidelines for such contained in the GHC Collection and Acquisitions Policy).</p> <p>The Manager, Geelong Heritage Centre presents advice and reports to the Geelong Regional Library Corporation (GRLC) Board and other bodies on behalf of the Advisory Committee as required.</p>

4.2 Council Representation on Various Committees and Regional/Peak Organisations

<p>Great Ocean Road Regional Tourism Inc. (GORRT)</p>	<p>GORRT was established in 2013 following the City of Greater Geelong pulling of the Geelong Otway Tourism and in response to Tourism Victoria pursuing the formation of a regional tourism body for the Barwon South West region.</p> <p>The following Councils are members of GORRT:</p> <ol style="list-style-type: none"> 1. Surf Coast Shire 2. Colac Otway Shire 3. City of Warrnambool 4. Moyne Shire and Corangamite Shire. <p>GORRT has been formed as a company limited by guarantee and will have five representatives from each member Council, five skills based representatives and an independent chair.</p>
<p>G21 Geelong Region Alliance Ltd - Board of Directors</p>	<p>The G21 Geelong Region Alliance Ltd is a company limited by guarantee with objectives to foster and undertake actions that will support sustainable growth and development in the Geelong region.</p> <p>G21 is the alliance of a variety of independent organisations with a shared vision for the Geelong region.</p> <p>The Alliance includes the Borough of Queenscliff, City of Greater Geelong, Colac Otway Shire, Golden Plains Shire, Surf Coast Shire and more than 150 community and business organisations committed to securing a bright and sustainable future for the region.</p> <p>G21 is a unique, award winning model of regional community capacity building that provides:</p> <ul style="list-style-type: none"> • A forum to discuss 'big picture' regional issues across interest groups and municipalities. • Delivery of projects that benefit the region and cross municipal borders. • A platform for the region to speak with one voice to all levels of government. <p>Formed in 2002, the heart of G21 is a series of Pillar Groups representing priority interest areas of the Region including: Arts and Culture, Economic Development, Environment, Health & Wellbeing, Education and Training, Sport & Recreation, Planning and Services, Water Panel, and Transport. The Pillar Groups range in size from 12 to 25 people and include representatives from diverse business, community and government organisations from all parts of the Region.</p>
<p>Audit & Risk Committee (ARC)</p>	<p>The ARC is a formally appointed Advisory Committee of Council. The ARC does not have executive powers or authority to implement actions in areas over which management has responsibility and does not have any delegated financial responsibility. The ARC does not have any management functions and is therefore independent of management.</p> <p>The Committee's role is to report to Council and provide appropriate advice and recommendations relevant to its charter in order to facilitate decision making by the Council in relation to the discharge of its responsibilities.</p> <p>The Committee's role is to report to Council and provide appropriate advice and recommendations relevant to its charter in order to facilitate decision making by the Council in relation to the discharge of its responsibilities. The Audit & Risk Committee plays a key role in assisting Council to fulfil its governance and overseeing responsibilities in relation to financial reporting, internal control, risk management systems, ethical accountability and the internal and external audit functions.</p>

4.2 Council Representation on Various Committees and Regional/Peak Organisations

	<p>The Audit & Risk Committee consists of:</p> <ul style="list-style-type: none"> • Two Councillors • Four suitably qualified independent representatives • The Chief Executive Officer, General Manager Governance & Infrastructure and Council's Internal Auditor are not members but attend meetings in an advisory capacity. • Council's external auditors are invited to attend meetings at least twice annually.
<p>Chief Executive Officer Employment Matters Committee</p>	<p>Council currently has a CEO Employment Matters Committee that has responsibility for reviewing the performance of the CEO. The CEO performance review is conducted annually and the Committee may be required to meet on several occasions whilst finalising a review process.</p> <p>The committee is referenced within the CEO's contract of employment as follows: <i>6.1 Annual Performance Review</i> <i>The Officer's performance must be reviewed annually no later than each anniversary of the commencement date of this Agreement, by a committee of the Council appointed for that purpose. The Council committee must comprise at least the Mayor and two other councillors.</i></p>
<p>Municipal Emergency Management Planning Committee (MEMP)</p>	<p>Pursuant to Section 21 of the Emergency Act 1986, Council must appoint a MEMP constituted by persons appointed by the municipal council being members and employees of the municipal council, response and recovery agencies and local community groups involved in emergency management issues. Subject to regulations, a MEMP may determine its own procedures.</p>
<p>All Abilities Advisory Committee (AAAC)</p>	<p>The AAAC vision is a "Surf Coast where people of all abilities are considered valuable members of our vibrant, healthy and diverse Surf Coast community. We will assist and support Surf Coast Shire as an organisation and community to embed inclusiveness of people of all abilities in Surf Coast life".</p> <p>The Committee's Objectives are:</p> <ol style="list-style-type: none"> 1. Advise Council on opportunities to improve access and inclusion for people of all abilities that reside in and visit the Surf Coast Shire. 2. Advocate for improved access and inclusion, and promote participation for people of all abilities in Surf Coast Shire community activities.
<p>Hearing of Submissions Committee</p>	<p>The Hearing of Submissions Committee has powers delegated by Council under Section 86 of the Local Government Act to hear any person who has requested to be heard in support of a written submission made in accordance with section 223 of the Local Government Act 1989, or other publicly exhibited matters.</p> <p>The Hearing of Submissions Committee comprises of all Councillors and meets as required.</p>
<p>Bells Beach Committee</p>	<p>The objective of the Bells Beach Committee is to provide appropriate advice and recommendations to Council relating to:</p> <ul style="list-style-type: none"> • Implementation of the Bells Beach Surfing Recreation Reserve Coastal Management Plan 2015-18 and the Bells Beach Surfing Recreation Reserve Implementation Plan 2015-18 • Designs and plans associated with the implementation of the above plans; and • Consultation and engagement to collect the views of reserve users on implementation of the above plans.

4.2 Council Representation on Various Committees and Regional/Peak Organisations

	<p>The Bells Beach Committee consists of:</p> <ul style="list-style-type: none"> • Impartial Chair • Surf Coast Shire Councillors (2) • Wathaurung Aboriginal Corporation (Registered Aboriginal Party) representative –subject to availability (1) • Surfing Victoria representative (1) • Community representatives (5)
Community Impact Advisory Committees (CIAC)	<p>CIACs are agency and organisational stakeholder group that meet to coordinate advice on policy, processes and procedures for events. They work to collaboratively and proactively manage community impact and promote community safety and wellbeing for events and peak visitor times within the Surf Coast. There is a CIAC for Torquay, Lorne, Anglesea and the Hinterland.</p>
25% by 2020 Renewable Energy Task Force	<p>The Surf Coast Shire 25% by 2020 Renewable Energy Task Force will work in partnership with Council, the community and industry leaders to fulfil its role in achieving the State Government's proposed renewable energy target of at least 25% by 2020 - for our municipality.</p>

Financial Implications

Not applicable.

Council Plan

Theme 5 High Performing Council
Objective Nil
Strategy Nil

Policy/Legal Implications

Councillors appointed to represent Council on the various committees and regional/peak organisations must ensure that their input to decision making on these committees and/or regional/peak organisations is consistent with Council's view on such matters.

Officer Direct or Indirect Interest

No officer involved in the preparation of this report has any conflicts of interest.

Risk Assessment

Not applicable.

Social Considerations

Not applicable.

Community Engagement

Involvement with various committees and regional/peak organisations provides Council with an opportunity for to engage with others and to consider issues that may have local and broader impact.

Environmental Implications

Not Applicable.

Communication

Delegates to the various committees are required to report back to Council in regard to the actions and discussions of each committee.

Options

Option 1 – Appoint the same delegates for 2018 as 2017

This option is available at the discretion of Councillors.

Option 2 – Appoint different delegates for 2018

This option is available at the discretion of Councillors.

4.2 Council Representation on Various Committees and Regional/Peak Organisations

Option 3 – Do not appoint delegates for 2018

This option is not recommended by officers as involvement with various committees and regional/peak provides an important opportunity for engagement and forms an important part of Council's role in representing the community.

Conclusion

There are a number of Committees to which Council delegates are appointed on an annual basis, including regional/peak organisations and internal Advisory Committees. Council is now required to nominate delegates to the various committees and organisations for 2018.

4.3 Ordinary Council Meeting Dates & Times for 2018

Author's Title: Team Leader Governance

General Manager: Anne Howard

Department: Governance & Risk

File No: F17/285

Division: Governance & Infrastructure

Trim No: IC17/881

Appendix:

Nil

Officer Direct or Indirect Conflict of Interest:

Status:

In accordance with Local Government Act 1989 –
Section 80C:

Information classified confidential under Section 77
of the Local Government Act:

Yes

No

Yes

No

Reason: Nil

Reason: Nil

Purpose

The purpose of this report is to adopt the Ordinary Council meeting cycle for 2018.

Summary

Section 83 of the Local Government Act 1989 states that Council may hold two types of meetings, being:

- Ordinary meetings at which general business of the Council may be transacted; and
- Special meetings at which the business specified in the notice calling the meeting may be transacted.

To ensure that the legislative requirements in regard to the conduct of an Ordinary meeting can be met, it is prudent for Council to resolve the date and time of future Ordinary meetings.

The recommendation allows for off-site meetings to be held as required.

Recommendation

That Council:

1. Adopt the Ordinary Council meeting dates for 2018 as follows:
 - 23 January 2018
 - 27 February 2018
 - 27 March 2018
 - 24 April 2018
 - 22 May 2018
 - 26 June 2018
 - 24 July 2018
 - 28 August 2018
 - 25 September 2018
 - 23 October 2018
 - 27 November 2018
 - 11 December 2018
2. Note that Ordinary Council meetings will be held at 6:00pm in the Council Chambers, 1 Merrijig Drive, Torquay unless otherwise advertised.

Council Resolution

MOVED Cr Rose Hodge, Seconded Cr Clive Goldsworthy

That Council:

1. Adopt the Ordinary Council meeting dates for 2018 as follows:
 - 23 January 2018
 - 27 February 2018
 - 27 March 2018
 - 24 April 2018
 - 22 May 2018
 - 26 June 2018

4.3 Ordinary Council Meeting Dates & Times for 2018

- 24 July 2018
 - 28 August 2018
 - 25 September 2018
 - 23 October 2018
 - 27 November 2018
 - 11 December 2018
2. Note that Ordinary Council meetings will be held at 6:00pm in the Council Chambers, 1 Merrijig Drive, Torquay unless otherwise advertised.

CARRIED 8:0

4.3 Ordinary Council Meeting Dates & Times for 2018

Report

Background

To ensure that the legislative requirements in regard to the conduct of an Ordinary meeting can be met, it is prudent for Council to resolve the date and time of future Ordinary meetings.

Discussion

Section 83 of the Local Government Act 1989 states that Council may hold two types of meetings, being:

- Ordinary meetings at which general business of the Council may be transacted; and
- Special meetings at which the business specified in the notice calling the meeting may be transacted.

It is proposed that, with the exception of December 2018, Ordinary Council meetings be scheduled for the fourth Tuesday of each month, commencing at 6.00pm. It is proposed that the December 2018 meeting be held on 11 December 2018 due to Christmas.

The recommendation allows for meetings to generally be held in the Council Chambers, 1 Merrijig Drive, Torquay unless otherwise advertised providing the option for off-site meetings.

Financial Implications

Not applicable.

Council Plan

Theme 5 High Performing Council

Objective 5.2 Ensure that Council decision-making is balanced and transparent and the community is involved and informed

Strategy Nil

Policy/Legal Implications

Section 89(4) of the Local Government Act 1989 requires that:

- (4) Unless subsection (4A) applies, a Council must at least 7 days before the holding of—
 - (a) an ordinary council meeting; or
 - (b) a special council meeting; or
 - (c) a meeting of a special committee comprised solely of Councillors give public notice of the meeting.

Council's Local Law No. 2 – Meeting Procedure and Council Seal, clause 13 Attendance & Notice of meetings (Pursuant to Section 89 of the Act) requires that:

- 14.1 The Chief Executive Officer must give notice to the public of any meeting of the Council by public notice at least seven days prior to the meeting and via Council's website.
- 14.2 The date, time and place for all Ordinary Council meetings shall be fixed by the Council from time to time.

Officer Direct or Indirect Interest

No officer involved in the preparation of this report has any conflicts of interest.

Risk Assessment

Not applicable.

Social Considerations

Not applicable.

Community Engagement

Provides clarity for the community as to when Council meetings will be conducted.

Environmental Implications

Not applicable.

Communication

Meeting times and dates will be advertised in the local press and available on Council's website.

4.3 Ordinary Council Meeting Dates & Times for 2018

Options

Option 1 – Adopt Council meeting dates and times for 2018

This option is recommended by officers as it will ensure Council meets requirements under the Local Government Act 1989 and Local Law No. 2 – Meeting Procedure and Council Seal.

Option 2 – Do not adopt Council meeting dates and times for 2018

This option is not recommended by officers as Council will be in breach of Local Government Act 1989 and Local Law No. 2 – Meeting Procedure and Council Seal.

Conclusion

To ensure that the legislative requirements in regard to the conduct of an Ordinary meeting can be met, it is prudent for Council to resolve the date and time of Ordinary meetings for 2018.

4.4 Audit and Risk Committee Membership

Author's Title: Manager Governance & Risk

General Manager: Anne Howard

Department: Governance & Risk

File No: F17/145

Division: Governance & Infrastructure

Trim No: IC17/943

Appendix:

Nil

Officer Direct or Indirect Conflict of Interest:

Status:

In accordance with Local Government Act 1989 –
Section 80C:

Information classified confidential in accordance with
Local Government Act 1989 – Section 77(2)(c):

Yes

No

Yes

No

Reason: Nil

Reason: Nil

Purpose

The purpose of this report is to request approve an extension of the appointments of John Gavens and Debra Russell as independent members of the Audit and Risk Committee.

Summary

The Audit and Risk Committee Charter states that appointment of independent representatives shall be made by Council for a maximum term of four years.

John Gavens and Debra Russell will have completed initial three-year appointments as independent members of the Audit and Risk Committee on 26 January 2018. Council is therefore able to extend the appointments for one year without the need for a recruitment process.

Reappointment of John Gavens and Debra Russell for a further year would ensure the terms are staggered with the other two independent members, whose membership runs until January 2020, and that John and Debra's valued skills and experience are retained.

It is therefore recommended that the terms of appointment as independent members of Council's Audit and Risk Committee for Debra Russell and John Gavens are extended by a year until 26 January 2019.

Recommendation

That Council appoint John Gavens and Debra Russell as independent members of the Audit and Risk Committee from 27 January 2018 to 26 January 2019.

Council Resolution

MOVED Cr Clive Goldsworthy, Seconded Cr Margot Smith

That Council appoint John Gavens and Debra Russell as independent members of the Audit and Risk Committee from 27 January 2018 to 26 January 2019.

CARRIED 8:0

4.4 Audit and Risk Committee Membership

Report

Background

The Audit and Risk Committee Charter states that appointment of independent representatives shall be made by Council for a maximum term of four years.

Discussion

John Gavens and Debra Russell will have completed initial three-year appointments as independent members of the Audit and Risk Committee on 26 January 2018. Council is therefore able to extend the appointments for one year without the need for a recruitment process.

Reappointment of John Gavens and Debra Russell for a further year would ensure their valued skills and experience are retained and that the terms are staggered with the other two independent members (Brian Keane and Melissa Field), whose membership runs until January 2020.

It is therefore recommended that the terms of appointment as independent members of Council's Audit and Risk Committee for Debra Russell and John Gavens are extended for a further year from 27 January 2018 until 26 January 2019.

Financial Implications

Audit Committee members' fees are catered for within Council's operational budget.

Council Plan

Theme 5 High Performing Council

Objective 5.2 Ensure that Council decision-making is balanced and transparent and the community is involved and informed

Strategy Nil

Policy/Legal Implications

The Audit Committee Charter allows appointment of independent members for a period of up to four years.

Officer Direct or Indirect Interest

No officer involved in the preparation of this report has a conflict of interest.

Risk Assessment

Not Applicable.

Social Considerations

Not Applicable.

Community Engagement

Not Applicable.

Environmental Implications

Not Applicable.

Communication

John Gavens and Debra Russell have been informed that this matter is being considered by Council and have indicated a willingness to continue as members subject to Council's decision. They will receive official notification when a decision is made.

Conclusion

Council has the opportunity to retain the skills and experience of Debra Russell and John Gavens as members of the Audit and Risk Committee for a further year without undertaking a recruitment process. It is therefore recommended that the appointments are extended.

4.5 Draft Unsealed Road and Street Network Strategy

Author's Title: Coordinator Special Projects

General Manager: Anne Howard

Department: Engineering Services

File No: F17/342

Division: Governance & Infrastructure

Trim No: IC17/1406

Appendix:

1. Draft Unsealed Road & Street Network Plan (D17/125245)
2. Unsealed Roads Network Communications Plan (D17/125290)
3. Unsealed Roads Network Funding Strategy (D17/125292)

Officer Direct or Indirect Conflict of Interest:

Status:

In accordance with Local Government Act 1989 –
Section 80C:

Information classified confidential in accordance with
Local Government Act 1989 – Section 77(2)(c):

Yes

No

Yes

No

Reason: Nil

Reason: Nil

Purpose

The purpose of this report is to seek endorsement of the Draft Unsealed Road and Street Network Strategy including a Draft Funding Strategy, and to seek formal Council agreement to proceed with the proposed public consultation process.

Summary

Council recently engaged consultants AECOM to develop an Unsealed Road and Street Network Strategy to compliment the 2015 Sealed Road Network Plan. Both Plans provide a rational basis for assessing and prioritising road and street improvements using a multi criteria assessment (MCA) tool.

It is proposed that community input is sought before finalising the new Unsealed Road and Street Network Strategy.

Recommendation

That Council:

1. Endorse the Draft Unsealed Road and Street Network Strategy.
2. Authorise officers to proceed with public consultation.

Council Resolution

MOVED Cr Libby Coker, Seconded Cr Heather Wellington

That Council:

1. Endorse the Draft Unsealed Road and Street Network Strategy.
2. Authorise officers to proceed with public consultation.

CARRIED 8:0

4.5 Draft Unsealed Road and Street Network Strategy

Report

Background

- In recent times there has been a concerted effort to develop a more integrated approach to management of the Shire's 1,000 km long road network.
- The September 2015 Sealed Road Network Management Plan provides objective information based methodology to help prioritising the upgrading of the 500 km of sealed roads and streets.
- to complement the sealed road management plan Council resolved that it:
supports the allocation of up to \$25,000 from the Gravel Pits Reserve Fund for preparation of an Unsealed Road Network Strategy
- Consultants, AECOM, have completed a draft plan which includes a proposed methodology for the assessment of unsealed roads and prioritising improvements of these roads and streets.
- The draft plan includes a Multi Criteria Assessment Tool (MCA) which enables individual roads to be assessed according to the following factors:
 - Strategic importance
 - Benefit to abutting residents
 - Road safety & pavement condition
 - Existing traffic characteristics
 - Traffic volumes and potential growth.
- Council officers prepared and presented the draft communications plan and funding strategy to the 8th November 2017 Council briefing

Discussion

The Draft Unsealed Road and Street Network Strategy has been updated to include the recent changes in road hierarchy and the output of this strategy is the multi criteria assessment which provides a priority list of the unsealed roads that require upgrading. This upgrade may be in many forms including surface sealing, alignment improvements and signage and line-marking improvements.

To be able to effectively implement this strategy a draft funding strategy has been prepared to detail where funding for improvements might be sourced from.

Officers are aware that there may be strong views in some coastal communities and in rural areas regarding the ongoing management and upgrading of unsealed roads. To inform the community about this draft plan a communications plan has been prepared and is proposed to be implemented over the next two months.

Financial Implications

Nil.

Council Plan

Theme	1 Community Wellbeing
Objective	1.3 Improve community safety
Strategy	1.3.1 Understand community safety issues and needs, and design an appropriate local response
Theme	5 High Performing Council
Objective	5.2 Ensure that Council decision-making is balanced and transparent and the community is involved and informed
Strategy	5.2.2 Evolve our community engagement approach to inform strategic Council direction and decision-making
Theme	4 Vibrant Economy
Objective	4.1 Support the creation and retention of jobs in existing and new businesses to meet the needs of a growing community
Strategy	4.1.2 Investigate how the strategic road network impacts on commercial transport

Policy/Legal Implications

Nil.

4.5 Draft Unsealed Road and Street Network Strategy

Officer Direct or Indirect Interest

No officer involved in the preparation of this report has any conflicts of interest.

Risk Assessment

The adoption and use of the Unsealed Road and Street Network Strategy will enhance Council decision making by providing a tool to prioritise future financial resources allocation in respect to the management of the road network.

Social Considerations

The 2016 Community Satisfaction survey reconfirmed that Council's performance in relation to unsealed roads rates poorer than most other services.

Community Engagement

The attached communications plan sets out the proposed engagement strategy.

Environmental Implications

Nil.

Communication

The attached communications plan proposes the use of electronic media and written communication with key community groups.

Options

Option 1 – Seek community input before considering adoption of the Unsealed Road and Street Network Strategy

This option is recommended.

Option 2 – Adopt the Unsealed Road and Street Network Strategy without community consultation

This option is not recommended by officers as it may reduce the wider acceptance of the MCA as a tool for assisting in identifying and prioritising future capital works.

Option 3 – Do not adopt the Unsealed Road and Street Network Strategy

This option is not recommended by officers because adoption of a methodology for assessing and comparing road improvements will enhance decision making.

Conclusion

It is considered that the Unsealed Road and Street Network Strategy will have wider acceptance if Council provides an opportunity for the community to review the content and methodology before adoption.

4.5 Draft Unsealed Road and Street Network Strategy

APPENDIX 1 DRAFT UNSEALED ROAD & STREET NETWORK PLAN

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Surf Coast Shire Council
23-Oct-2017
Doc No. 60535002

Unsealed Road and Street Network Strategy



AECOM

Unsealed Road and Street Network Strategy

Unsealed Road and Street Network Strategy

Client: Surf Coast Shire Council

ABN: 18 078 461 409

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Unsealed Road and Street Network Strategy

Quality Information

Document Unsealed Road and Street Network Strategy



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Reviewed by Adrian Koorn

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Unsealed Road and Street Network Strategy

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1.0 Introduction

The management and development of Victoria's roads is shared between VicRoads, municipal councils, private toll road operators, the Department of Environment, Land, Water and Planning and other government departments and agencies.

With exception to the privately operated CityLink, Eastlink and Peninsula Link, VicRoads manage the State's entire freeway and major arterial road network. Service roads, pathways and roadside areas adjacent to these major roads are the responsibility of the municipal council in which they are located. Local roads—including bicycle lanes, kerbsides and footpaths—are also the responsibility of the municipal council in which they are located.

Surf Coast Shire is responsible for approximately 574 kilometres of unsealed road network. The network includes both urban and rural segments and provides for a range of uses, including access to residential properties, commuting between key townships, haulage routes for industrial and agricultural supply chains and access for emergencies and disasters.

Under existing arrangements, this network is managed by Council and funded via the civil works budget. Permanent upgrades to the network are managed under the Infrastructure Special Rate or Special Charge Scheme policy. Under this policy, equitable financial contributions are sought from property owners who will derive access or amenity benefits from the upgrade. The use of this process has been an important element of supporting Council capital expenditure over many years.

The objective of this project is the development of a tool which can be used to help prioritise when, why, how and in what form, an upgrade to the unsealed road network is appropriate, based on an objective, evidence based approach.

1.1 Background

In September 2015, AECOM provided the final report and multi-criteria assessment (MCA) tool for prioritising the upgrade of Surf Coast Shire's rural sealed road network to Surf Coast Shire Council. This tool was focused predominantly on the sealed, rural road network, however included a number of other strategically important segments of urban and unsealed roads. Following receipt of this report, and further internal consultation, Council now requires a similar tool for the urban and rural unsealed road network. The drivers for this include:

- A recent increase in requests from the community for unsealed road upgrades
- Feedback in the 2016 community satisfaction survey around the performance of the unsealed road network
- A review of the Council's special charge scheme policy
- Recommendations included in the Surf Coast Shire Council Road Safety Strategy 2016 – 2021

1.2 Reference documents

A number of documents have been consulted throughout the study. These are discussed briefly below.

Unsealed Roads Manual: Guideline to Good Practice, 3rd edition (2009), ARRB

The purpose of the *Unsealed Roads Manual* is to provide councils and other road management authorities with guidelines on ways to better manage unsealed roads that will achieve cost-effective and transparent outcomes. In deciding when a gravel road should be sealed, the *Unsealed Roads Manual* states the following factors should be considered:

- Establish a performance management program to assess costs being incurred in maintaining the unsealed road
- Consider the traffic that will be diverted to the road from other parts of the network when the road is sealed

- Ensure geometric design and safety features of an unsealed road are of a standard that can accommodate higher speed vehicles, should it later be sealed.
- Ensure road pavement and drainage systems are sufficient prior to sealing, to ensure full life of asset is obtained
- Results of a full life cycle economic evaluation
- Inclusion of criteria other than economic, including environmental, scenic appeal and community service obligations.
- Impact of road dust on health and safety of adjoining environments and residents

As a general rule, the *Unsealed Roads Manual* states it is difficult to economically justify sealing a road carrying less than 100 vehicles per day, whereas if it's carrying 250 vehicles per day it will probably be justified. Between these values is when an assessment including the factors listed above should be undertaken.

The *Unsealed Roads Manual* notes that it was prepared for general use, and actual operating conditions at the local level must take precedence over the general measures outlined in the manual.

Surf Coast Shire Road Management Plan 2017-2021 (2017), Surf Coast Shire

The Surf Coast Shire *Road Management Plan* was developed by Surf Coast Shire to review the management system for Council's road maintenance function that is based on policy and operational objectives as well as available resources. The document provides a classification of all roads within the Surf Coast Shire and a register of responsible authorities for each. This plan was endorsed by Council in June 2017.

Infrastructure Special Rate or Charge Scheme Policy (2014), Surf Coast Shire

The *Infrastructure Special Rate or Charge Scheme Policy* outlines the circumstances and way new or improved infrastructure works are undertaken with financial contributions from benefiting property owners. This contribution is obtained through a special rate or charge scheme, having regard to the special benefit received by those properties and the level of benefit received by the wider community. The procedures for developing and managing a scheme follow legislation outlined in the 1989 Local Government Act.

Surf Coast Shire Rural Road Network Management Plan (2015), AECOM

The *Rural Road Network Management Plan* provides a framework which can be used to prioritise when, why, how and in what form, an upgrade to the sealed, rural road network is appropriate based on an objective, evidence based approach. This study was a precursor to this current study.

Surf Coast Shire Road Asset Management Plan (2010), Surf Coast Shire

The *Road Asset Management Plan* assists with the management of infrastructure assets and to deliver infrastructure services that meet community expectations. The document provides a Road Hierarchy for the shire, definitions of the different road classifications, guidance on the recommended level of service for each classification and a process for identifying, prioritising and undertaking renewal work.

Surf Coast Economic Snapshot 2014 (2014), Surf Coast Shire

The *Economic Snapshot* document provides an overview of the economic and demographic aspects taking place in the shire, measuring these trends against other regions and municipalities for benchmarking purposes. A range of data is provided on population and employment growth, and other economic indicators.

Surf Coast Shire Pathway Strategy (2012), Surf Coast Shire

The *Pathway Strategy* outlines Council's strategy for maintaining and upgrading its pathways, including pedestrian, cycling and shared use paths. Key projects are identified, costed and prioritised for funding over a ten-year period.

Surf Coast Shire Asset Management Database, Surf Coast Shire

The *Asset Management Database* is maintained and updated by Council. It contains various characteristics of road segments within Surf Coast Shire, with the purpose of informing decision making relating to road maintenance. See section 4.1 for further information about the Asset Management Database.

1.3 Study area

The study area is illustrated in Figure 1, and the unsealed road networks in the below townships are illustrated in the corresponding figures:

- Winchelsea - Figure 2
- Torquay, Jan Juc and Bellbrae - Figure 3
- Anglesea and Point Roadknight - Figure 4
- Aireys Inlet, Fairhaven and Moggs Creek - Figure 5
- Lorne - Figure 6

The source of road segments for these figures was Council's Asset Management Database. A complete list of the unsealed road segments considered in this study is provided in Appendix A.

Figure 1 Study area – full extent

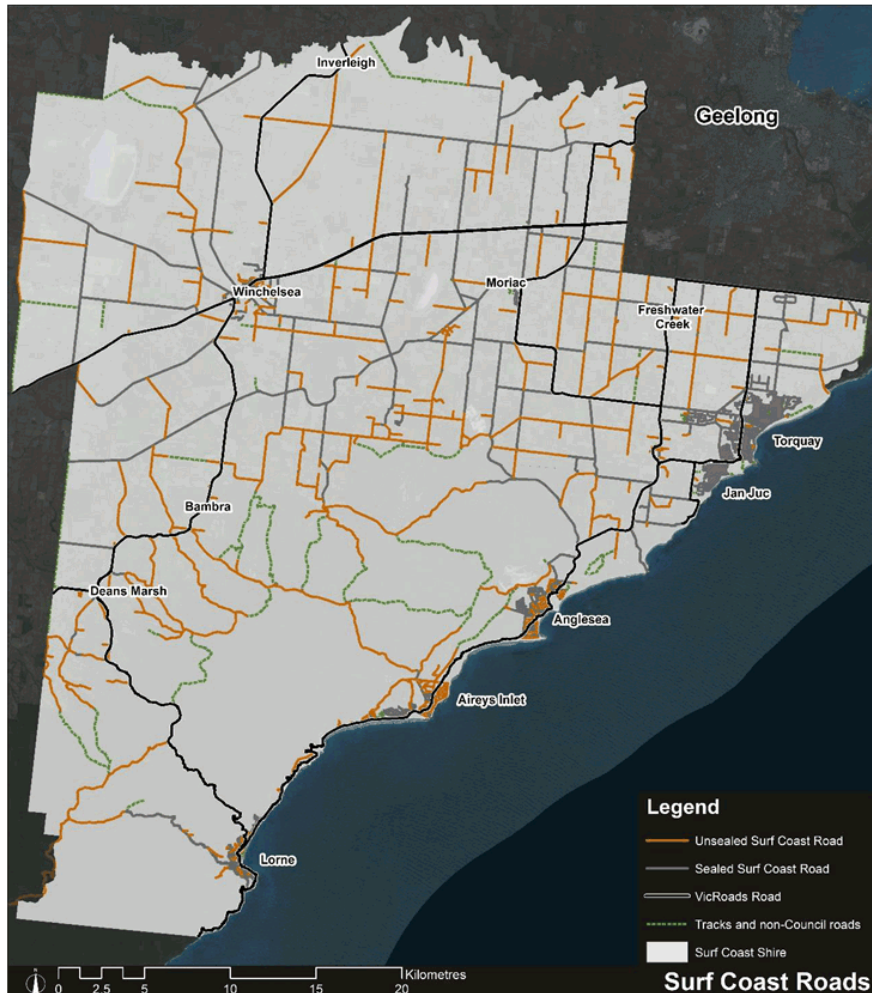


Figure 2 Study Area – Winchelsea

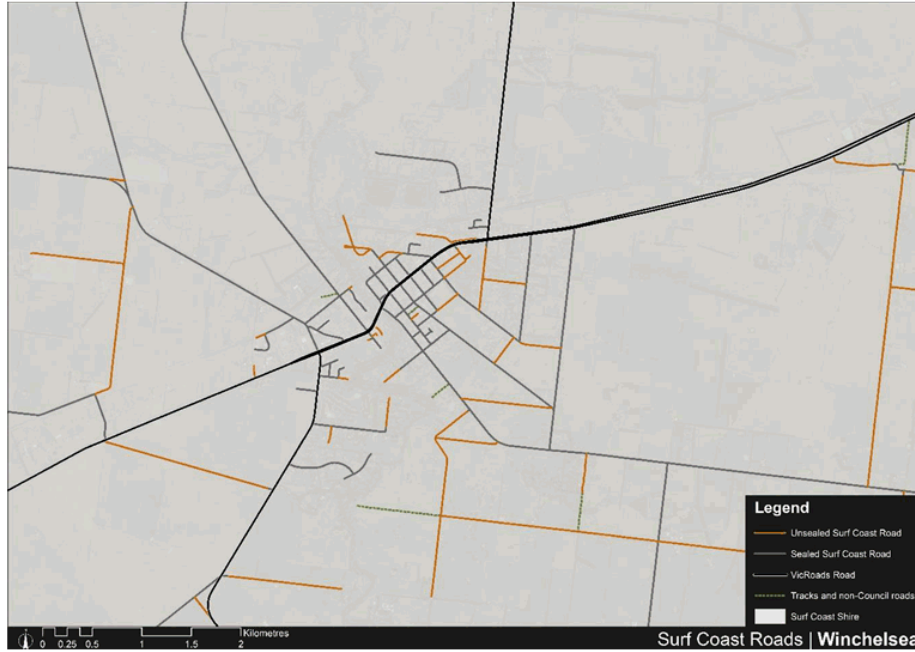


Figure 3 Study Area – Torquay, Jan Juc and Bellbrae

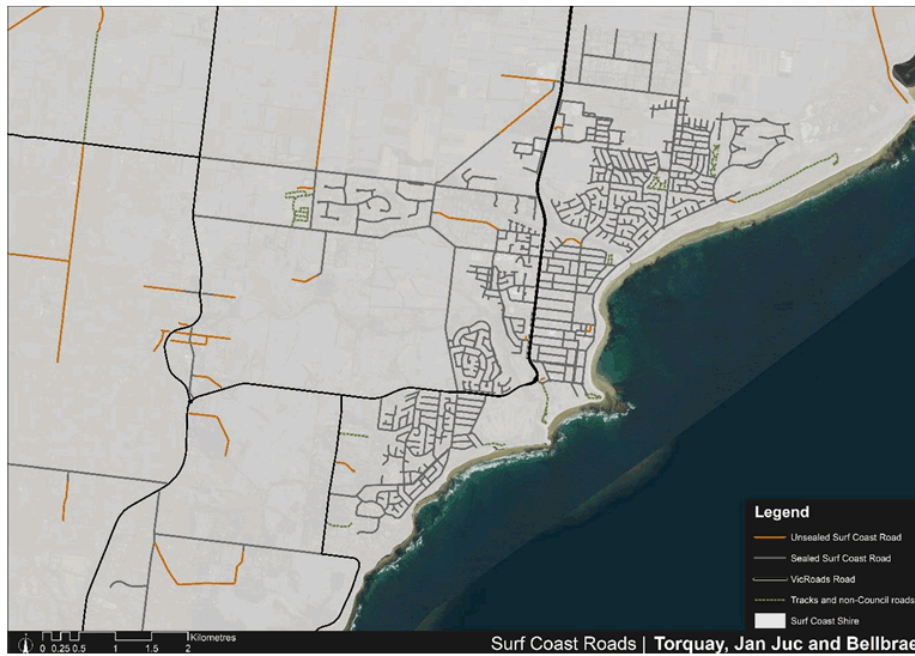


Figure 4 Study Area – Anglesea and Point Roadknight

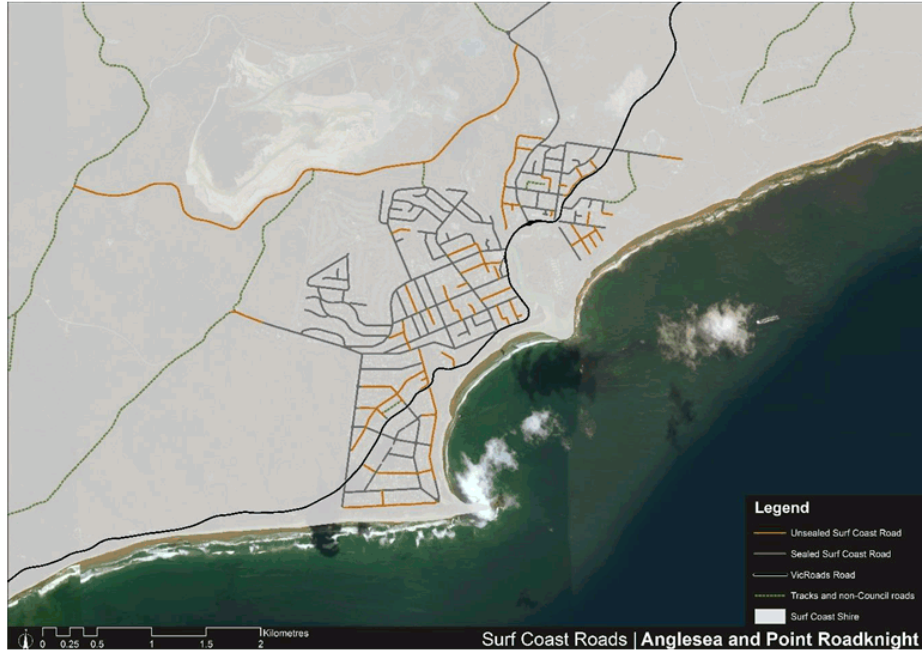


Figure 5 Study Area – Aireys Inlet, Fairhaven and Moggs Creek

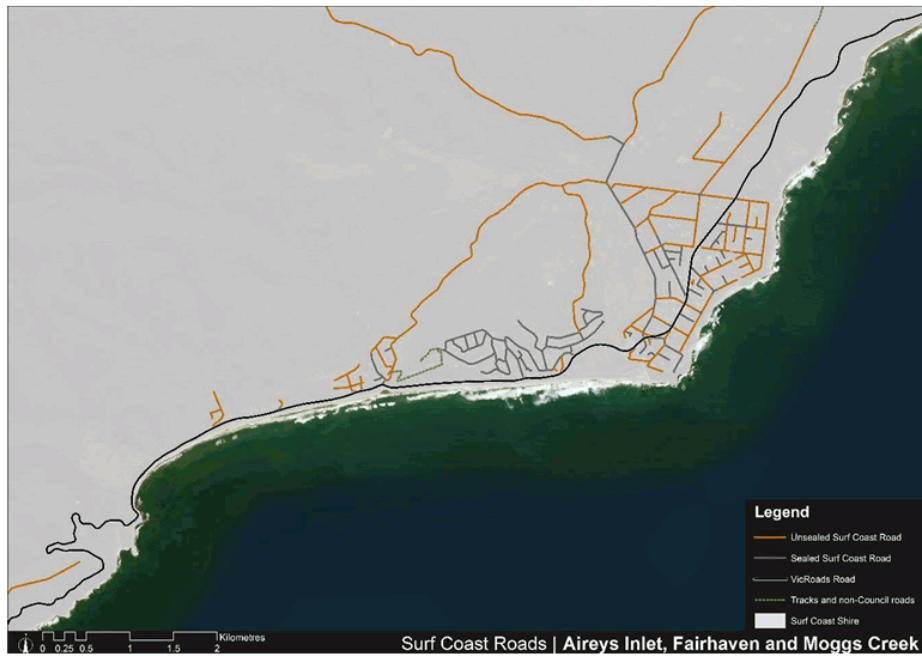
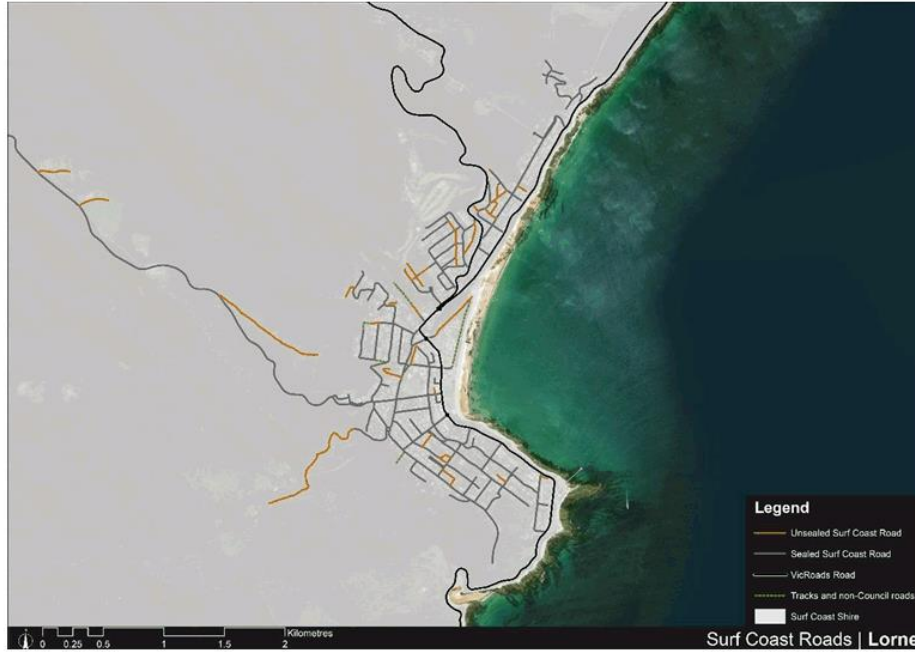


Figure 6 Study Area – Lorne



2.0 Unsealed road management

Under the Local Government Act (1989), all Victorian Councils are required to update their road management plans within 12 months of a new electoral term. This section contains a brief literature review of some of the current Victorian Council road management plans, with an objective of understanding how other Councils manage their unsealed road network and what mechanisms they use to fund these activities.

Campaspe Shire Council

Campaspe's *Road Management Plan*, adopted in May 2017, was developed to establish a management system for the inspection and repair of municipal roads, including approximately 2,900 kilometres of unsealed (gravel and earth) roads.

Under the Plan, routine asset inspections are undertaken in accordance with the road hierarchy and sub hierarchy classification. Inspection frequency for unsealed roads is as follows:

- Rural and urban gravel and earth collector roads are to be inspected during the day four times per year, and once during the night every two years
- Rural and urban gravel access roads are to be inspected two times per year during the day, and once during the night every two years
- Rural and urban earth access roads are to be inspected once every two years during the day, with no inspections required during night time.

Guided by the Plan, road defects are repaired within a specified response time once they reach a certain intervention level. Response times vary from 1 day for emergency works, to 120 days for more holistic and involved intervention works, such as management of rutting.

Golden Plains Shire Council

In its *Road Strategy* (2013), Golden Plains Shire Council sought to update its approach to identifying gravel roads for upgrade; previously upgrades had been based purely on traffic volumes. In addition to traffic volumes, the following criteria were also considered:

- Number of properties along a road
- Number of dwellings in a cluster, or a cluster of properties accessed from a road
- Safety issues
- Designated bus route
- Tourist route or community feature that attracts motorists not familiar with the road condition
- Number of commercial vehicles using the road
- Importance of the road as part of a linkage route

Using 2009 ARRB guidance, different criteria were established for rural and township gravel roads, based firstly on traffic volumes, but also considering the criteria listed above. The strategy also lists criteria in which narrow unsealed roads should receive localised widening to improve safety.

City of Ballarat

In a response to increased demand from the community for the upgrade of unsealed roads, City of Ballarat introduced the *Sealing of Unsealed Road Policy* (2015). The purpose of the policy is to establish clear guidelines and principles for the assessment of warrants for upgrading unsealed road; and facilitate the application of equitable and reasonable principles when determining whether an unsealed road should be sealed. The following criteria are considered:

- Traffic Amenity: traffic volumes, gradient, traffic speed limit, commercial vehicle density
- Community Benefit: development density, building setback, traffic growth, special need
- Financial Benefit: return on investment—construction cost vs future maintenance costs

Funding is provided via the Council's annual capital works budget and the commencement of projects subject to available budget funding.

Pyrenees Shire Council

The Pyrenees Shire Council *Gravel Roads Strategy (2017)* provides a strategic direction on how to deliver gravel road maintenance and renewal that meets community expectations. Some of the recommendations include:

- To budget for the use of higher durability seals as a response to amenity and maintenance issues related to gravel roads in urban areas
- Council to use its power to restrict access to heavy vehicles on certain gravel roads where alternative access is available to protect roads from damage
- Additional training provided to grader operators to ensure grading techniques continue to have regard to industry practices, recognising constraints and demands on the networks

Several funding mechanisms were considered in this policy, including a special charge scheme to apply to beneficiaries of projects. However, the document suggested that Council apply a higher rate cap in order to fund such upgrades.

3.0 Methodology

The methodology for this *Unsealed Road and Street Network Strategy* is based on the methodology applied for the *Rural Road Network Management Plan* that AECOM provided to Council in 2015. Variations were made, however, due to availability of new data and requirements that are specific to the unsealed road network. The methodology for this report is shown in Figure 7 below.

Figure 7 Process undertaken to develop the Unsealed Road Network Strategy and MCA tool

1. Data Collection and Review

Surf Coast Shire provided the majority of data, including GIS data of dwelling plots and road segments. AECOM sourced additional crash statistics, land use and population projection data to inform the analysis. The data collected was reviewed by AECOM in consultation with Surf Coast Shire, and refinements were made to improve its accuracy.

2. GIS Analysis

Data was analysed and edited in ArcGIS to determine the strategic performance, quality, traffic volume and safety of each road link, as well as develop an understanding of population growth areas and how many dwellings border each road link.

3. Development of Multi-Criteria Analysis Tool

Database files from the GIS analysis were exported to excel and used as inputs for development of a multi-criteria assessment tool. This tool allows each road segment to be analysed individually and within the broader context of the entire unsealed road network. The assessment criteria include:

- Strategic routes (section 4.2)
- Road surface condition
- Severity of vehicle crashes (section 4.3)
- Population growth (section 4.4)
- Number of bordering dwellings (section 4.5)
- Traffic volumes on each road link (section 4.6)

These criteria were weighted in consultation with Surf Coast Shire.

4. Assessment of Road Sections

The results of the multi-criteria assessment tool identified the highest priority sections for road maintenance or upgrade. These were sense checked with Surf Coast Shire to ensure that the weightings applied for the multi-criteria assessment tool did not under or over emphasise road segments of concern.

4.0 Project inputs

Project inputs for analysis of unsealed Surf Coast Shire roads are summarised in Table 1.

Table 1 Data inputs

Data	Source
Surf Coast Shire Asset Management Database	Surf Coast Shire GIS file
Population growth	Forecast.id
Dwelling locations	Surf Coast Shire GIS file and data.vic.gov.au
Crash statistics	VicRoads GIS file
VicRoads declared roads	VicRoads GIS file

4.1 Asset Management Database

The Surf Coast Shire has a comprehensive Asset Management Database for their road network, which among other things includes:

- Road segment name, description, locality, hierarchy classification and ID
- Surface type of each road segment
- Owner and manager of each road segment
- Whether a road segment is used by a school bus route
- Road segment pavement condition
- Traffic volumes

The database contains 627 unsealed road segments, which formed the foundation for development of AECOM's MCA tool.

4.2 Strategic routes

A number of strategic routes were identified for development of the Sealed Road Network Management Plan that AECOM provided to Surf Coast Shire in September 2015. These routes were reviewed in consultation with Surf Coast Shire for the purpose of this report and, in some instances, adapted to reflect network updates. Inclusion of strategic routes in the analysis serves to differentiate roads that purely serve local residents from roads that serve a wider catchment and/or a specific class of users. The strategic routes include inter-township routes, school bus routes, cycle routes, industrial and agricultural routes and seasonal and tourist routes. They are discussed sequentially below.

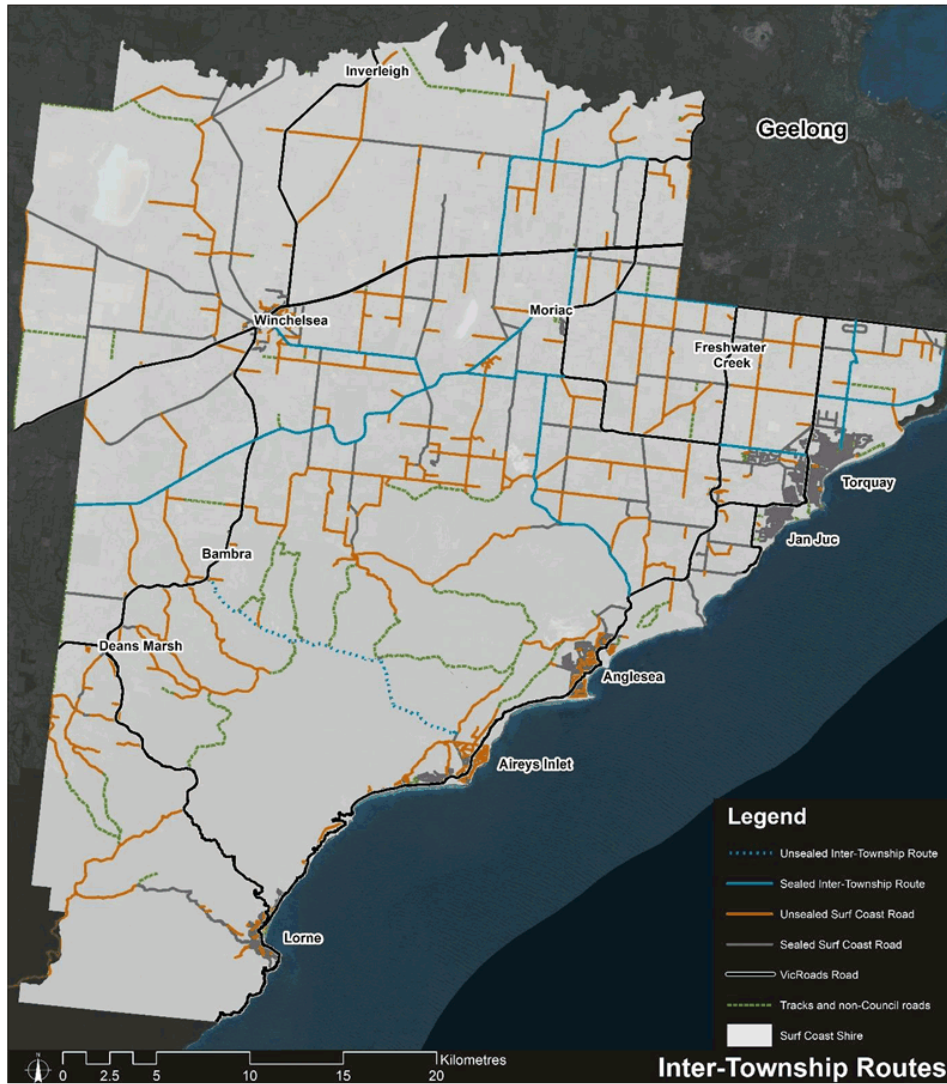
Emergency service routes were also considered, however were not included in the analysis as they were all found to be on sealed roads controlled and maintained by VicRoads.

4.2.1 Inter-township routes

While a number of important inter-township routes were identified, the only inter-township route on the unsealed road network is Bambra-Aireys Inlet Road, which connects Winchelsea-Deans Marsh Road (VicRoads controlled) to Aireys Inlet and the Great Ocean Road.

The entire inter-township network is illustrated in Figure 8 below.

Figure 8 Inter-township routes under Council management



4.2.2 School bus routes

Surf Coast Shire's Asset Management Database classifies a number of road segments within the study area as being part of a school bus route. These are illustrated in Figure 9 below.

School bus routes that utilise the unsealed road network are summarised in Table 2.

Figure 9 Bus routes on roads under Council management

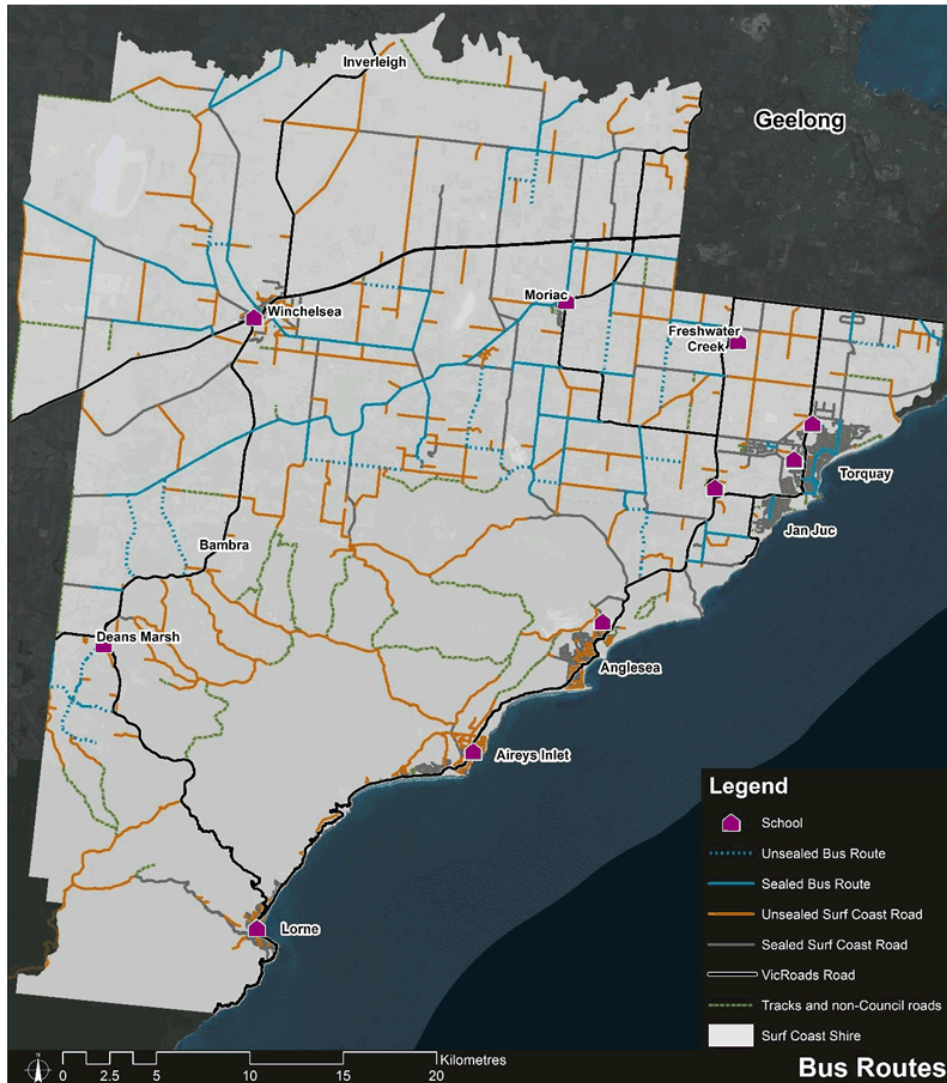


Table 2 Unsealed road network bus routes

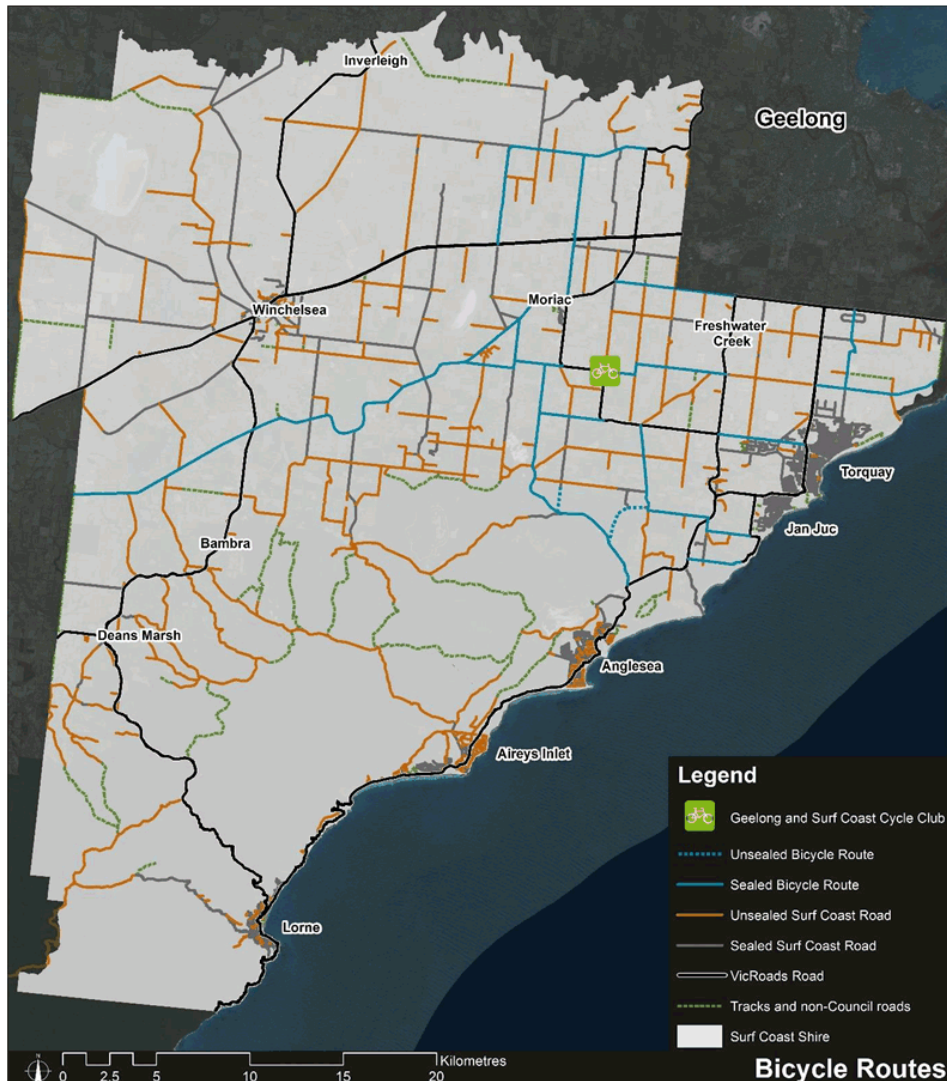
Route	Description
Blacks Road and Shelford Road	The bus routes on these unsealed roads connect to Barwon Park Road and a sealed section of Shelford Road
Brickmakers Road and Fultons Lane	The bus routes on these unsealed roads connect to Winchelsea-Deans Marsh Road (VicRoads controlled) between Deans Marsh and Bambra
Buckley School Road	East of Winchelsea, the unsealed portion of this road connects Wainewrights Lane to the intersection of Mt Pollock Road where it becomes sealed
Dangers Road, Nobles Road, Tanners Road and Thielemanns Road	The bus routes on these unsealed roads connect Dangers Road south of Layard Road near Modewarre to Forest Road
Elkington Road and Gundrys Road	These unsealed roads connect the Great Ocean Road (VicRoads controlled) to Eagle Point Road towards the north
Gherang Road	The bus network on this unsealed road connects from the eastern point of Prices Road to Wombete Station Road
Hunts Road	The unsealed portion of Hunts Road used by school buses connects Grassdale Road near Henry Main Road (VicRoads controlled) to the intersection of Dickins Road where it becomes sealed
McCanns Road	This stretch of unsealed road in Connewarre is located east of Horseshoe Bend Road
Monohans Road and Reads Road	These roads in Gnarwarre connect to Barrabool Road
Nortons Road	This unsealed road in Bellbrae connects to Vickerys Road towards the west
Pettavel Road	Running north-south near Freshwater Creek, this section of unsealed road used by school buses connects between Loutitt Bay Road and just north of Thompson Creek where it becomes sealed
Pennyroyal Station Road and Pennyroyal Valley Road	The bus routes on these unsealed roads connect to Deans Marsh-Lorne Road (VicRoads controlled), south of Deans Marsh
Portreath Road	This unsealed road in Bellbrae connects two sealed roads; Forest Road and Flaxbournes Road
Wombete Station Road	The bus route on this unsealed road connects from Prices Road to Wurdale Road

4.2.3 Cycle routes

The cycle routes managed by Surf Coast Shire are illustrated in Figure 10 below. While most of the cycle routes use the sealed road network, the unsealed Flaxbournes Road in Paraparap and Gundrys Road in Bellbrae also accommodate cyclists.

The cycle routes were identified using Council's Pathway Strategy (2012), the VicRoads Principal Bicycle Network and Council's 2015 Rural Road Network Management Plan.

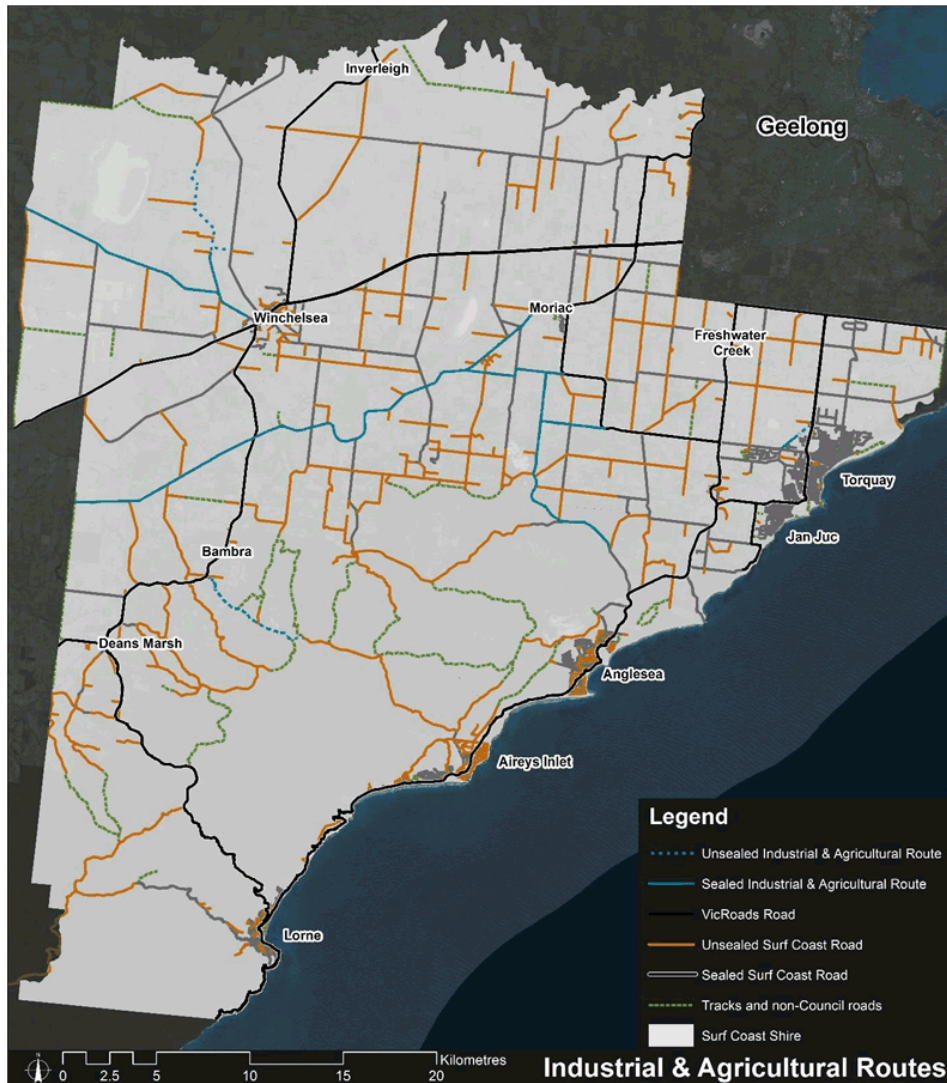
Figure 10 Cycle routes under Council management



4.2.4 Industrial and agricultural routes

As illustrated in Figure 11, a number of important industrial and agricultural routes were identified in Surf Coast Shire, most of them on the sealed road network. The industrial and agricultural routes on the unsealed road network are the Bamba-Aireys Inlet Road, which is discussed above in section 4.2.1, the north east portion of Messmate Road in Torquay which connects to the Surf Coast Highway, and the southern portion of Shelford Road and Blacks Road to the north west of Winchelsea which connect to a piggery.

Figure 11 Industrial and agricultural routes under Council management



4.2.5 Seasonal and tourist routes

Routes that experience a significant increase in utilisation during summer are illustrated in Figure 12 and summarised in Table 3 below.

Figure 12 Seasonal and tourist routes under Council management

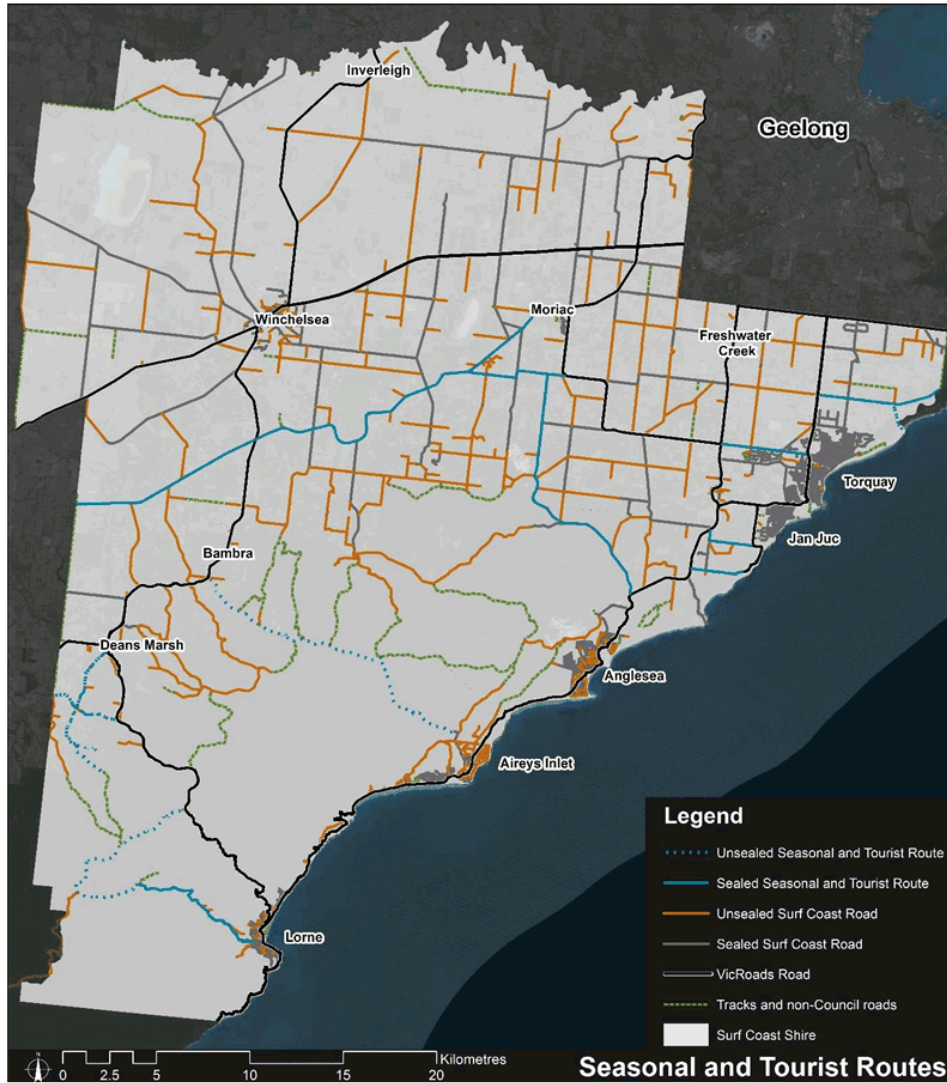


Table 3 Unsealed seasonal and tourist routes

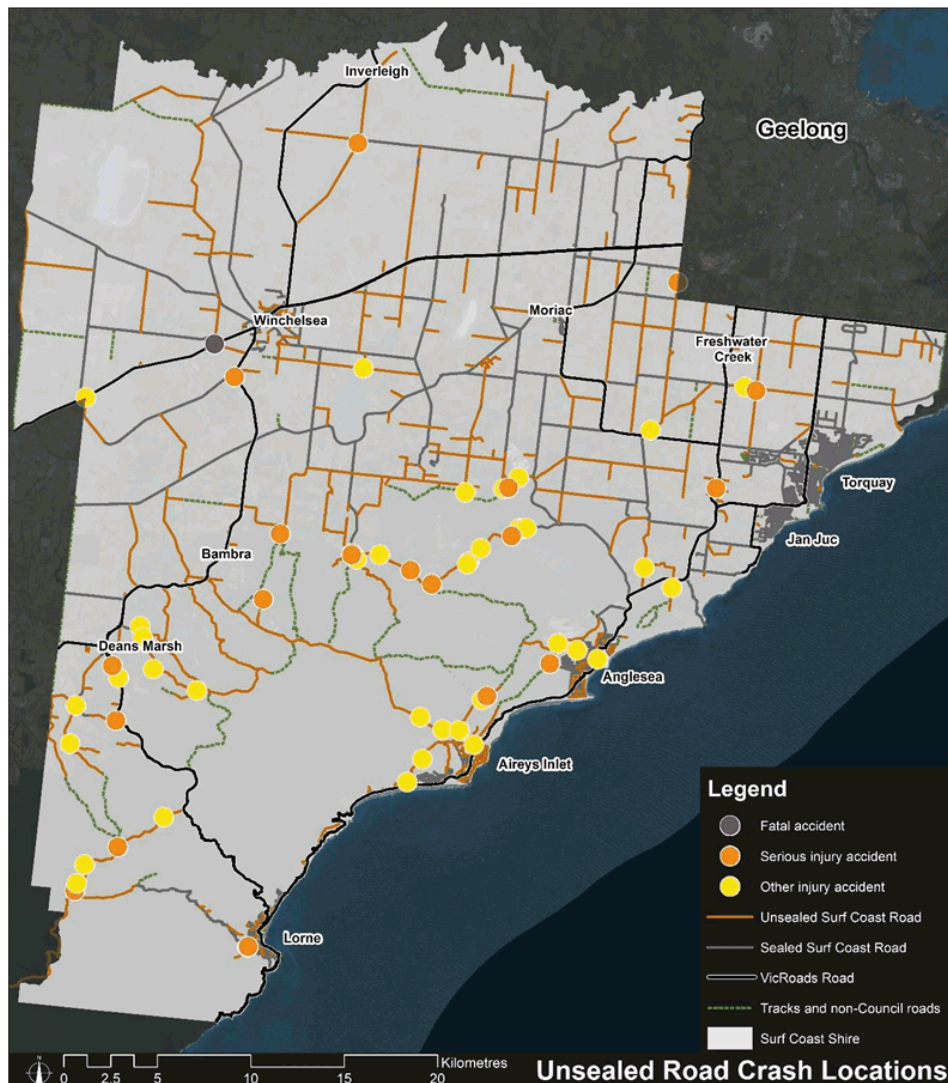
Route	Description
Pennyroyal Station Road and Pennyroyal Valley Road	The seasonal and tourist routes on these unsealed roads connect to Deans Marsh-Lorne Road (VicRoads controlled), south of Deans Marsh
Point Impossible Road	This north-south route to the east of Torquay Airport connects between Blackgate Road and Point Impossible Car Park
Inlet Crescent and Reserve Road	These unsealed roads connect from the Great Ocean Road to the Aireys Inlet Lighthouse
Bambra-Aireys Inlet Road	This road connects Winchelsea-Deans Marsh Road (VicRoads controlled) to Aireys Inlet and the Great Ocean Road
Erskine Falls Road and Benwerrin-Mt Sabine Road	These roads experience a significant increase in utilisation during the Falls Festival period.
Forest Road	Hinterland link to Anglesea

4.3 Crash statistics

Crash statistics are collected and published for every single reported crash on Victorian roads by VicRoads. Among other statistics, the database includes road speed, vehicle make and model, driver demographic, number of occupants and severity of crash. For the purpose of this report, severity of crashes that have occurred on unsealed Surf Coast Shire roads or on the sealed network but within 20 metres of an unsealed road intersection during the past five years were examined. Crashes prior to this time period were excluded to eliminate the risk of misrepresenting the current conditions on the road network.

The locations of all crashes resulting in an injury during the past five years are illustrated in Figure 13 below.

Figure 13 Unsealed road crash statistics (past five years)

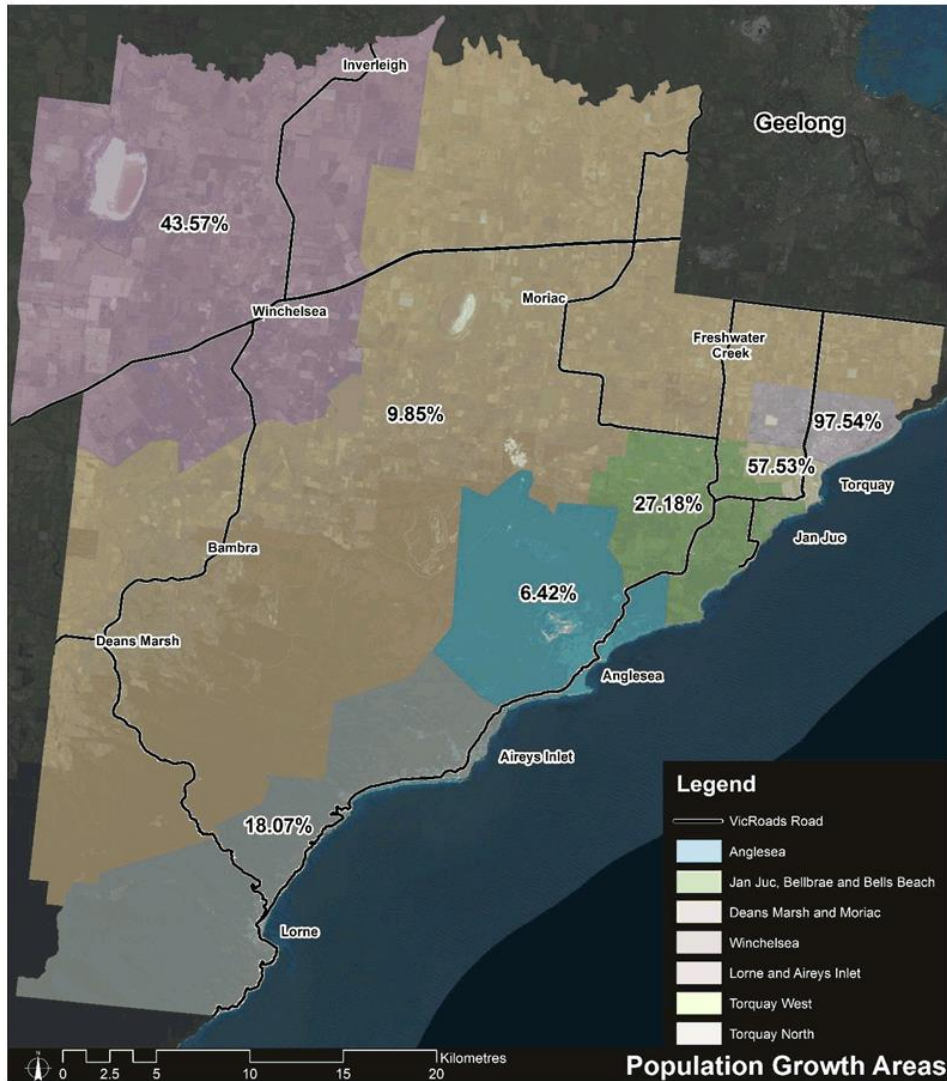


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 Prepared for – Surf Coast Shire Council – ABN: 18 078 461 409

4.4 Population growth

Forecast.id project the population of the Surf Coast Shire will increase from its current permanent population of around 30,000 to approximately 44,000 in 2036. This projection is based on the age structure, household types and residential development activity in seven areas of the Surf Coast Shire. These seven areas and corresponding projected growth are illustrated in Figure 14 below. Note that population growth associated with the Armstrong Creek development is not included as it is located to the north east of Freshwater Creek in Greater Geelong.

Figure 14 Population growth catchments



4.5 Dwellings

Urban and rural dwellings were determined through proximity analysis in ArcGIS. In urban regions, dwellings within 20 metres of an unsealed road segment were selected, while in rural regions the distance was increased to 50 metres to allow for wider road reserves. Note that the method applied double counts dwelling land plots that are within proximity of two road segments (for example, corner dwelling plots). This is viewed as appropriate as a corner dwelling would likely benefit from the upgrade of each bordering road.

Dwellings bordering unsealed road segments are illustrated in Figure 15 through Figure 20.

Figure 15 Dwellings bordering unsealed roads under Surf Coast Shire management – full extent

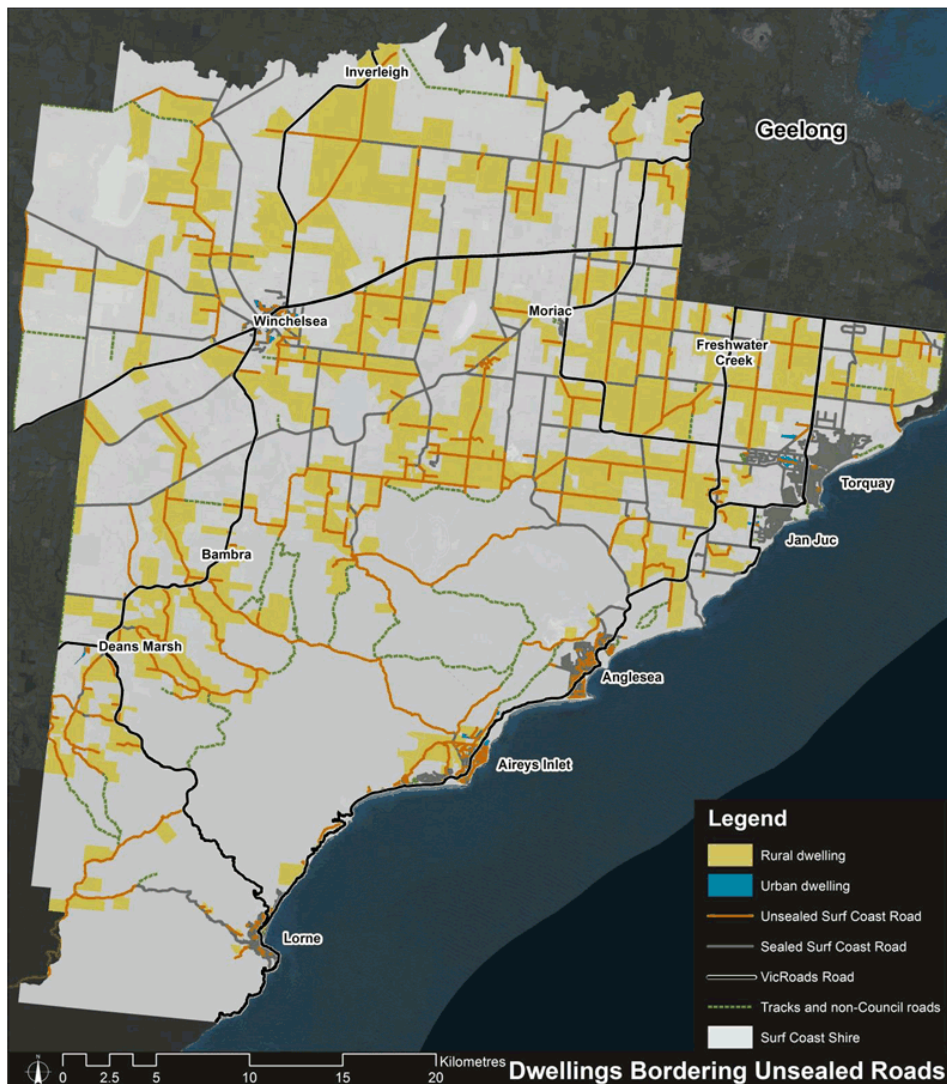


Figure 16 Dwellings bordering unsealed roads under Surf Coast Shire management – Winchelsea



Figure 17 Dwellings bordering unsealed roads under Surf Coast Shire management – Torquay, Jan Juc and Bellbrae

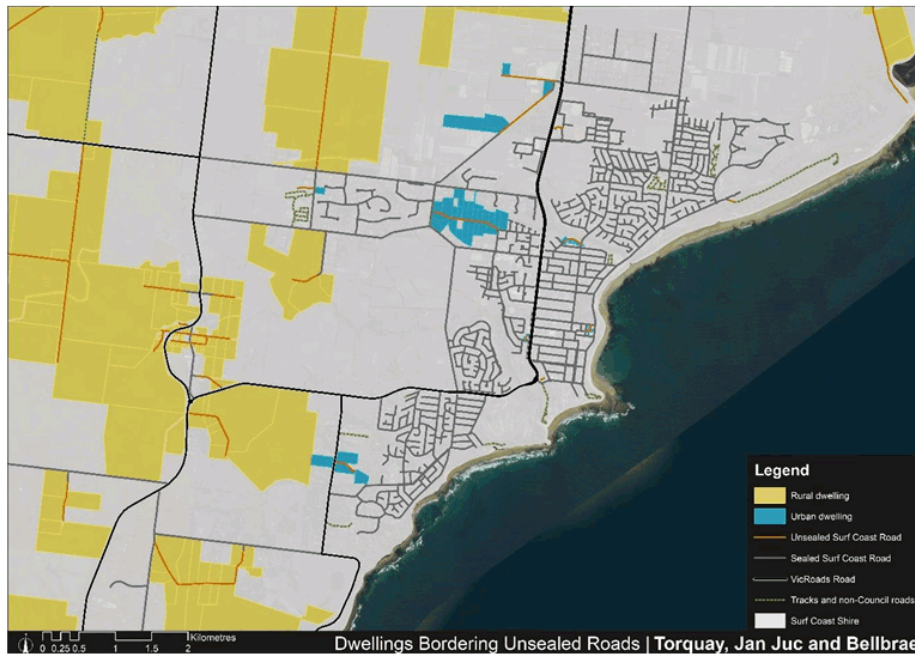


Figure 18 Dwellings bordering unsealed roads under Surf Coast Shire management – Anglesea and Point Roadknight

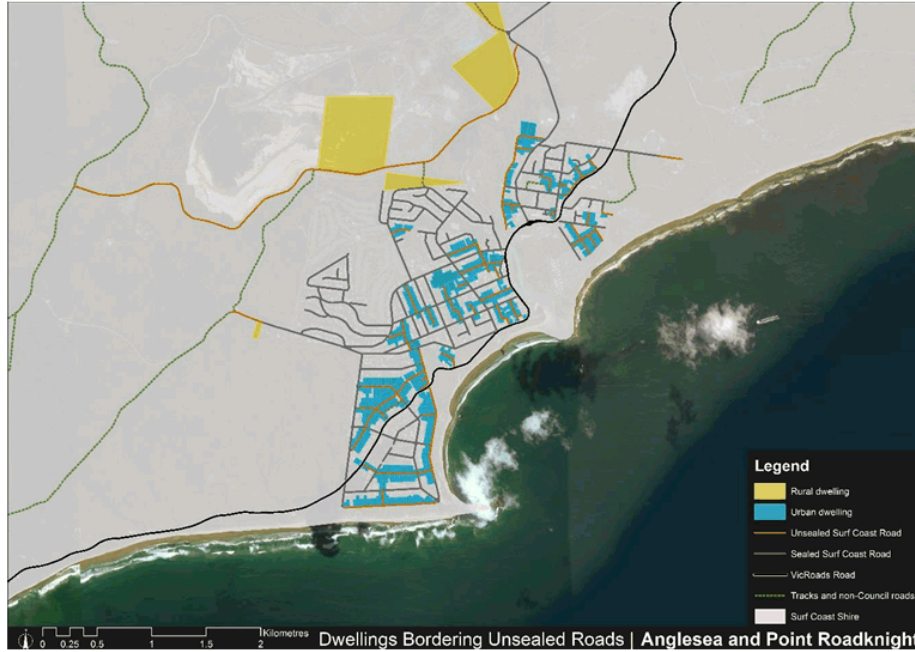


Figure 19 Dwellings bordering unsealed roads under Surf Coast Shire management – Aireys Inlet, Fairhaven and Moggs Creek

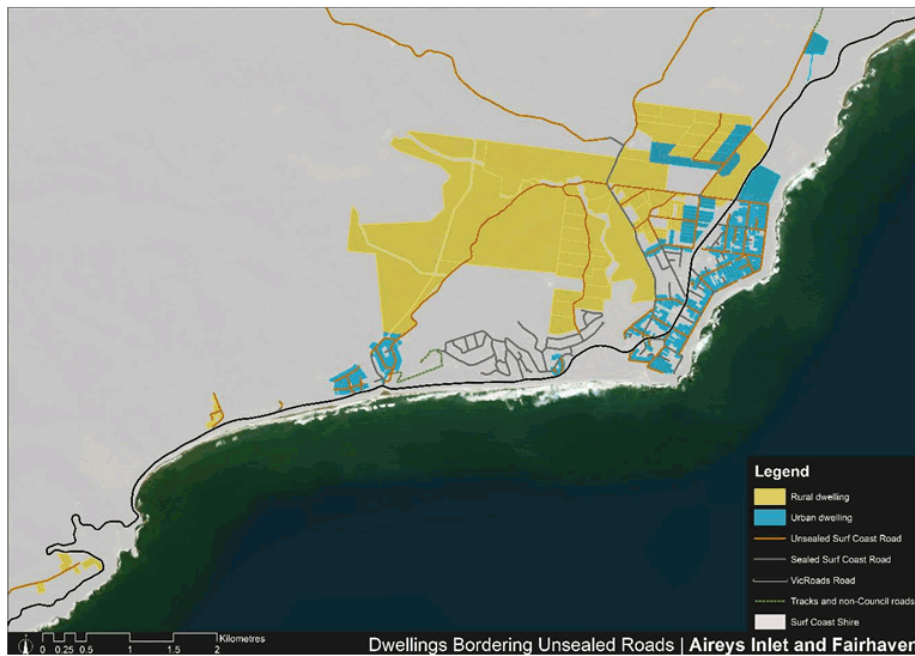
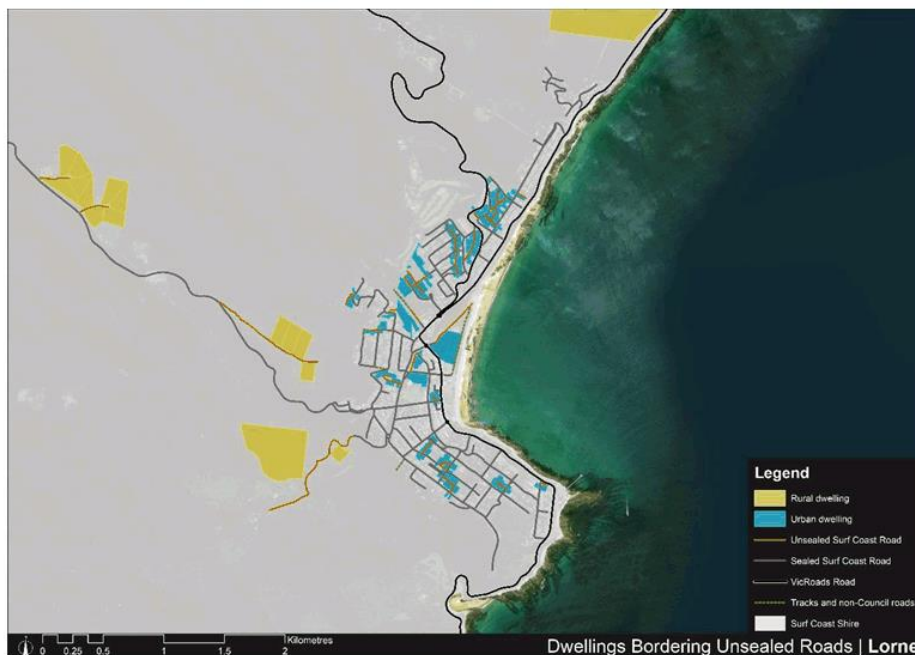


Figure 20 Dwellings bordering unsealed roads under Surf Coast Shire management- Lorne



4.6 Traffic volumes

Surf Coast Shire's Asset Management Database contains traffic volumes for 258 of the 627 unsealed road segments; consequently 369 unsealed road segments contain no traffic volume data. AECOM attributed a traffic volume to these latter segments based on the below characteristics:

- Characteristic one – allocate traffic volume based on the volume of a joining road segment, or a road segment in the same street where there are no major intersections between the two segments that would significantly influence traffic volume
- Characteristic two – allocate traffic volume based on a nearby segment that was viewed to have a similar volume due to configuration of the road network and surrounding origin and destination points
- Characteristic three – the traffic volume was determined by multiplying the number of abutting dwellings by five. This was viewed as suitable for roads that do not have a function as a thoroughfare, such as courts and other minor residential roads. The multiplier of five was selected based on an observation of the relationship between the traffic volumes on similar non-thoroughfare roads and the number of abutting dwellings.

4.7 Costs

Cost figures provided by Council are provided in Table 4.

Table 4 Assumed Costs

Treatment type	Assumed cost per lineal kilometre	Frequency
Full construction and seal (urban road), including provision of underground drainage and provision for driveways	\$400,000	N/A
Full construction and seal (rural road)	\$200,000	N/A
Gravel re-sheeting	\$30,000	10 – 12 years
Pavement modification	\$9,000	N/A
Dust suppression	\$3,000	Annually

5.0 Multi-criteria assessment tool

The MCA tool was developed to identify the highest priority unsealed road segments for upgrade. It is intended to be used as a 'live' tool by Surf Coast Shire, which can be adapted over time as road conditions, populations and network priorities change.

The MCA tool has two primary inputs, one being the definition and scores of assessment criteria and the second being assessment criteria weighting. These are discussed below.

5.1 Definition of assessment criteria

Each unsealed road segment was assessed against the following criteria:

- Pavement condition
- Strategic performance
- Road safety
- Operational performance
- Current benefit
- Traffic volumes

5.1.1 Pavement condition

Surf Coast Shire's Asset Management Database includes an assessment of the pavement condition of each road segment. Road segment conditions are ranked on a sliding scale from 1 to 10; with a condition of 1 being applied to assets in optimum condition and a condition of 10 being applied to assets that are unfit for service continuation.

The MCA scores applied to each pavement condition is shown in Table 5 below.

Table 5 Pavement condition score allocation

Road segment condition	Score
1. A near new asset with no visible signs of deterioration	0
2. An asset in excellent overall condition with very slight condition decline	0
3. An asset in very good overall condition but with some early stages of deterioration evident	1
4. An asset in good overall condition but with some obvious deterioration evident	1
5. An asset in fair overall condition deterioration in condition would be obvious	2
6. An asset in Fair to poor overall condition. The condition deterioration would be quite obvious	2
7. An asset in poor overall condition deterioration would be quite severe	2
8. An asset in very poor overall condition with serviceability now being heavily impacted	3
9. An asset in extremely poor condition with severe serviceability problems	3
10. An asset that has failed is no longer serviceable and should not remain in service	5

5.1.2 Strategic performance

Strategic performance evaluation is based on the road segments that strategic routes utilise (see section 4.2). A score of three was applied to inter-township, bus and industrial and agricultural routes, while a score of two was applied to cycle and seasonal and tourist routes. In instances where unsealed road segments are used by more than one strategic route, scores are added together.

Table 6 Strategic performance score allocation

Route	Score
Inter-township route	3
Bus route	3
Industrial and agricultural route	3
Cycle route	2
Seasonal and tourist route	2

5.1.3 Road safety

Unsealed road segment safety is based on the severity of vehicle crashes, which is provided within the VicRoads crash statistics database (see section 4.3).

VicRoads classify the severity of all vehicle crashes into one of three categories. These categories and the corresponding scores applied for the MCA are shown in Table 7. In instances where more than one accident occurred on a road segment within the past five years, scores are added together.

Table 7 Road safety score allocation

Crash severity	Score
Crash severity 1: Fatal accident	3
Crash severity 2: Serious injury accident (at least one in accident sent to hospital, possibly admitted)	2
Crash severity 3: Other injury accident	1

5.1.4 Operational performance

Operational performance is based on the population projections of seven areas within Surf Coast Shire (see section 4.4).

MCA scores attributed to growth categories are shown in Table 8.

Table 8 Operational performance score allocation

Growth	Score
>75% Growth to 2036	2
50 <75% Growth to 2036	2
25 <50% Growth to 2036	1
10 <25% Growth to 2036	0
<10% Growth to 2036	0

5.1.5 Current benefit

As stated in section 1.0, upgrades to the unsealed network are managed under the Infrastructure Special Rate or Charge Scheme policy. Under this policy, equitable financial contributions are sought from property owners who will derive access or amenity benefits from the upgrade that are additional to or greater than the benefits to other properties. Individual property contributions depend upon the benefit received from the proposed works. Often the amounts contributed by individual owners vary. A key objective of the scheme is to ensure the solutions developed are cost effective, affordable and of a standard that meets community expectations.

The current benefit in this analysis is based on the cost of sealing a road segment, divided by the number of dwellings attached to that road segment. Note that this methodology differs between the cost of sealing rural and urban roads (see section 4.7). This methodology contains a key limitation in that it assumes the only beneficiaries of a road upgrade are those that own properties abutting the road. While this provides an indication of benefit, it is limited in that some property owners abutting the road may access their properties without using the upgraded road (for example, corner properties), while other property owners that do not directly border the upgraded road may depend upon it to access their property.

MCA scores attributed to current benefit are shown in Table 9 below.

Table 9 Benefit score allocation

Cost	Score
Cost per dwelling is less than \$5,000	5
Cost per dwelling is between \$5,000 and \$10,000	4
Cost per dwelling is between \$10,000 and \$30,000	3
Cost per dwelling is between \$30,000 and \$50,000	2
Cost per dwelling is between \$50,000 and \$200,000	1
Zero dwelling are attached to a road link, or cost per dwelling is greater than \$200,000	0

5.1.6 Traffic volume

As noted in section 1.2, ARRB states it is difficult to justify sealing an unsealed road if it accommodates fewer than 100 vehicles per day. Due to limitations in the application of traffic volumes across the entire unsealed road network (see section 4.6); a more conservative minimum threshold of 80 vehicles per day was applied as a means to exclude unsealed road segments in Surf Coast Shire from further analysis. The exception to this is road segments that serve a strategic function (see section 4.2), which were included in the analysis regardless of traffic volume.

Of the 627 unsealed road segments, the above methodology excluded 460 segments, meaning 167 remained for analysis.

MCA scores attributed to traffic volume are shown in Table 10 below.

Table 10 Traffic volume

Traffic volume	Score
Traffic count greater than 500	4
Traffic count between 200 and 500	2
Traffic count between 80 and 200	1
Traffic count less than 80	Road segment excluded from analysis, unless it also serves a strategic function

5.2 Assessment criteria weighting

The assessment criteria were weighted in consultation with Surf Coast Shire. The weightings preference strategic performance and road condition as inputs influencing the prioritisation of unsealed road network upgrades.

The weightings applied to each assessment criteria is shown in Table 11 below.

Table 11 Assessment criteria weighting

Criteria	Weight
Strategic performance	3
Current benefit	3
Crash severity	3
Traffic count	3
Condition	1
Growth	1

6.0 Assessment results

The MCA scores for the 167 unsealed road segments included in the analysis range from three to 36, with an average score of 15.97. The average score for 127 rural road segments is 16.07, and the average score for 40 urban road segments is 15.65. These averages are similar as although rural unsealed road segments receive higher scores associated with strategic function (i.e., inter-township routes, bus routes etc), urban unsealed road segments receive higher scores due to the lower seal costs per dwelling, which allows for proportionately greater public contributions under Council's Infrastructure Special Rate or Special Charge Scheme policy.

As shown in Table 12 below, the highest priority upgrade segments are largely rural, with Hopkins Street in Aireys Inlet being the one exception for segments with MCA scores 24 and above.

Table 12 Top 15 priority upgrade routes

Road name	Location	Segment	Road type	MCA Score	Seal cost
Bambra-Aireys Inlet Road	Bambra	007.1 - Property No 215 RHS To Bend Right	Rural	36	\$226,000
Bambra-Aireys Inlet Road	Bambra	006.2 - Property 355 RHS To Property 215 RHS	Rural	33	\$246,000
Bambra-Aireys Inlet Road	Bambra	006.1 - Jinda Park La To Property No 355 RHS	Rural	31	\$143,000
Pennyroyal Station Road	Pennyroyal	001 - Deans Marsh/Lorne Rd To Pennyroyal Valley Rd	Rural	30	\$280,000
Bambra-Aireys Inlet Road	Bambra	005.1 - Retreat Rd (From Ch 11700m) To Ch 12700m	Rural	30	\$200,000
Bambra-Aireys Inlet Road	Bambra	005.2 - From Ch 12700m To Jinda Park La	Rural	30	\$214,000
Bambra-Aireys Inlet Road	Bambra	007.2 - Bend Right To Start of Seal of WC/DM Rd	Rural	30	\$143,000
Bambra-Aireys Inlet Road	Aireys Inlet	004.2 - Old Telegraph To Retreat Rd	Rural	28	\$122,000
Gundrys Road	Bellbrae	007 - Vickerys Rd + 138 m To Eagle Point Rd	Rural	28	\$181,400
Blacks Road	Winchelsea	001 - Shelford Rd To Barwon Park Rd	Rural	25	\$216,000
Benwerrin-Mt Sabine Road	Benwerrin	002 - Pennyroyal Track To Norman Track	Rural	24	\$387,800
Hopkins Street	Aireys Inlet	001 - Eagle Rock Pde To Gt Ocean Rd	Urban	24	\$207,200
Pennyroyal Station Road	Pennyroyal	003 - Deans Marsh/Lorne Rd To Pennyroyal Valley Rd	Rural	24	\$76,000
Benwerrin-Mt Sabine Road	Benwerrin	004.2 - No 755 To Erskine Falls Rd	Rural	24	\$171,000
Wormbete Station Road	Wurdi Boluc	003 - Centre Rd To Wensleydale Sta Rd	Rural	24	\$212,000

MCA scores for unsealed roads within the entire study area are illustrated in Figure 21 below. MCA scores for unsealed roads within the below townships are illustrated in the corresponding figures:

- Winchelsea – Figure 22
- Torquay, Jan Juc and Bellbrae – Figure 23
- Anglesea and Point Roadknight – Figure 24
- Aireys Inlet, Fairhaven and Moggs Creek – Figure 25
- Lorne – Figure 26

A complete list of MCA scores is provided in Appendix A.

Figure 21 MCA scores – full extent

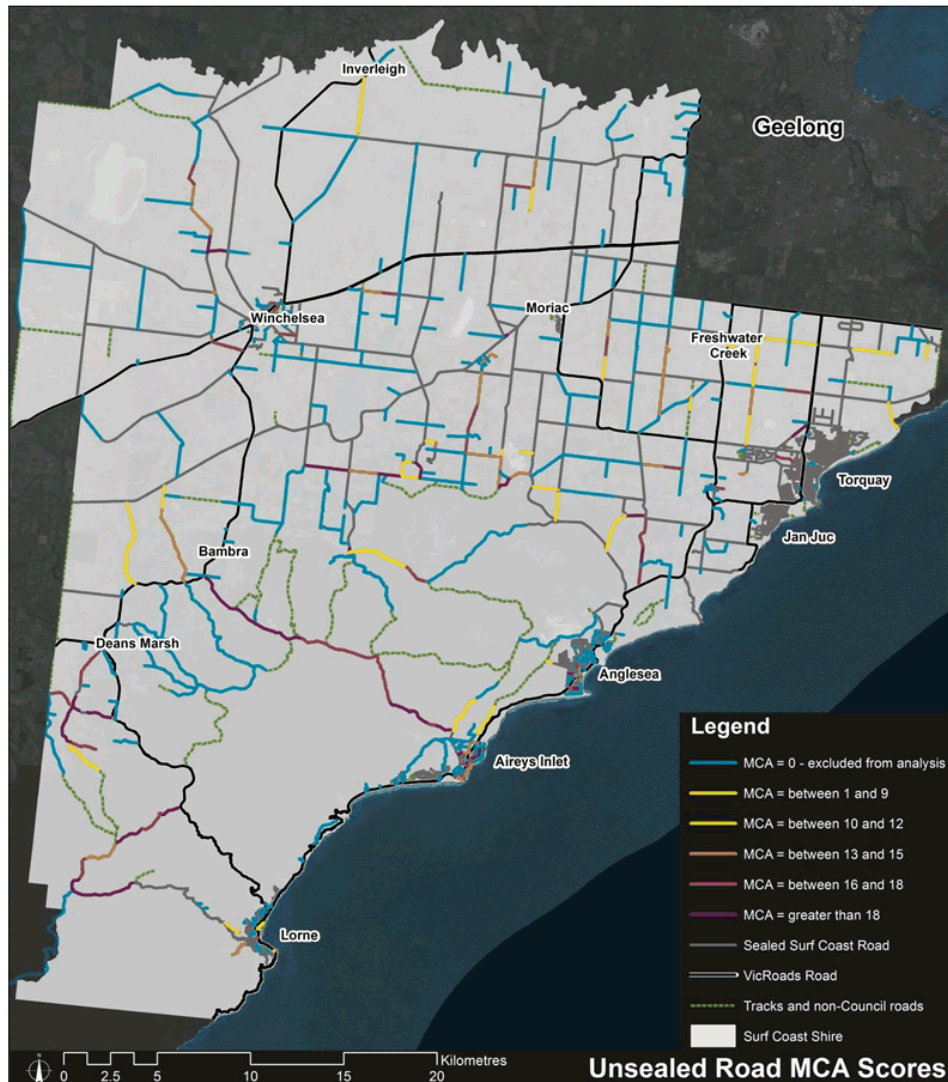


Figure 22 MCA Scores – Winchelsea

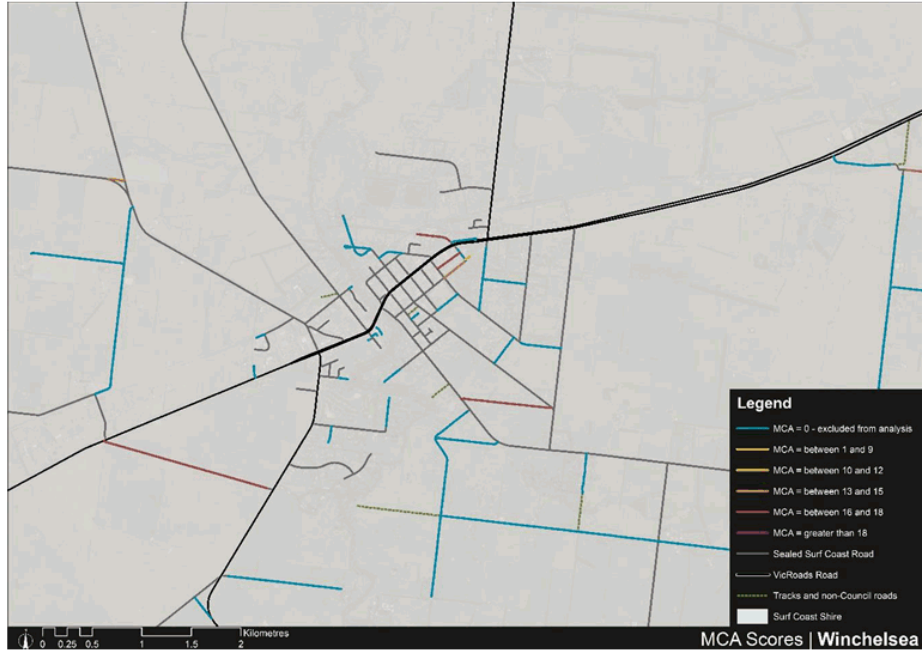


Figure 23 MCA Scores – Torquay, Jan Juc and Bellbrae

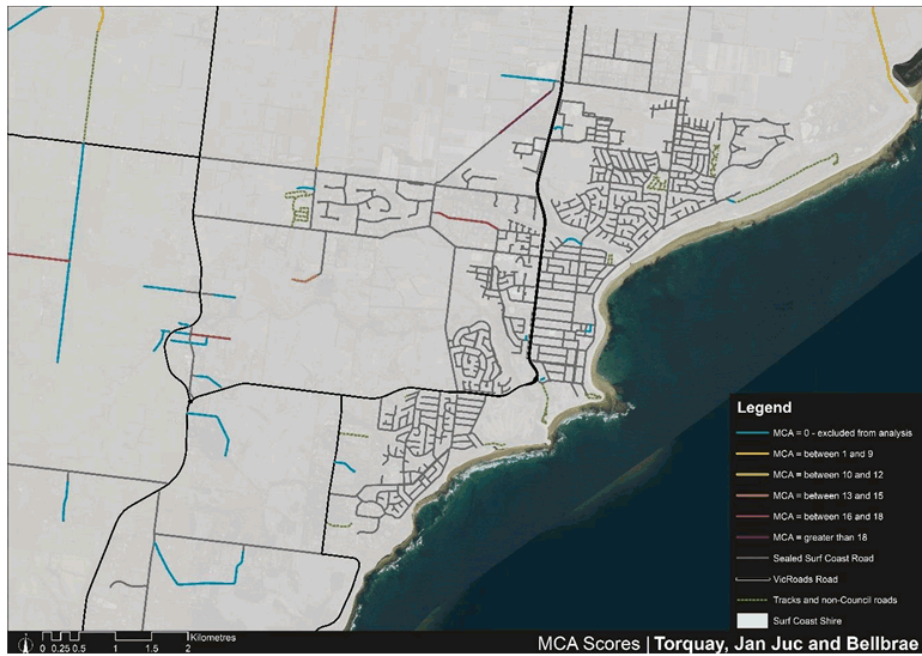


Figure 24 MCA Scores – Anglesea and Point Roadknight



Figure 25 MCA Scores – Aireys Inlet, Fairhaven and Moggs Creek

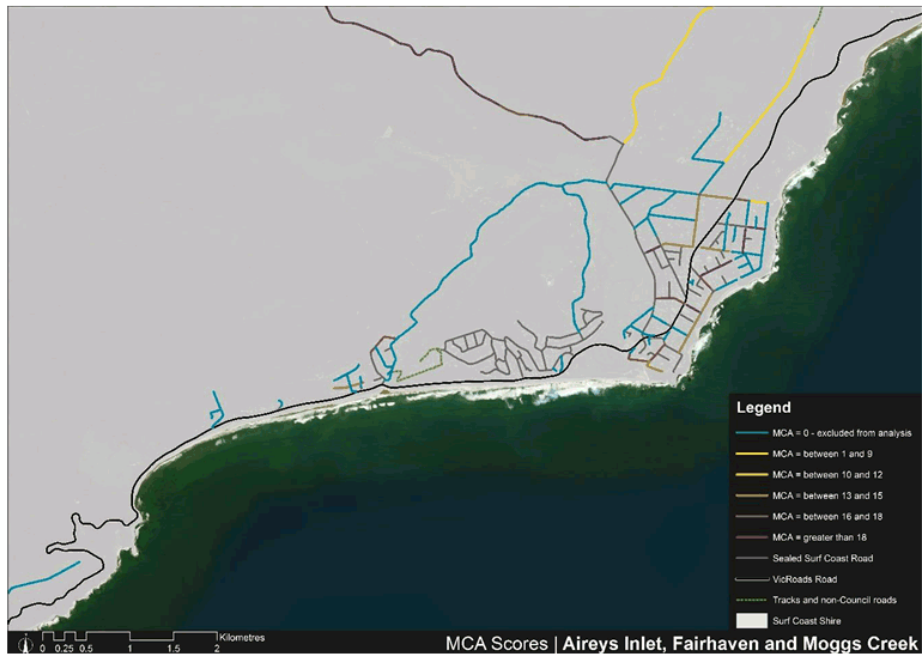
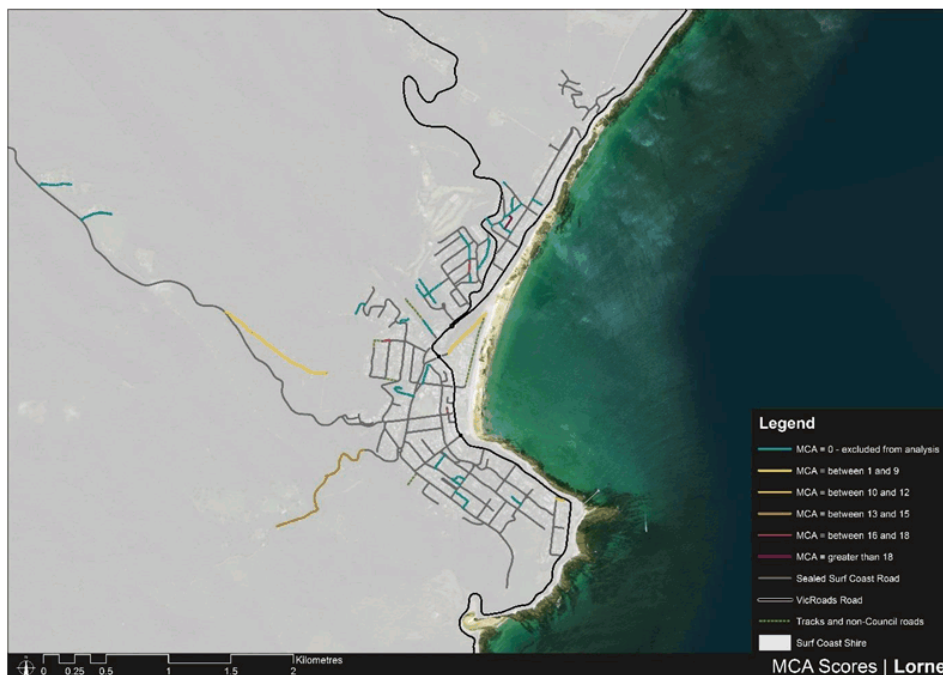


Figure 26 MCA Scores – Lorne



The cost to upgrade road segments within each MCA category is shown in Table 13 below. Roads excluded from the analysis due to low traffic volumes and lack of a strategic function would cost \$69,912,000 to seal.

Table 13 Cost to upgrade segments by MCA category

MCA category	Cost
MCA less than 10	\$4,672,800
MCA between 10-12	\$4,577,800
MCA between 13-15	\$7,899,000
MCA between 16-18	\$7,936,600
MCA greater than 18	\$7,526,800
Total cost	\$32,613,000

7.0 Conclusion

The key output from this study is the development of the MCA tool, which with regular updates can be recalibrated to meet the changing needs and priorities of the study area. A regular review and data collection regime should be established to ensure this remains a 'live' tool capable of continued use into the future.

Obvious omission from the multi-criteria assessment is the constructability and local community response to upgrades. Whilst the tool provides an evidenced based prioritisation of upgrades, these additional factors should always be considered as potential projects are in development.

Appendix A

Assessment Results of Unsealed Road Segments

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Unsealed Road and Street Network Strategy

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Appendix A Assessment Results of Unsealed Road Segments

The table below provides details on the road segments under consideration.

Road name	Location	Segment	Road type	Asset ID	MCA score
Aireys Street	Aireys Inlet	001 - Eagle Rock Pde To Creek	Urban	26472	Excluded
Aireys Street	Aireys Inlet	002 - Creek To Gt Ocean Rd (Ocean Side)	Urban	28598	15
Aireys Street	Aireys Inlet	003.1 - Gilbert St to Pearse Rd Intersection	Urban	56646	15
Aireys Street	Aireys Inlet	003.3 - Pearse Rd Intersection to 40m from Bambra	Urban	56654	19
Alice Road	Aireys Inlet	002 - Anderson St to start of seal	Urban	29520	18
Allen Street	Anglesea	002 - End of Seal (No 2) to McRorie St	Urban	26480	Excluded
Allen Street	Lorne	004 - Gravel turning bay at the end of Allen St	Urban	29382	Excluded
Allenvale Road	Lorne	002 - End of Seal To End	Rural	26486	15
Almira Street	Anglesea	001 - McDougall St To House No 5	Urban	26488	Excluded
Alsops Road	Wensleydale	001 - Breakfast Crk Rd To End	Rural	26492	Excluded
Anderson Street	Aireys Inlet	002 - Creek To Aireys St	Urban	28597	Excluded
Anderson Street	Aireys Inlet	001 - intersection seal at Alice Rd to Creek	Urban	29329	19
Armistead Lane	Lorne	001 - Hall St To Dorman St	Urban	28619	Excluded
Armistead Street	Winchelsea	001 - Collins St To Gladman St	Urban	26520	Excluded
Armytage Street	Winchelsea	001 - Barwon River To McDonald Drive	Urban	28698	Excluded
Ashmore Road	Torquay	001.2 - From Ch 640m To End (Ch 1000m)	Rural	53447	14
Aurel Road	Deans Marsh	001.2 - End of Seal to End	Urban	26542	Excluded
Babenorek Track	Deans Marsh	001 - Pennyroyal Valley Road To End	Rural	28443	Excluded
Baker Street	Anglesea	002 - Mc Millan St To End	Urban	26561	Excluded
Ballanlea Road	Barrabool	001 - Barrabool Rd To Polleys Rd	Rural	26563	Excluded
Ballanlea Road	Barrabool	002 - Polleys Rd To End	Rural	28382	Excluded
Bambra Cemetery Road	Bambra	002.1 - Parkers Rd To Property No 200 Sth Side	Rural	53448	Excluded
Bambra Cemetery Road	Bambra	002.2 - Property No 200 To Swayns La	Rural	53449	Excluded
Bambra Cemetery Road	Bambra	003.1 - Swayns La (From Ch 2940m) To Ch 4065m	Rural	53450	Excluded
Bambra Cemetery Road	Bambra	003.2 - From Ch 4065m To Ch 5450m	Rural	53451	Excluded

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Road name	Location	Segment	Road type	Asset ID	MCA score
Bambra Cemetery Road	Bambra	003.3 - From Ch 5450m To Bambra-Boonah Rd	Rural	53452	Excluded
Bambra School Road	Bambra	001 - Winch/Deans Rd To Brickmakers Rd	Rural	26587	Excluded
Bambra-Aireys Inlet Road	Aireys Inlet	002.1 - Bambra Rd + 220 m To Painkalac Reservoir	Rural	53453	21
Bambra-Aireys Inlet Road	Aireys Inlet	002.2 - Painkalac Resv (From Ch 1110m) To Ch 1550m	Rural	53454	18
Bambra-Aireys Inlet Road	Aireys Inlet	002.3 - From Ch 1550m To Quarry Entrance	Rural	53455	21
Bambra-Aireys Inlet Road	Eastern View	002.4 -Quarry Entrance (From Ch 3190m) To Ch 4130m	Rural	53456	19
Bambra-Aireys Inlet Road	Eastern View	002.5 - From Ch 4130m To Loves Tk	Rural	53457	18
Bambra-Aireys Inlet Road	Wensleydale	002.6 - Loves Tk To Breakfast Ck Rd	Rural	53458	18
Bambra-Aireys Inlet Road	Wensleydale	003.1 - Breakfast Creek Rd To Iron Bark Spur Tk	Rural	53459	18
Bambra-Aireys Inlet Road	Wensleydale	003.2 - Iron Bark Spur Tk To Hammonds Rd	Rural	53460	18
Bambra-Aireys Inlet Road	Wensleydale	004.1 - Hammonds Rd To Old Telegraph Rd	Rural	53461	16
Bambra-Aireys Inlet Road	Aireys Inlet	004.2 - Old Telegraph To Retreat Rd	Rural	53462	28
Bambra-Aireys Inlet Road	Bambra	005.1 - Retreat Rd (From Ch 11700m) To Ch 12700m	Rural	53463	30
Bambra-Aireys Inlet Road	Bambra	005.2 - From Ch 12700m To Jinda Park La	Rural	53464	30
Bambra-Aireys Inlet Road	Bambra	006.1 - Jinda Park La To Property No 355 RHS	Rural	53465	31
Bambra-Aireys Inlet Road	Bambra	006.2 - Property 355 RHS To Property 215 RHS	Rural	53466	33
Bambra-Aireys Inlet Road	Bambra	007.1 - Property No 215 RHS To Bend Right	Rural	53467	36
Bambra-Aireys Inlet Road	Bambra	007.2 - Bend Right To Start of Seal of WC/DM Rd	Rural	53468	30
Bambra-Boonah Road	Bambra	002.1 - Deans/Winch Rd + 130 m To Property No 110	Rural	53469	Excluded
Bambra-Boonah Road	Bambra	002.2 - Property No 110 To Ch 2000m	Rural	53470	Excluded
Bambra-Boonah Road	Bambra	003.1 - From Ch 2000m To Property No 250	Rural	53471	Excluded
Bambra-Boonah Road	Bambra	003.2 - Property No 250 To White Tk	Rural	53472	Excluded
Bambra-Boonah Road	Bambra	004.1 - White Tk (From Ch 4000m) To Ch 4900m	Rural	53473	Excluded
Bambra-Boonah Road	Bambra	004.2 - From Ch 4900m To Ch 6000m	Rural	53474	Excluded
Bambra-Boonah Road	Bambra	004.3 - From Ch 6000m To Retreat Rd	Rural	53475	Excluded
Bambra-Boonah Road	Bambra	005.1 - Retreat Rd (From Ch 6955m) To Ch 8000m	Rural	53476	Excluded
Bambra-Boonah Road	Bambra	005.2 - From Ch 8000m To Ch 8870m	Rural	53477	Excluded
Bambra-Boonah Road	Bambra	006.1 - From Ch 8870m To Ch 10000m	Rural	53478	Excluded

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Unsealed Road and Street Network Strategy

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Road name	Location	Segment	Road type	Asset ID	MCA score
Bambra-Boonah Road	Bambra	006.2 - From Ch 10000m To Parkers Rd	Rural	53479	Excluded
Barkly Street	Winchelsea	002 - Mercer St To Austin St	Urban	26592	Excluded
Barreet Lane	Deans Marsh	001 - Deans Marsh Lorne to Pennyroyal Station Rd	Rural	29076	Excluded
Barton Court	Aireys Inlet	001 - Inlet Cres To End	Urban	26603	Excluded
Barwonleigh Lane	Inverleigh	001 - Inverleigh-Winchelsea Rd To End	Rural	26623	Excluded
Barwonleigh Lane	Inverleigh	002 - Barwonleigh Ln to Inverleigh-Winchelsea Rd	Rural	29237	Excluded
Batson Street	Winchelsea	004 - Barwon Terrace To End	Urban	26628	Excluded
Batsons Road	Modewarre	001.1 - From Ch 55m To Ch 1000m	Rural	53480	Excluded
Batsons Road	Modewarre	001.2 - From Ch 1000m To End of Road	Rural	53481	Excluded
Beach Road	Aireys Inlet	001 - Eagle Rock Pde To Gt Ocean Rd	Urban	26635	19
Beach Road	Aireys Inlet	002 - Gt Ocean Rd To Bambra Rd	Urban	26637	16
Bellbird Drive	Moggs Creek	001 - Gt Ocean Rd To Robyn Rd	Urban	26658	Excluded
Bells Road	Bells Beach	002.1 - Bones Rd + 107 m To Addiscott Rd	Rural	53482	Excluded
Bells Road	Bells Beach	002.2 - From Ch 1000m To Addiscott Rd	Rural	53483	Excluded
Benwerrin-Mt Sabine Road	Benwerrin	002 - Pennyroyal Track To Norman Track	Rural	26677	24
Benwerrin-Mt Sabine Road	Benwerrin	005 - Erskine Falls Rd To Segment Change	Rural	26680	Excluded
Benwerrin-Mt Sabine Road	Benwerrin	001.2 - From Ch 150m To Ch 1300m	Rural	53485	21
Benwerrin-Mt Sabine Road	Benwerrin	001.3 - From Ch 1300m To Pennyroyal Tk	Rural	53486	16
Benwerrin-Mt Sabine Road	Benwerrin	003.1 - Norman Tk To Property No 560	Rural	53487	14
Benwerrin-Mt Sabine Road	Benwerrin	003.2 - No 560 To Wickham Tk	Rural	53488	15
Benwerrin-Mt Sabine Road	Benwerrin	004.1 - Wickham Tk To Property No 755	Rural	53489	16
Benwerrin-Mt Sabine Road	Benwerrin	004.2 - No 755 To Erskine Falls Rd	Rural	53490	24
Benwerrin-Mt Sabine Road	Benwerrin	006.1 - From Ch 10000m To Delaney Rd	Rural	53491	Excluded
Benwerrin-Mt Sabine Road	Benwerrin	006.2 - Delaney Rd (From Ch 11455m) To Ch 12500m	Rural	53492	Excluded
Benwerrin-Mt Sabine Road	Benwerrin	006.3 - From Ch 12500m To Ch 13700m	Rural	53493	Excluded
Benwerrin-Mt Sabine Road	Benwerrin	006.4 - From Ch 13700m To Ch 15000m	Rural	53494	Excluded
Benwerrin-Mt Sabine Road	Benwerrin	006.5 - From Ch 15000m To Ch 15500m	Rural	53495	Excluded
Benwerrin-Mt Sabine Road	Benwerrin	006.6 - From Ch 15500m To Ch 16700m	Rural	53496	Excluded

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Road name	Location	Segment	Road type	Asset ID	MCA score
Benwerrin-Mt Sabine Road	Benwerrin	006.7 - From Ch 16700m To Ch 17700m	Rural	53497	Excluded
Benwerrin-Mt Sabine Road	Benwerrin	006.8 - From Ch 17700m To Thompson Rd	Rural	53498	Excluded
Benwerrin-Mt Sabine Road	Benwerrin	006.9 - Thompson Rd To Shire Boundary	Rural	53499	Excluded
Berthon Street	Aireys Inlet	001.1 - Aireys St (From Ch 0m) To Ch 150m	Urban	53500	Excluded
Berthon Street	Aireys Inlet	001.3 - Hopkins Street (From Ch 307m) To Ch 457m	Urban	53502	Excluded
Bimbadeen Drive	Fairhaven	002.1 - Kalbaru Drive To Culvert	Rural	53503	Excluded
Bimbadeen Drive	Fairhaven	002.2 - Culvert To Old Coach Rd	Rural	53504	Excluded
Bingley Parade	Anglesea	001 - Wilkins St To Bollards near Murch Cres	Urban	26691	Excluded
Blackgate Road	Mount Duneed	007 - Surfcoast Hwy To Williams Rd	Rural	26701	16
Blackgate Road	Mount Duneed	008 - Williams Rd To Ghazeepore Rd	Rural	26702	Excluded
Blackgate Road	Mount Duneed	011 - Ghazeepore Rd To Anglesea Rd	Rural	26705	Excluded
Blacks Road	Winchelsea	001 - Shelford Rd To Barwon Park Rd	Rural	26711	25
Blackwood Lane	Aireys Inlet	001 - Gt Ocean Rd Service Rd to T-Intersection	Urban	28979	Excluded
Blackwood Lane	Aireys Inlet	002 - T-Intersection parallel to Service Rd	Urban	28980	Excluded
Block Lane	Winchelsea	001.1 - Shellford Rd To Cattle Grid	Rural	53508	Excluded
Block Lane	Winchelsea	001.2 - Cattle Grid To Lake Murdeduke	Rural	53509	Excluded
Bogans Lane	Freshwater Creek	001 - Mt Duneed Rd To Dickens Rd	Rural	26719	Excluded
Bon Air Avenue	Anglesea	001 - Parker St To property number 15	Urban	26725	Excluded
Bon Air Avenue	Anglesea	002 - Great Ocean Rd to property number 15	Urban	29481	Excluded
Boundary Road	Aireys Inlet	001 - Eagle Rock Pde To Hartley St	Urban	26737	12
Boundary Road	Aireys Inlet	006 - McConnachy Rd To Bambra Rd	Rural	26739	Excluded
Boundary Road	Aireys Inlet	002 - Hartley St To Gt Ocean Rd	Urban	28384	18
Boundary Road	Aireys Inlet	004 - Great Ocean Rd to Gilbert St intersection	Rural	29336	15
Boundary Road	Aireys Inlet	005 - Gilbert St to McConachy Rd	Rural	29337	Excluded
Boyd Avenue	Moggs Creek	001 - Old Coach Rd To Old Neuk Rd	Urban	26741	16
Boyd Avenue	Moggs Creek	002 - Creek To End (Does not continue Seg 1)	Urban	26742	Excluded
Breakfast Creek Road	Wensleydale	001.1 - Gum Flats Rd To Bend Right (Ch 1430m)	Rural	53510	Excluded
Breakfast Creek Road	Wensleydale	001.2 - Bend Right (From Ch 1430m) To Ch 3000m	Rural	53511	Excluded

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Unsealed Road and Street Network Strategy

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Road name	Location	Segment	Road type	Asset ID	MCA score
Breakfast Creek Road	Wensleydale	001.3 - From Ch 3000m To Property Entrance LHS	Rural	53512	Excluded
Brickmakers Road	Bambra	001.2 - Cape Otway Rd To Ch 1400m	Rural	53514	12
Brickmakers Road	Bambra	001.3 - From Ch 1400m To Ch 2800m	Rural	53515	15
Brickmakers Road	Bambra	002.1 - From Ch 2800m To Ch 4200m	Rural	53516	15
Brickmakers Road	Bambra	002.2 - From Ch 4200m To Winch/Deans Marsh Rd	Rural	53517	13
Briody Drive	Torquay	002 - Illowong Drive To Messmate Rd	Urban	26759	17
Broadbent Road	Lorne	001.2 - From Ch 80m To Start of Concrete (Ch 280m)	Rural	53799	Excluded
Broadbent Road	Lorne	001.4 - From Ch 310m To End of Pavement (Ch 480m)	Rural	53801	Excluded
Bronwyns Court	Anglesea	001 - Melba Pde To End	Urban	26769	Excluded
Brownes Lane	Lorne	003 - William St To End (North)	Urban	28587	18
Brushfields Road	Bellbrae	003 - Hendy Main Rd to Nortons Rd	Rural	26777	Excluded
Brushfields Road	Bellbrae	004 - Nortons Rd to End (South)	Rural	28387	Excluded
Brushfields Road	Bellbrae	001 - Loutitt Bay Rd To Hendy Main Rd	Rural	28465	12
Buckley School Road	Buckley	001 - Princes Hwy To Mt Pollock Rd	Rural	26786	Excluded
Buckley School Road	Buckley	005 - Buckley Rd Sth To Lake Modewarre	Rural	26790	Excluded
Buckley School Road	Buckley	003.1 - From Ch 814m To Ch 1900m	Rural	53521	15
Buckley School Road	Buckley	003.2 - From Ch 1900m To Mt Pollack Rd	Rural	53522	18
Buhrmanns Road	Winchelsea	001 - Barwon Tce To McConachy St	Rural	26792	17
Callemondah Road	Gnarwarre	001 - Gnarwarre Rd To End	Rural	26804	Excluded
Cambridge Street	Modewarre	001 - Cape Otway Rd To Russel St	Rural	26806	Excluded
Cambridge Street	Modewarre	002 - Dangers Rd To Lyons St	Rural	28600	Excluded
Cape Otway Road Service Road	Modewarre	001 - Cape Otway Recreation Reserve - Service Rd	Rural	28986	21
Carrong Track	Deans Marsh	001 - Deans Marsh Lorne Road To End	Rural	28445	Excluded
Casboults Road	Winchelsea South	001 - Wensleydale Stn To Knight Rd	Rural	26849	Excluded
Cemetery Road	Bellbrae	001.2 - From Ch 72m To Start of Seal (Ch 440m)	Rural	53803	Excluded
Centre Road	Winchelsea South	003 - End of Seal to Wests Rd	Rural	29141	Excluded
Centre Road	Winchelsea South	001.2 - From Ch 115m To Morgans Rd (Ch 1160m)	Rural	53528	Excluded
Centre Road	Winchelsea South	001.3 - Morgans Rd To Start of Seal	Rural	53529	Excluded

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Unsealed Road and Street Network Strategy

A-6

Road name	Location	Segment	Road type	Asset ID	MCA score
Charas Road	Bellbrae	001 - Nortons Rd To End	Rural	28607	Excluded
Charles Street	Anglesea	002 - Mcmillan St To Noble St	Urban	26872	Excluded
Chatby Lane	Lorne	001 - Howard St To Dalway St	Urban	26878	Excluded
Clarkes Road	Winchelsea South	001 - Holloway Rd To Wests Rd	Rural	26888	Excluded
Clarkes Road	Winchelsea South	002 - Wests Rd To End	Rural	28388	Excluded
Clarkes Road	Winchelsea South	003 - Wensleydale Rd To End	Rural	28730	Excluded
Clissold Street	Lorne	003 - Hopetoun Tce To Toorak Tce	Urban	26896	17
Clovelly Court	Lorne	001 - Otway St To End	Urban	26898	Excluded
Coalmine Road	Anglesea	002 - Camp Rd To Bridge	Rural	28595	Excluded
Coalmine Road	Anglesea	003.1 - Bridge To Fire track south side	Rural	53530	Excluded
Coalmine Road	Anglesea	003.2 - Fire track south side To Messmate Tk	Rural	53531	Excluded
Coalmine Road	Anglesea	003.3 - Messmate Tk To Top of Hill	Rural	53532	Excluded
Coalmine Road	Anglesea	003.4 - Top of Hill To Bald Hills Rd	Rural	53533	Excluded
Coalmine Road	Winchelsea South	001.1 - From Ch 45m To Culvert (Ch 1125m)	Rural	53534	Excluded
Coalmine Road	Winchelsea South	001.2 - Culvert To Gate on North Side	Rural	53535	Excluded
Coalmine Road	Winchelsea South	001.3 - Gate North side To Wardale Rd	Rural	53536	Excluded
Connies Lane	Modewarre	001 - Cape Otway Rd To Buckley Rd Sth	Rural	26912	Excluded
Cooper Street	Winchelsea	001 - Austin St To End	Urban	28614	Excluded
Cora Lynn Court	Lorne	001 - Erskine Falls Rd To End	Rural	26925	Excluded
Coulson Lane	Torquay	001 - Zeally Bay Rd To Cliff St	Urban	28810	Excluded
Crafters Road	Gherang	001.1 - Gherang Rd To Property No 290	Rural	53537	Excluded
Crafters Road	Gherang	001.2 - Property No 290 To End of Road	Rural	53538	Excluded
Cressy Road	Winchelsea	013 - Service Rd between Cressy Rd and Shelford Rd	Rural	29238	13
Crooks Road	Barrabool	001 - Merrawarp Rd To End	Rural	26951	Excluded
Cunningham Drive	Bellbrae	001 - Anglesea Rd To School Rd	Rural	26957	Excluded
Cunningham Drive	Bellbrae	002 - School Rd To Wood Rd	Rural	26958	Excluded
Dangers Road	Gherang	001 - Cambridge St To Layard Rd	Rural	26966	Excluded
Dangers Road	Gherang	002 - Layards Rd To Guye Ct	Rural	26967	15

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Unsealed Road and Street Network Strategy

A-7

Road name	Location	Segment	Road type	Asset ID	MCA score
Dangers Road	Gherang	004 - Layards Rd To Guye Ct	Rural	26969	18
Dangers Road	Gherang	005 - Guye Ct To Thielemanns Rd	Rural	26970	18
Dangers Road	Gherang	006.1 - Thielemanns Rd + 23 To Property No 545	Rural	53539	Excluded
Dangers Road	Gherang	006.2 - Property No 545 To Tanners Rd	Rural	53540	Excluded
Dans Road	Connewarre	001 - McCanns Rd to start of sealed section	Rural	29302	Excluded
Dans Road	Connewarre	003 - sealed section to Bluestone School Rd	Rural	29303	Excluded
Dickins Road	Mount Duneed	001 - Surf Coast To Williams Rd	Rural	26988	12
Dickins Road	Mount Duneed	002 - Williams Rd To Ghazeeopore Rd	Rural	26989	12
Dickins Road	Moriac	006 - Pettavel Rd To Willowite Rd	Rural	26993	Excluded
Dickins Road	Moriac	007 - Willowite Rd To Hunts Rd	Rural	26994	Excluded
Dicksons Road	Winchelsea	001 - Barwon Tce To Orchards Rd	Rural	26996	Excluded
Dicksons Road	Winchelsea	002 - Orchards Rd To Stephensons Rd	Rural	26997	Excluded
Dicksons Road	Winchelsea	003 - Stephensons Rd To End	Rural	26998	Excluded
Dillwynia Lane	Torquay	001 - Lane off Ghazeeopore Rd behind Kithbrooke Pk	Urban	29472	Excluded
Distillery Creek Road	Aireys Inlet	003 - Segment Change To End of Council Asset	Rural	28463	Excluded
Distillery Creek Road	Aireys Inlet	002.1 - Bambra Rd To Loves Tk	Rural	53541	9
Distillery Creek Road	Aireys Inlet	002.2 - Loves Tk (From Ch 1090m) To Ch 2200m	Rural	53542	5
Draytons Road	Bambra	001 - Winch/Deans Marsh Rd To Paddys Swamp Rd	Rural	27018	Excluded
Drewry Lane	Moriac	001 - Cape Otway Rd To Reservoir Rd	Rural	27020	Excluded
Dunse Track	Pennyroyal	001.1 - Pennyroyal Valley Rd To Ch 1200m	Rural	53543	6
Dunse Track	Pennyroyal	001.2 - From Ch 1200m To End of Council Asset	Rural	53544	9
Dwyer Street	Winchelsea	002 - Smith St To End	Urban	28618	Excluded
Dwyers Road	Gnarwarre	001 - Barrabool Rd To End	Rural	27034	Excluded
Dysons Lane	Winchelsea South	001 - Cape Otway Rd To End	Rural	27036	Excluded
Eagle Rock Parade	Aireys Inlet	001 - Boundary Rd To West of Roadnight St	Urban	27042	Excluded
Eagle Rock Parade	Aireys Inlet	002 - East of Kingsley Dr To Alice Rd	Urban	27043	Excluded
Eagle Rock Parade	Aireys Inlet	003 - Alice Rd To Lighthouse Dr	Urban	28389	15
Edward Street	Anglesea	001 - Sparrow Ave To Noble St	Urban	27049	Excluded

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Unsealed Road and Street Network Strategy

A-8

Road name	Location	Segment	Road type	Asset ID	MCA score
Elkington Road	Bellbrae	001.1 - Gt Ocean Rd To Minter Dr	Rural	53547	16
Elkington Road	Bellbrae	001.2 - Minter Dr (From Ch 1120m) To Ch 2200m	Rural	53548	19
Elkington Road	Bellbrae	002.1 - From Ch 2200m To Gundrys Rd	Rural	53549	16
Ellimatta Road	Anglesea	002 - Great Ocean Rd To End	Urban	27065	Excluded
Erskine Avenue	Lorne	002 - Gt Ocean Road To End	Urban	28588	Excluded
Erskine Falls Road	Lorne	006 - Segment Change To Benwerrin/Mt Sabine Rd	Rural	27084	23
Erskine Falls Road	Lorne	005.1 - Polwarth Road To Property No 985	Rural	53551	21
Erskine Falls Road	Lorne	005.2 - Property No 985 To Ch 10500m	Rural	53552	21
Erskine Street	Lorne	001 - Alpha Tce To Lorne Tce	Urban	27086	Excluded
Erskine Street	Lorne	002 - Lorne Tce To Fernleigh Tce	Urban	27087	18
Erskine Street	Lorne	003 - Fernleigh Tce To Belvedere Tce	Urban	27088	Excluded
Erskine Street	Lorne	004 - Belvedere Tce To Normanby Terrace	Urban	27089	Excluded
Erwins Road	Mount Moriac	002.1 - Reservoir Rd To Property No 160	Rural	53553	Excluded
Erwins Road	Mount Moriac	002.2 - Property No 160 To Start of Seal	Rural	53554	Excluded
Evans Street	Anglesea	002 - Property 3 to Hedley St	Urban	29193	Excluded
Evans Street	Anglesea	003 - Hedley St to End	Urban	29194	Excluded
Fernald Avenue	Anglesea	001 - Mawson St To Murray St	Urban	27106	Excluded
Fifth Avenue	Anglesea	001 - Melba Pde To O'Donohue Rd	Urban	27111	Excluded
First Avenue	Anglesea	001 - Gt Ocean Rd To End	Urban	27113	Excluded
Fishers Road	Connewarre	002 - Horseshoe Bend Road to End	Rural	28870	Excluded
Flax Lily Lane	Fairhaven	001 - Lialeeta Road to 315 Great Ocean Rd	Urban	29468	Excluded
Flaxbournes Road	Paraparap	001 - Mc Phees Rd To Grays Rd	Rural	27124	Excluded
Flaxbournes Road	Paraparap	006 - Portreith Rd To Forest Rd	Rural	27129	6
Fords Outlet Road	Bambra	001.2 - From Ch 80m To Culvert (Ch 1045m)	Rural	53558	Excluded
Fords Outlet Road	Bambra	001.3 - Culvert To Ch 1900m	Rural	53559	Excluded
Fords Outlet Road	Bambra	001.4 - From Ch 1900m To Bambra Cemetery Rd	Rural	53560	Excluded
Foster Street	Anglesea	002 - Murray St To End	Urban	27160	Excluded
Fourth Avenue	Anglesea	002 - Fifth Ave to ODonohue Rd	Urban	29209	Excluded

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Unsealed Road and Street Network Strategy

A-9

Road name	Location	Segment	Road type	Asset ID	MCA score
Fourth Avenue	Anglesea	001 - Property 2 to Fifth Ave	Urban	29518	Excluded
Francis Lane	Lorne	001 - Francis Street To End	Urban	27162	Excluded
Fultons Lane	Bambra	001.2 - Cape Otway Rd To Ch 1200m	Rural	53562	11
Fultons Lane	Bambra	001.3 - From Ch 1200m To Ch 2000m	Rural	53563	9
Fultons Lane	Bambra	002.1 - From Ch 2000m To Ch 3400m	Rural	53564	9
Fultons Lane	Bambra	002.2 - From Ch 3400m To Winch/Deans Marsh Rd	Rural	53565	9
Georges Road	Barrabool	001 - Merrawarp Rd To End	Rural	27193	Excluded
Georges Road	Barrabool	003 - Haines Rd To End (Gate across Rd)	Rural	28621	Excluded
Ghazeepore Road	Torquay	005 - Dickins Rd To Blackgate Rd	Rural	27201	9
Ghazeepore Road	Torquay	010 - Blackgate Rd To Coombes Rd	Rural	27204	14
Ghazeepore Road	Torquay	011 - Blackgate Rd To Coombes Rd	Rural	27205	11
Ghazeepore Road	Torquay	007 - Dickins Rd To Blackgate Rd	Rural	28370	7
Gherang Road	Gherang	005.1 - Prices Rd To Start of Seal at No.465 - 64190	Rural	64190	21
Gherang Road	Gherang	005.3 - End of seal at No 485 To Wormbete - 64197	Rural	64197	21
Giddings Road	Moriac	001 - Hendy Main Rd To Mc Phees Rd	Rural	27213	Excluded
Gilbert Street	Aireys Inlet	009 - Aireys St To Boundary Rd Intersection	Urban	53686	13
Gilbert Street	Aireys Inlet	006 - Unnamed Rd RHS To Ch 5000m	Urban	53692	9
Gilbert Street	Aireys Inlet	007 - From Ch 5000m To Katalin Rd	Urban	53693	6
Gilbert Street	Aireys Inlet	008 - Katalin Rd To Boundary Rd	Urban	53694	Excluded
Gladman Street	Winchelsea	001 - Princes Hwy To Witcombe St	Urban	27223	Excluded
Gnarwarre Road	Gnarwarre	006.1 - Peels Rd (From Ch 8405m) To Ch 9400m	Rural	53566	10
Gnarwarre Road	Gnarwarre	006.2 - From Ch 9400m To Ch 10400m	Rural	53567	7
Gnarwarre Road	Gnarwarre	006.3 - From Ch 10400m To Inverleigh Rd	Rural	53568	10
Golf Links Road	Eastern View	001 - Gt Ocean View To End	Rural	27244	Excluded
Goodenia Lane	Anglesea	001 - Laneway at rear of shops off Tonge St	Urban	29460	Excluded
Government Road	Bellbrae	003 - Anglesea Rd To House No 1548	Rural	28808	Excluded
Grahams Lane	Connewarre	001 - Dans Rd To End	Rural	27251	Excluded
Gravel Pits Road	Moriac	002 - Forest Road to Shire lease gate	Rural	29094	6

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Unsealed Road and Street Network Strategy

A-10

Road name	Location	Segment	Road type	Asset ID	MCA score
Great Ocean Road Service Road	Anglesea	001 - Wray St To Webb St	Urban	28608	Excluded
Great Ocean Road Service Road	Aireys Inlet	001 - Inlet Cres To Painkalac Crt	Urban	28799	Excluded
Greeves Street	Anglesea	001 - Mc Millan St To End	Urban	27266	Excluded
Grove Road	Lorne	008 - Unnamed Road Reserve To Erskine Falls Rd	Rural	28467	12
Gullan Lane	Winchelsea	001 - Laneway between Witcombe St and Lennox St	Urban	29474	16
Gum Flats Road	Wensleydale	004 - Bald Hills Rd To Otway Forest Park	Rural	27286	17
Gum Flats Road	Anglesea	002.1 - Forest Rd To Ch 3000m	Rural	53569	Excluded
Gum Flats Road	Anglesea	002.2 - From Ch 3000m To Ch 3600m	Rural	53570	Excluded
Gum Flats Road	Anglesea	002.3 - From Ch 3600m To Ch 4600m	Rural	53571	Excluded
Gum Flats Road	Anglesea	003.1 - From Ch 4600m To Ch 5470m	Rural	53572	Excluded
Gum Flats Road	Anglesea	003.2 - From Ch 5470m To End of Council Asset	Rural	53573	Excluded
Gum Flats Road	Anglesea	003.3 - Fence North side To Great Otway Nat. Park	Rural	53574	Excluded
Gum Flats Road	Anglesea	003.4 - Great Otway Nat. Park To Bald Hills Rd	Rural	53575	Excluded
Gum Flats Road	Anglesea	005.1 - Otway Forest Park To Culvert	Rural	53576	3
Gum Flats Road	Anglesea	005.2 - Culvert To Track North Side	Rural	53577	6
Gum Flats Road	Anglesea	005.3 - Track North Side To Wensleydale Station Rd	Rural	53578	8
Gundrys Road	Bellbrae	007 - Vickers Rd + 138 m To Eagle Point Rd	Rural	53702	28
Gundrys Road	Bellbrae	008 - Eagle Point Rd To Ch 2100m	Rural	53703	12
Gundrys Road	Bellbrae	009 - From Ch 2100m To Forest Rd	Rural	53704	9
Guye Court	Gherang	001 - Dangers Rd To End	Rural	27298	Excluded
Haines Road	Barrabool	002.1 - Georges Rd To Nerremen	Rural	53579	Excluded
Haines Road	Barrabool	002.2 - Nerremen To End at Cattle Grid	Rural	53580	Excluded
Hallam Grove	Anglesea	001 - Camp Rd To Bingleigh Pde	Urban	27307	Excluded
Hardings Road	Freshwater Creek	001 - Anglesea Rd To End (West)	Rural	27323	Excluded
Hartley Street	Aireys Inlet	001 - Boundary Rd to Hopkins St	Urban	29187	Excluded
Hartley Street	Aireys Inlet	002 - Hopkins St to Aireys St	Urban	29188	19
Harvey Street	Anglesea	006 - Pickworth To Water Tower	Rural	28381	10
Heath Street	Lorne	001 - Gardiner Av To End	Urban	27336	Excluded

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Unsealed Road and Street Network Strategy

A-11

Road name	Location	Segment	Road type	Asset ID	MCA score
Heather Court	Anglesea	001 - Hallam Gve To End	Urban	27338	Excluded
Heaths Road	Gnarwarre	001 - Barrabool Rd To End	Rural	27340	Excluded
Hedley Street	Anglesea	001 - Cameron Rd To Ramsay St	Urban	27342	Excluded
Heidi Road	Moriac	001 - Hendy Main Rd To End	Rural	27344	Excluded
Herschell Road	Big Hill	001 - Gt Ocean Rd To Big Hill Track	Rural	27355	Excluded
Holes Lane	Winchelsea	001.1 - Barwon Park Road To Gate	Rural	53584	Excluded
Holloways Road	Winchelsea South	001 - Clark Rd To Wensleydale Stn	Rural	27373	Excluded
Holmwood Avenue	Anglesea	001 - Diggers Pde To Mawson Ave	Urban	27375	Excluded
Holmwood Avenue	Anglesea	002 - Mawson Ave To Murray St	Urban	27376	Excluded
Honeys Road	Barrabool	001 - Barrabool Rd To End	Rural	27382	Excluded
Hopkins Street	Aireys Inlet	001 - Eagle Rock Pde To Gt Ocean Rd	Urban	27386	24
Hopkins Street	Aireys Inlet	002 - Gilbert St To McConnachy Rd	Rural	27387	Excluded
Hopkins Street	Winchelsea	002 - Lennox St To Witcombe St	Urban	27388	13
Hopkins Street	Winchelsea	001 - Lennox St to End (East End)	Urban	28871	6
Hunts Road	Moriac	002.1 - Dickins Rd To Property No 420	Rural	53586	15
Hunts Road	Moriac	002.2 - Property No 420 To Ch 3700m	Rural	53587	18
Hunts Road	Moriac	002.3 - From Ch 3700m To Grassdale Rd	Rural	53588	12
Hurst Road	Bellbrae	001.1 - From Ch 50m To Ch 1060m	Rural	53589	Excluded
Hurst Road	Bellbrae	001.2 - From Ch 1060m To Grasstrees	Rural	53590	Excluded
Ingleby Road	Winchelsea	006 - Winchelsea-Deans Marsh Road To Princes Hwy	Rural	27422	Excluded
Ingleby Road	Winchelsea	008 - Winchelsea-Deans Marsh Road To Princes Hwy	Rural	28364	Excluded
Ingleby Road Service Road	Winchelsea	001 - Winchelsea - Deans Marsh Rd to Ingleby Rd	Rural	29033	Excluded
Inlet Crescent	Aireys Inlet	002 - Lighthouse Rd To Gt Ocean Rd	Urban	27427	18
Inverloch Street	Anglesea	003 - Simmons Crt To End (House No 32)	Urban	28462	Excluded
James Street	Lorne	001 - Lorne Av To John St	Urban	27448	Excluded
Jarratt Lane	Lorne	001 - John St To George St	Urban	27453	Excluded
Jinda Park Lane	Bambra	001 - Bambra/Aireys Inlet Rd To Paddys Swamp Rd	Rural	27455	Excluded
John Pawson Jnr Lane	Torquay	001 - Messmate Rd To End (Up Hill)	Urban	27459	Excluded

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Unsealed Road and Street Network Strategy

A-12

Road name	Location	Segment	Road type	Asset ID	MCA score
Kahls Road	Gnarwarre	001 - Volumns Rd To End	Rural	27463	Excluded
Karamarra Road	Gherang	001 - Gherang Rd To End	Rural	27471	Excluded
Katalin Road	Aireys Inlet	001 - Gilbert St To End	Rural	27473	Excluded
Kellys Lane	Gherang	001 - Gherang Rd To End	Rural	27476	Excluded
Kellys Lane	Winchelsea	001.1 - Armytage Rd (From Ch 0m) To Ch 1200m	Rural	53591	Excluded
Kellys Lane	Winchelsea	001.2 - From Ch 1200m To Ch 2400m	Rural	53592	Excluded
Kellys Lane	Winchelsea	001.3 - From Ch 2400m To Prices La	Rural	53593	Excluded
Kenneth Street	Anglesea	001 - Bingleigh Pde To Camp Rd	Urban	27478	Excluded
Kildean Road	Winchelsea	001.1 - Cape Otway Rd To Ch 1200m	Rural	53594	Excluded
Kildean Road	Winchelsea	001.2 - From Ch 1200m To Floodway	Rural	53595	Excluded
Kildean Road	Winchelsea	002.1 - Floodway To Ch 3200m	Rural	53596	Excluded
Kildean Road	Winchelsea	002.2 - From Ch 3200m To Ingleby Rd	Rural	53597	Excluded
Knights Track	Winchelsea South	001 - Wormbete Stn To Casboults Rd	Rural	27500	Excluded
Kurzmanns Road	Bellbrae	001 - Gt Ocean Rd To Bones Rd	Rural	27508	Excluded
Lascelles Lane	Lorne	001 - Staughton Av To End	Urban	27515	Excluded
Lascelles Terrace	Lorne	001 - Staughton Av To End	Urban	27517	Excluded
Leighs Lane	Winchelsea	001.1 - Cressy Rd To McConachy Rd	Rural	53598	Excluded
Leighs Lane	Winchelsea	001.2 - McConachy Rd To Ondit Rd	Rural	53599	Excluded
Lennox Street	Winchelsea	001 - Princes Hwy To Hopkins St	Urban	27525	Excluded
Lewis Court	Anglesea	001 - Golf Links Rd To End	Urban	27527	Excluded
Lewis Road	Buckley	001 - Buckley Rd To Lake Modewarre	Rural	27529	Excluded
Little Street	Anglesea	001 - Hedley St To End	Urban	27539	Excluded
Lloyds & Sellwoods Lane	Winchelsea	001 - Deans/Winch To Barwon River	Rural	27543	Excluded
Lomandra Lane	Anglesea	001 - Walker Street to End	Urban	29035	Excluded
Lorne Avenue	Lorne	003 - Roadknight Street To John St	Urban	27551	Excluded
Lorne Avenue	Lorne	004 - Roadknight Street To John St	Urban	28694	Excluded
Loutitt Bay Road	Freshwater Creek	001 - Blackgate Rd To Brushfields Rd	Rural	27555	Excluded
Loutitt Bay Road	Freshwater Creek	002 - Brushfields Rd To Henty Main Rd	Rural	27556	Excluded

AECOM

Unsealed Road and Street Network Strategy

A-13

Road name	Location	Segment	Road type	Asset ID	MCA score
Loutitt Bay Road	Freshwater Creek	004 - Brushfields Rd To Hendy Main Rd	Rural	27557	Excluded
Luggs Road	Aireys Inlet	001 - Boundary Rd To Bambra Rd	Rural	27565	Excluded
Lumley Close	Torquay	001 - Laneway behind 44 to 50 Bell St	Urban	29466	Excluded
Lyons Street	Modewarre	001 - Cape Otway Rd To End	Rural	27571	Excluded
Mair Road	Big Hill	001 - Gt Ocean Rd To End	Rural	27578	Excluded
Mair Road	Big Hill	002 - Gt Ocean Rd To End	Rural	28687	Excluded
Marian Street	Aireys Inlet	001 - Roadknight St To End	Urban	27589	Excluded
Marks Track	Deans Marsh	001 - Parkers Rd to Property No 125	Rural	29405	Excluded
Marshmans Outlet	Gherang	001 - Cape Otway Rd To End	Rural	27591	Excluded
Marshmans Outlet	Gherang	002 - Cape Otway Rd To End	Rural	28697	Excluded
Marshmans Road	Wurdi Boluc	001 - Atkin Rd Swarbys Ln	Rural	27593	Excluded
Matthews Road	Gherang	001 - Nobles Rd To Tanners Rd - Service Road	Rural	28601	Excluded
Mawson Avenue	Anglesea	001 - Fernald Ave To Noble St	Urban	27601	16
Mawson Avenue	Anglesea	002 - Noble St To Nr Holmwood Ave	Urban	27602	Excluded
Mawsons Lane	Winchelsea	001 - Atkins Rd to Property 40	Rural	29331	Excluded
McCallums Lane	Winchelsea	001.1 - Shelford Rd To End	Rural	53600	Excluded
McCallums Lane	Winchelsea	001.2 - Gate To Ch 1780m	Rural	53601	Excluded
McCanns Road	Connewarre	003 - Horseshoe Bend To Dans Rd	Rural	27609	12
McConachy Lane	Winchelsea	001 - Leighs Ln To End	Rural	27611	Excluded
McConachy Road	Aireys Inlet	001 - Boundary Rd To Hopkins St	Rural	27249	Excluded
McConachy Road	Aireys Inlet	003 - Hopkins St To Bambra Rd	Rural	28594	Excluded
McConachy Road	Aireys Inlet	002 - Boundary Rd To Hopkins Rd	Rural	28708	Excluded
McCormacks Road	Gnarwarre	001 - Reids Rd To End	Rural	27619	Excluded
McDonalds Lane	Winchelsea	001 - Princess Hwy To Winchelsea Deand Marsh Rd	Rural	53705	16
McFarlanes Lane	Winchelsea	001 - Inverleigh / Winchelsea Rd to end	Rural	27628	Excluded
McGilvrays Lane	Winchelsea South	001 - Winch/Deansmarsh To Water Channel	Rural	27630	Excluded
McGilvrays Lane	Winchelsea South	003 - From Ch 3200m To Brickmakers Rd	Rural	27632	Excluded
McIntyres Road	Freshwater Creek	001 - Anglesea Rd to End	Rural	27634	12

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Unsealed Road and Street Network Strategy

A-14

Road name	Location	Segment	Road type	Asset ID	MCA score
McIntyres Road	Inverleigh	002 - Flemmings Rd + 1020 m To Property No 220	Rural	53707	Excluded
McIntyres Road	Inverleigh	003 - Property No 220 To Width Change (Ch 3400m)	Rural	53708	Excluded
McIntyres Road	Inverleigh	004 - Width Change (From Ch 3400m) To Ch 4875m	Rural	53709	Excluded
McMillans Lane	Inverleigh	001.2 - End of Seal to Barwon River	Rural	27646	Excluded
McMullans Road	Barrabool	001 - Merrawarp Rd To End	Rural	27648	Excluded
McPhees Road	Moriac	001 - Larcombes Rd To Giddings Rd	Rural	27650	Excluded
McPhillamy Road	Eastern View	001 - Golf Links Rd To End	Rural	27604	Excluded
Melaleuca Lane	Anglesea	001 - Laneway betwn 1 McMillan & 5-25 Diggers Pde	Urban	29462	Excluded
Melba Parade	Anglesea	001 - Harvey St To Fifth Ave	Urban	27656	15
Melba Parade	Anglesea	003 - GT Ocean Rd To Seventh Ave	Urban	27657	Excluded
Melba Parade	Anglesea	004 - Seventh Ave To Roundabout at Sixth Ave	Urban	28374	15
Melba Parade	Anglesea	005 - Roundabout at Sixth Ave To Tenth Ave	Urban	28375	Excluded
Melba Parade	Anglesea	002 - Fifth Ave To Great Ocean Rd	Urban	28397	15
Melba Parade	Anglesea	006 - Tenth Ave Road Closure To Start of Seal	Urban	53713	Excluded
Melba Parade	Anglesea	008 - End of Seal Eighth Av To Road Closure	Urban	53714	Excluded
Melba Parade	Anglesea	009 - Road Closure To Twelfth Av	Urban	53715	Excluded
Melba Parade	Anglesea	010 - Twelfth Ave To End of Road	Urban	53716	Excluded
Menzels Road	Bellbrae	001 - Seifferts Rd To End	Rural	27660	Excluded
Messmate Road	Torquay	002 - Surf Coast Hwy to Surf Coast Shire Depot	Urban	29585	20
Meyler Lane	Winchelsea	001 - Laneway off Hesse St to 19-29 Main St	Urban	29478	Excluded
Millards Road	Deans Marsh	001 - Winchelsea Deans Marsh Rd To End	Rural	27671	Excluded
Milner Avenue	Anglesea	001 - Parker St To End	Urban	27675	Excluded
Minifie Avenue	Anglesea	001 - Gt Ocean Rd To Murray St	Urban	27679	Excluded
Minter Drive	Bellbrae	001.1 - Gt Ocean Rd To Ch 1200m	Rural	53605	Excluded
Minter Drive	Bellbrae	001.2 - From Ch 1200m To ElkingTon Rd	Rural	53606	Excluded
Minya Lane	Connewarre	001 - Blackgate Rd To Fisher Rd	Rural	27683	Excluded
Mirnee School Road	Winchelsea	001.1 - Cressy Rd (From Ch 0m) To Ch 1000m	Rural	53607	Excluded
Mirnee School Road	Winchelsea	001.2 - From Ch 1000m To Ch 2000m	Rural	53608	Excluded

AECOM

Unsealed Road and Street Network Strategy

A-15

Road name	Location	Segment	Road type	Asset ID	MCA score
Mirnee School Road	Winchelsea	001.3 - From Ch 2000m To Ondit Rd	Rural	53609	Excluded
Monohans Road	Gnarwarre	001.2 - Barrabool Rd To Reads Rd	Rural	53611	15
Monohans Road	Gnarwarre	001.3 - Reads Rd (From Ch 1655m) To Ch 2900m	Rural	53612	12
Moores Road	Bellbrae	001 - East end To Anglesea Rd	Rural	27691	Excluded
Moores Road	Bellbrae	004 - Anglesea Rd To West end	Rural	28372	Excluded
Morgans Road	Winchelsea South	001 - Centre Rd To End	Rural	27697	Excluded
Mountjoy Parade Service Road	Lorne	001 - Unsealed section outside Grand Pacific Hotel	Urban	29248	12
Mousley Road	Winchelsea	003 - Alsop Dr To Princes Hwy	Urban	28702	Excluded
Mousley Road	Winchelsea	005 - Alsop Dr To Princes Hwy	Urban	28703	Excluded
Mt Pollock Road	Buckley	001 - Gnarwarre Rd To Princes Hwy	Rural	27707	Excluded
Mt Pollock Road	Buckley	003 - From Ch 1107m To Ch 2300m	Rural	53723	Excluded
Mt Pollock Road	Buckley	004 - From Ch 2300m To Ch 3400m	Rural	53724	Excluded
Mt Pollock Road	Buckley	005 - From Ch 3400m To Ch 4600m	Rural	53725	Excluded
Mt Pollock Road	Buckley	006 - From Ch 4600m To Ch 5600m	Rural	53726	Excluded
Mt Pollock Road	Buckley	007 - From Ch 5600m To Princes Hwy	Rural	53727	Excluded
Mt Pollock Road	Buckley	008 - Princes Hwy (From Ch 6540m) To Ch 7400m	Rural	53728	Excluded
Mt Pollock Road	Buckley	009 - From Ch 7400m To Buckley School Rd	Rural	53729	Excluded
Mt Pollock Road	Buckley	011 - Buckley School Rd To Underwoods La	Rural	53731	Excluded
Mt Pollock Road	Buckley	012 - Underwoods La To End of Road	Rural	53732	Excluded
Murrengurk Road	Buckley	001 - Princes Hwy To End	Rural	27730	Excluded
Myrtle Lane	Fairhaven	001 - Access laneway to Lialeeta Rd	Urban	29470	Excluded
Nancy Street	Aireys Inlet	001 - Hopkins St To End	Urban	27732	Excluded
Neilson Street	Winchelsea	001 - Barkley/Austin Sts To Bend	Urban	27736	Excluded
Nobles Road	Modewarre	004 - Larcombes Road To Tanners Rd	Rural	27756	12
Nobles Road	Modewarre	006 - Larcombes Road To Tanners Rd	Rural	27757	15
Nobles Road	Gnarwarre	002 - Volumes Rd To House #190	Rural	28458	Excluded
Noel Road	Moggs Creek	001 - Great Ocean Rd to Robyn Rd	Urban	29184	Excluded
Noel Road	Moggs Creek	002 - Robyn Rd to Boyd Ave	Urban	29185	Excluded

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Unsealed Road and Street Network Strategy

A-16

Road name	Location	Segment	Road type	Asset ID	MCA score
Noels Lane	Gherang	001 - Prices Rd To End	Rural	27759	Excluded
Nortons Road	Bellbrae	001.1 - Brushfields Rd (From Ch 0m) To Ch 1100m	Rural	53613	16
Nortons Road	Bellbrae	001.2 - From Ch 1100m To Vickerys Rd	Rural	53614	13
Nortons Road	Bellbrae	002.1 - Vickerys Rd (From Ch 2230m) To Ch 3200m	Rural	53615	Excluded
Nortons Road	Bellbrae	002.2 - From Ch 3200m To Charas Rd	Rural	53616	Excluded
Nortons Road	Bellbrae	003.1 - Charos Rd (From Ch 4045m) To Ch 5100m	Rural	53617	Excluded
Nortons Road	Bellbrae	003.2 - From Ch 5100m To Flaxbournes Rd	Rural	53618	Excluded
Nortons Road	Bellbrae	004.1 - Flaxbournes Rd (From Ch 6450m) To Ch 7400m	Rural	53619	Excluded
Nortons Road	Bellbrae	004.2 - From Ch 7400m To Start of Seal	Rural	53620	Excluded
O'Donnell Lane	Torquay	004 - Rocklea Drive to end; rear of corner shops	Urban	29091	Excluded
Old Coach Road	Moggs Creek	002 - Old Neuk Rd To Boyd Ave	Urban	27784	Excluded
Old Coach Road	Moggs Creeks	003 - Boyd Ave To Gentle Annie Track	Rural	27785	Excluded
Old Coach Road	Moggs Creeks	004 - Gentle Annie Track To Bimbadeen Dr	Rural	28411	Excluded
Old Coach Road	Moggs Creeks	005 - Bimbadeen Dr To Bambra Rd	Rural	28412	Excluded
Old Coach Road Service Road	Moggs Creek	001 - Old Coach Road	Urban	28938	Excluded
Old Lorne Road	Deans Marsh	001 - DeansMarsh/Lorne To Deans Marsh Lorne Rd	Rural	27787	Excluded
Olney Street	Winchelsea	001 - Princes Hwy To End	Urban	27791	16
Orchards Road	Winchelsea	001 - Barwon Tce To Dicksons Rd	Rural	27801	Excluded
Otway Street	Lorne	001 - Access road to car park on Riverbank	Urban	29364	6
Paddys Swamp Road	Bambra	001 - Coalmine Rd To north of Telegraph Road	Rural	27815	Excluded
Palmer Street	Winchelsea	001 - Main St To End	Urban	27819	Excluded
Panmure Street	Modewarre	001 - Lyons St To Cambridge St	Rural	27823	Excluded
Parish Court	Bambra	001 - Winchelsea-Deans Marsh Road to End	Rural	29044	Excluded
Parishes Lane	Winchelsea	001 - Mathisons Rd To Cape Otway Rd	Rural	27832	Excluded
Parishes Lane	Winchelsea	002 - Mathisons Rd To Cape Otway Rd	Rural	28704	Excluded
Parkers Road	Deans Marsh	001.1 - Bambra Cemetery Rd To Property No 130	Rural	53628	Excluded
Parkers Road	Deans Marsh	001.2 - Property No 130 To Splatts Rd	Rural	53629	Excluded
Parkers Road	Deans Marsh	002.1 - Splatts Rd (From Ch 2660m) To Ch 3700m	Rural	53630	Excluded

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Unsealed Road and Street Network Strategy

A-17

Road name	Location	Segment	Road type	Asset ID	MCA score
Parkers Road	Deans Marsh	002.2 - From Ch 3700m To Ch 4700m	Rural	53631	Excluded
Parkers Road	Deans Marsh	002.3 - From Ch 4700m To Bambra Cemetery Rd	Rural	53632	Excluded
Parkside Crescent	Torquay	002 - Darian Road To Fischer St	Urban	28380	Excluded
Paton Street	Anglesea	001 - Gt Ocean Rd To Elizabeth St	Urban	27849	Excluded
Pearse Road	Aireys Inlet	003 - Property No 36 to McConachy Road	Rural	56642	Excluded
Peels Road	Inverleigh	001.1 - From Ch 45m To Ch 1000m	Rural	53633	Excluded
Peels Road	Inverleigh	001.2 - From Ch 1000m To Ch 2000m	Rural	53634	Excluded
Peels Road	Inverleigh	002.1 - From Ch 2000m To Ch 3000m	Rural	53635	Excluded
Peels Road	Inverleigh	002.2 - From Ch 3000m To Ch 4000m	Rural	53636	Excluded
Peels Road	Inverleigh	003.1 - From Ch 4000m To Ch 5000m	Rural	53637	Excluded
Peels Road	Inverleigh	003.2 - From Ch 5000m To Inverleigh Rd	Rural	53638	Excluded
Pennyroyal School Road	Pennyroyal	001 - Pennyroyal/Wymbooliel Rd To End	Rural	27865	Excluded
Pennyroyal Station Road	Pennyroyal	001 - Deans Marsh/Lorne Rd To Pennyroyal Valley Rd	Rural	27867	30
Pennyroyal Station Road	Pennyroyal	006 - Pennyroyal Valley Rd To Bushs Ln	Rural	27871	18
Pennyroyal Station Road	Pennyroyal	003 - Deans Marsh/Lorne Rd To Pennyroyal Valley Rd	Rural	28365	24
Pennyroyal Station Road	Pennyroyal	008 - Deans Marsh Lorne Rd to Old Lorne Rd South	Rural	29074	15
Pennyroyal Valley Road	Deans Marsh	002 - End of Seal to Sealed Section at No 115	Rural	27875	18
Pennyroyal Valley Road	Deans Marsh	004.1 - End of Seal to Seal South of Babenarek Tk	Rural	53738	18
Pennyroyal Valley Road	Deans Marsh	007 - End of Seal to House No 485	Rural	53740	22
Pennyroyal Valley Road	Deans Marsh	008 - End of Seal to Bridge	Rural	53741	21
Pennyroyal Valley Road	Deans Marsh	009 - Bridge to Ch 7530m (House No 760)	Rural	53742	18
Pennyroyal Valley Road	Deans Marsh	004.3 - End of Seal to Seal at Pennyroyal Stn Rd	Rural	59471	21
Pennyroyal-Wymbooliel Road	Pennyroyal	001.1 - Pennyroyal ST Rd To Pennyroyal School Rd	Rural	53639	Excluded
Pennyroyal-Wymbooliel Road	Pennyroyal	001.2 - Pennyroyal School Rd To Ch 2300m	Rural	53640	Excluded
Pennyroyal-Wymbooliel Road	Pennyroyal	002.1 - From Ch 2300m To Ch 3400m	Rural	53641	Excluded
Pennyroyal-Wymbooliel Road	Pennyroyal	002.2 - From Ch 3400m To State Forest	Rural	53642	Excluded
Peregrine Close	Bellbrae	001 - Jarosite Rd To End	Rural	27887	Excluded
Peter Avenue	Anglesea	002 - Mcmillan St To Parker St	Urban	27892	Excluded

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Unsealed Road and Street Network Strategy

A-18

Road name	Location	Segment	Road type	Asset ID	MCA score
Pettavel Road	Mount Moriac	002 - Reservoir Rd To Mt Duneed Rd	Rural	27897	Excluded
Pettavel Road	Freshwater Creek	003 - Mt Duneed Rd To Dickins Rd	Rural	27898	Excluded
Pettavel Road	Freshwater Creek	005 - Dickens To Blackgate Rd	Rural	27900	15
Pettavel Road	Freshwater Creek	006 - Blackgate Rd To Loutitt Bay Rd	Rural	27901	15
Pettavel Road	Freshwater Creek	005.3 - End of Seal To Blackgate Road	Rural	65632	15
Philip Street	Aireys Inlet	001 - Eagle Rock Pde To Gt Ocean Rd	Urban	27903	Excluded
Philip Street	Aireys Inlet	002 - Gt Ocean Rd To Bambra Rd	Urban	27904	Excluded
Phillips Lane	Winchelsea	001 - Shelford Rd To End	Rural	27906	Excluded
Pinewood Road	Gherang	001 - Thielemanns Rd To End	Rural	27910	Excluded
Point Impossible Road	Breamlea	001 - Blackgate Rd To Carpark Entrance	Rural	27915	12
Polleys Road	Barrabool	001 - Devon Rd To Ballanclae Rd	Rural	27917	Excluded
Polwarth Road	Lorne	001 - Erskine River To Richardson Blvd	Urban	28732	Excluded
Portreath Road	Bellbrae	003 - Eagle Point Road Flaxbournes Rd	Rural	27931	Excluded
Portreath Road	Bellbrae	004 - Eagle Point Road Flaxbournes Rd	Rural	27932	Excluded
Portreath Road	Bellbrae	005 - Flaxbournes Rd To Forest Rd	Rural	27933	12
Prices Lane	Winchelsea	001.1 - Cressy Rd (From Ch 0m) To Ch 1400m	Rural	53645	Excluded
Prices Lane	Winchelsea	001.2 - From Ch 1400m To Kellys Rd	Rural	53646	Excluded
Prices Lane	Winchelsea	002.1 - Kellys Rd (From Ch 2790m) To Ch 3900m	Rural	53647	Excluded
Prices Lane	Winchelsea	002.2 - From Ch 3900m To Ch 5200m	Rural	53648	Excluded
Prices Lane	Winchelsea	002.3 - From Ch 5200m To Ondit Rd West	Rural	53649	Excluded
Prices Lane	Winchelsea	002.4 - Ondit Rd West Rt To Ondit Rd West Lt	Rural	53650	Excluded
Prices Road	Gherang	002.1 - Gherang Rd to Seal at Noels Rd	Rural	27945	12
Prices Road	Gherang	002.3 - End of Seal at Noels Rd to Wormbete Stn Rd	Rural	59469	12
Raglan Street	Modewarre	001 - Cape Otway Rd To Russell St	Rural	27956	Excluded
Raglan Street	Modewarre	002 - Russell St to Property No25	Rural	29404	Excluded
Railway Terrace	Deans Marsh	001.2 - End Seal to End (Gateway)	Urban	27958	Excluded
Ramsay Street	Anglesea	001 - Purnell Tce To End	Urban	27960	Excluded
Randles Road	Connewarre	002 - end of seal to end	Rural	29367	10

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Unsealed Road and Street Network Strategy

A-19

Road name	Location	Segment	Road type	Asset ID	MCA score
Reads Road	Gnarwarre	001 - Monahans Rd To Barrabool Rd	Rural	27964	18
Reserve Road	Aireys Inlet	001 - Inlet Cres To End	Urban	27970	15
Retreat Road	Boonah	001 - Bambra/Boonah Rd To Bambra/Aireys In Rd	Rural	28714	Excluded
Reynolds Street	Winchelsea	001 - Harding St to End	Urban	27978	Excluded
Richert Court	Winchelsea	001 - Lauders Ln To End	Urban	27983	Excluded
Richmonds Lane	Winchelsea	002 - Lauders Ln To Barwon River	Urban	27986	Excluded
River Reserve Road	Aireys Inlet	001 - River Rd To End	Urban	28593	Excluded
River Road	Aireys Inlet	001 - Bambra Rd To Bambra Rd	Urban	27997	Excluded
River Road	Aireys Inlet	002 - Bambra Rd to Property No 2	Urban	29369	Excluded
Roadknight Street	Aireys Inlet	001 - Aireys St To Eagle Rock Pde	Urban	28006	Excluded
Roadknight Street	Lorne	001 - Charles St To Lorne Ave	Urban	28007	Excluded
Robertson Road	Winchelsea	001 - Princes Hwy To End	Rural	28009	Excluded
Robyn Road	Moggs Creek	002 - Nr Southerland Rd To End	Urban	28011	15
Rochforts Road	Gherang	002 - Gherang Rd to start of seal at bend	Rural	29338	9
Rochforts Road	Gherang	004 - Thielmanns Rd to start of seal at bend	Rural	29340	13
Romaro Street	Lorne	001 - Smithers St To Dorman St	Urban	28015	Excluded
Rooke Street	Lorne	001 - Smithers St To Romaro St	Urban	28019	19
Rowan Lane	Winchelsea	001.2 End of Concrete to End	Urban	65664	Excluded
Russell Street	Modewarre	001 - Lyons St To End	Rural	28029	15
Sabine Street	Lorne	002 - Fron Allen St to Smithers St	Urban	29100	Excluded
Sanctuary Road	Aireys Inlet	001 - Inlet Cres To End	Urban	28713	Excluded
Scott Street	Anglesea	001 - Purnell St To End	Urban	28049	Excluded
Seaches Outlet	Winchelsea South	001 - Winchelsea/Deans Marsh Rd To End	Rural	28053	Excluded
Seascape Court	Lorne	001 - Erskine Falls Rd To End	Rural	28055	Excluded
Seaview Road	Bambra	001 - Bambra Boonah Rd To Deans Marsh Lorne Rd	Rural	28615	Excluded
Seifferts Road	Bellbrae	001 - School Rd To intersection at Anglesea Rd	Rural	28059	Excluded
Seifferts Road	Bellbrae	002 - end of intersection seal to west end	Rural	28060	Excluded
Seventh Avenue	Anglesea	001 - Melba Pd To Third Ave	Urban	28062	Excluded

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Unsealed Road and Street Network Strategy

A-20

Road name	Location	Segment	Road type	Asset ID	MCA score
Shelford Road	Winchelsea	002 - Phillips Ln To Culvert	Rural	53743	22
Shelford Road	Winchelsea	003 - Culvert To Ch 4400m	Rural	53744	13
Shelford Road	Winchelsea	004 - Ch 4400m To Block Lane	Rural	53745	13
Shelford Road	Winchelsea	005 - Block Lane (Ch 5440m To Ch 6550m)	Rural	53746	13
Shelford Road	Winchelsea	006 - Bend Left (Ch 6550m To Ch 7850m)	Rural	53747	16
Shelford Road	Winchelsea	007 - Ch 7850m To Ch 9000m	Rural	53748	Excluded
Shelford Road	Winchelsea	008 - Ch 9000m To Witcombes Road	Rural	53749	Excluded
Shelford Road	Winchelsea	009 - Witcombes Rd To Barwon Park Rd - 35 m	Rural	53750	Excluded
Simmonds Road	Mount Moriac	001 - Princes Hwy To End	Rural	28112	Excluded
Sincocks Road	Deans Marsh	001 - Deans Marsh/Lorne Rd To End	Rural	28088	Excluded
Smith Street	Lorne	001 - Grove Rd To Grove Road	Urban	28592	Excluded
Smithers Street	Lorne	001 - Allen St To Neade Street	Urban	28107	Excluded
Smiths Lane	Deans Marsh	001 - Bambra Cemetery Rd To End	Rural	28110	Excluded
Sparrow Avenue	Anglesea	002 - Property 64 McMillan Street to Harvey St	Urban	28119	16
Spence Avenue	Aireys Inlet	001 - Katalin Road To End	Rural	28122	Excluded
Splatts Road	Deans Marsh	001 - Parkers Rd To End	Rural	28124	Excluded
Staughton Avenue	Lorne	002 - Minapre Street To Waverly Av	Urban	28134	Excluded
Stephen Avenue	Moggs Creek	001 - Old Coach Ave To Boyd Ave	Urban	28136	Excluded
Stephenson Road	Winchelsea	001 - Mathisons Rd To Mawsons Ln	Rural	28138	Excluded
Stephenson Road	Winchelsea	002 - Mawsons Ln To Dicksons Rd	Rural	28139	Excluded
Stephenson Street	Winchelsea	001 - Witcombe St To Jackson St	Urban	28142	Excluded
Stirling Street	Lorne	002 - Smithers Street To Deans Marsh/Lorne Rd	Urban	28589	Excluded
Sussex Street	Winchelsea	001 - Neilson Street to Cooper Street	Urban	27320	Excluded
Sussex Street	Winchelsea	002 - Cooper Street to end	Urban	27321	Excluded
Sutherland Court	Moggs Creek	001 - Robyn Road To End	Urban	28117	Excluded
Swabys Lane	Buckley	001.1 - Mathisons Rd (From Ch 0m) To Ch 1200m	Rural	53653	Excluded
Swabys Lane	Buckley	001.2 - From Ch 1200m To Marshmans Rd	Rural	53654	Excluded
Swabys Lane	Buckley	002.1 - Marshmans Rd (From Ch 2400m) To Ch 3400m	Rural	53655	Excluded

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Unsealed Road and Street Network Strategy

A-21

Road name	Location	Segment	Road type	Asset ID	MCA score
Swabys Lane	Buckley	002.2 - From Ch 3400m To Ch 4400m	Rural	53656	Excluded
Swabys Lane	Buckley	002.3 - From Ch 4400m To Start of Seal	Rural	53657	Excluded
Swayns Lane	Deans Marsh	001 - Bambra Cemetery Rd To End	Rural	28168	Excluded
Tanners Road	Gherang	005 - House 35 To Wormbete Station Rd	Rural	29177	Excluded
Tanners Road	Gherang	001.2 - End of Seal To Nobles Rd Slip Lane	Rural	53660	15
Tanners Road	Gherang	001.3 - Nobles Rd Slip Lane To Nobles Rd	Rural	53661	21
Taylor's Road	Modewarre	001.2 - Cape Otway Rd To Ch 1200m	Rural	53671	Excluded
Taylor's Road	Modewarre	001.3 - From Ch 1200m To Start of Seal	Rural	53672	Excluded
Tenth Avenue	Anglesea	001 - Melba Pde To Eighth Ave	Urban	28180	Excluded
Tenth Avenue	Anglesea	002 - Eighth Ave To Seventh Ave	Urban	28181	19
Tenth Avenue	Anglesea	003 - Seventh Ave To Gt Ocean Rd	Urban	28182	17
The Esplanade	Torquay	017 - 61m End of Seal	Urban	28864	Excluded
Thielemanns Road	Gherang	002.1 - End of Seal To Pinewood Rd	Rural	53752	15
Thielemanns Road	Gherang	002.2 - Pinewood Rd To Dangers Rd	Rural	53753	15
Thielemanns Road	Gherang	005 - Dangers Rd To Lakeside Dr	Rural	53754	Excluded
Thielemanns Road	Gherang	006 - Lakeside Dr To End	Rural	53755	Excluded
Third Avenue	Anglesea	001 - ODonohue Rd To Fifth Ave	Urban	28200	19
Third Avenue	Anglesea	002 - Fifth Avenue To Gt Ocean Rd	Urban	28202	15
Thomas Road	Inverleigh	001.1 - Gnarwarre Rd (From Ch 0m) To Ch 1000m	Rural	53673	Excluded
Thomas Road	Inverleigh	001.2 - From Ch 1000m To Ch 2000m	Rural	53674	Excluded
Thomas Road	Inverleigh	002.1 - From Ch 2000m To Gate	Rural	53675	Excluded
Thomas Road	Inverleigh	002.2 - Gate to Seal	Rural	53676	Excluded
Thompsons Road	Gherang	001 - Dangers Rd To End	Rural	28208	Excluded
Toadhall Lane	Jan Juc	001 - Bells Blvd To End	Urban	28214	Excluded
Tonge Street	Anglesea	002 - 4A Tonge St to intersection at Parker St	Urban	29190	Excluded
Twelfth Avenue	Anglesea	001 - Eleventh Ave To Melba Pde	Urban	28235	Excluded
Underwoods Lane	Buckley	001 - Mt Pollock Rd To End	Rural	28237	Excluded
Underwoods Lane	Buckley	002 - Wainwrights Ln To End	Rural	28609	Excluded

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Unsealed Road and Street Network Strategy

A-22

Road name	Location	Segment	Road type	Asset ID	MCA score
Vic Tantau Walk	Torquay	001 - Wadawurrung to Edge of Concrete	Urban	29565	Excluded
Vic Tantau Walk	Torquay	003 - Gravel Section at End of Ceremonial Dr	Urban	29567	Excluded
View Road	Eastern View	001.2 - From Ch 86m To End (Ch 170m)	Rural	53810	Excluded
Wainewrights Lane	Winchelsea	002 - Buckley School Rd To Underwoods Lane	Rural	28256	Excluded
Wainewrights Lane	Winchelsea	003.1 - Underwoods Ln (From Ch 1785m) To Ch 2800m	Rural	53677	Excluded
Wainewrights Lane	Winchelsea	003.2 - From Ch 2800m To Aitkins Rd	Rural	53678	Excluded
Walter Road	Barrabool	001 - Merrawarp Rd To End	Rural	28266	Excluded
Waltons Road	Modewarre	001 - Princes Hwy To End (South)	Rural	28268	Excluded
Waverley Avenue	Lorne	002 - Staughton Av To End	Urban	28277	Excluded
Webb Street	Anglesea	001 - Gt Ocean Rd To Elizabeth St	Urban	28279	Excluded
Wells Street	Winchelsea	001 - Austin St To Witcombe St	Urban	28284	Excluded
Wensleydale Station Road	Wensleydale	005 - End of seal to Gum Flats Rd	Rural	29353	21
West's Road	Winchelsea South	001 - Centre Rd To Clark Rd	Rural	28293	Excluded
Wilkins Street	Anglesea	002 - Camp Rd To Bingleigh Pde	Urban	28298	Excluded
Williams Road	Mount Duneed	001 - Mt Duneed Rd To Dickins Rd	Rural	28304	Excluded
Williams Road	Mount Duneed	002 - Dickins Rd To End	Rural	28305	Excluded
Willis Street	Winchelsea	009 - Olney St To Creek (Hse No 87) - Service Rd	Urban	28611	Excluded
Willis Street	Winchelsea	010 - Willis St To Creek (Hse No 89) - Service Rd	Urban	28612	Excluded
Willowite Road	Freshwater Creek	002 - Mt Duneed Rd To Dickens Rd	Rural	28307	Excluded
Willowite Road	Freshwater Creek	003.1 - Dickens Rd To Floodway	Rural	53758	Excluded
Willowite Road	Freshwater Creek	003.2 - Floodway To Blackgate Rd	Rural	53759	Excluded
Willowite Road	Freshwater Creek	005 - Grassdale Rd To Culvert	Rural	53760	Excluded
Willowite Road	Freshwater Creek	006 - Culvert To Hendy Main Rd	Rural	53761	Excluded
Winklers Lane	Connewarre	001 - Lower Duneed Rd To Danns Rd	Rural	28319	Excluded
Witcombe Street	Winchelsea	003 - Collins St To Mc Conachy St	Urban	28323	Excluded
Wood Road	Bellbrae	001 - School Rd To End	Rural	28325	17
Woodacres Road	Bellbrae	002 - Gundrys Rd To End	Rural	28327	Excluded
Wormbete Station Road	Wurdi Boluc	001 - Wurdale Rd To Centre Rd	Rural	28331	21

AECOM

Unsealed Road and Street Network Strategy

A-23

Road name	Location	Segment	Road type	Asset ID	MCA score
Wormbete Station Road	Wurdi Boluc	003 - Centre Rd To Wensleydale Sta Rd	Rural	53762	24
Wormbete Station Road	Wurdi Boluc	004 - Wensleydale Sta Rd To Knights Track	Rural	53763	15
Wormbete Station Road	Wurdi Boluc	005 - Knights Track To Prices Rd	Rural	53764	21
Wormbete Station Road	Wurdi Boluc	006 - Prices Rd To Gherang Rd	Rural	53765	12
Wormbete Station Road	Wurdi Boluc	007 - Gherang Rd (From Ch 6127m) To Ch 7012m	Rural	53766	Excluded
Wormbete Station Road	Wurdi Boluc	008 - From Ch 7012m To Ch 7862m	Rural	53767	Excluded
Wormbete Station Road	Wurdi Boluc	009 - From Ch 7862m To Dangers Rd	Rural	53768	Excluded
Wormbete Station Road	Wurdi Boluc	010 - Dangers Rd To House 955	Rural	53769	Excluded
Wright Street	Aireys Inlet	001 - Hopkins St To End	Urban	28341	Excluded
Wurdale Road	Winchelsea South	002.1 - Wormbete Stn Rd + 108 m To Major Culvert	Rural	53681	Excluded
Wurdale Road	Winchelsea South	002.2 - Major Culvert (From Ch 3350m) To Ch 4250m	Rural	53682	Excluded
Wurdale Road	Winchelsea South	002.3 - From Ch 4250m To Ch 5300m	Rural	53683	Excluded
Wurdale Road	Winchelsea South	002.4 - From Ch 5300m To Coalmine Rd	Rural	53684	Excluded
Yandina Road	Freshwater Creek	001 - Anglesea Rd To End	Rural	28348	Excluded

4.5 Draft Unsealed Road and Street Network Strategy

APPENDIX 2 UNSEALED ROADS NETWORK COMMUNICATIONS PLAN

Communications Plan

Unsealed road and street management strategy

<p>Aims:</p> <ul style="list-style-type: none"> • To explain how Council manages its unsealed road and street network • To explain how future works will be prioritised and funded • To seek feedback about proposed process and principles. <p>Background:</p> <ul style="list-style-type: none"> • Surf Coast Shire has 500km of unsealed roads and streets. • Council spends more than \$2 million annually to maintain the unsealed road network. • Service standards are in place to guide the maintenance of the network. • Respondents to the annual Customer Satisfaction Survey consistently rate unsealed road maintenance as a high priority and rate the quality as one of council's worst services. <p>Key Messages:</p> <ul style="list-style-type: none"> • Approximately half of Council's 1,000km road network comprises unsealed roads and streets • Council spends approximately \$2 million per year on maintenance of unsealed roads • A draft unsealed road & street network plan aims to assist in prioritising formal road & street construction works • A draft funding strategy will inform Council in determining how projects are funded.

Audience	Activity	Status	Timing	Owner	Cost
Road users, residents	Mayors Column	High level message and promoting web link for more information	December	Richard	Nil
Shire Community	Web page	Web page summarising : <ul style="list-style-type: none"> • the draft plan principles and criteria for prioritising works • the funding approach/options • the revised Special Charge Scheme Policy 	December	Richard / Darryn	Nil
Community groups who are known to be interested in road management	Letter to AIDA, Growing Winchelsea	Write letter offering opportunity to discuss and inviting comment	December	Peter McLean	Nil

4.5 Draft Unsealed Road and Street Network Strategy

APPENDIX 3 UNSEALED ROADS NETWORK FUNDING STRATEGY

Surf Coast Shire Unsealed Road Network Funding Strategy November 2017

BACKGROUND / CONTEXT

Council is responsible for approximately 574 kilometres of unsealed road network. The network includes both urban and rural segments and provides for a range of uses, including access to residential properties, commuting between key townships, haulage routes for industrial and agricultural supply chains and access for emergencies and disasters.

Under existing arrangements, this network is managed by Council and funded via the civil works operations budget. In recent years permanent upgrades to the network have been funded through the Infrastructure Special Rate or Special Charge Scheme policy. Under this policy, equitable financial contributions are sought from property owners who will derive access or amenity benefits from the upgrade. The use of this process has been an important element of supporting Council capital expenditure over many years.

The objective of this unsealed road network strategy is the development of a tool which can be used to help prioritise when, why, how and in what form, an upgrade to the unsealed road network is appropriate, based on an objective, evidence based approach.

This funding strategy has been specifically written to outline the principles Council will follow in order to meet these objectives.

PURPOSE

This funding strategy attempts to outline Council's Strategic Financial principles around unsealed road upgrade funding.

COUNCIL'S UNSEALED ROAD ASSET

Council has recurrent expenditure budgets for the existing local road network (operations and maintenance) is presented in the following table:

Location	Surface	Length (km)	Recurrent expenditure	Asset Value
Urban	Sealed	248	\$786,000	\$72 m
	Unsealed	44	\$215,000	\$1 m
Rural	Sealed	327	\$845,000	\$79 m
	Unsealed	457	\$979,000	\$13 m
Total		1,076	\$2,825,000	\$165 m

Notes: Recurrent Expenditure figures represent adopted budget 2016/17.
Replacement Value figures represent replacement value at start of 2016/17.
The above table does not reflect any capital investment.

PRINCIPLES AROUND DECISION MAKING

There is a need to differentiate between funding of unsealed roads in urban and rural areas. Differentiation is important due to a number of considerations including:

- The drivers for upgrade are generally different (eg. amenity considerations such as dust are often higher in urban areas and frontages are different between urban and rural areas)
- The role and function of these roads within the overall network can differ in these areas
- The expectation of service standards can vary
- Funding contributors will differ (eg. in urban areas landowners/beneficiaries are more likely to contribute through a Special Charge Scheme whereas in rural areas it is more feasible to attract external grants).

FUNDING PRINCIPLES

There are a number of basic principles around funding upgrades to the unsealed road network:

1. Where the road upgrade is providing a direct benefit to the abutting property owners from the viewpoint of either improved access or amenity, then the principles of the special charge scheme SCS-009 apply and the funding of this will come through a combination of contribution direct from the property owners and Councils contribution through EBIDTA for the assessed community benefit. This is the case for the majority of unsealed urban roads.
2. Where the road upgrade is just providing community benefit for either safety, strategic routes or maintenance considerations, then the funding will come through external funding sources including:
 - Roads to Recovery allocation,
 - Road Safety funding
 - Specific project funding.

Council may also consider an annual allocation from the Gherang Gravel Pits reserve only once the reserve rehabilitation commitments have been met. This funding is for the majority of unsealed rural roads.

3. Developer funding will be used in areas where road upgrades are necessary due to the land development.

4.6 Design of Forest and Grays Roads, Paraparap

Author's Title: Manager Engineering Services

General Manager: Anne Howard

Department: Engineering Services

File No: F16/1759

Division: Governance & Infrastructure

Trim No: IC17/1280

Appendix:

Nil

Officer Direct or Indirect Conflict of Interest:

Status:

In accordance with Local Government Act 1989 –
Section 80C:

Information classified confidential in accordance with
Local Government Act 1989 – Section 77(2)(c):

Yes

No

Yes

No

Reason: Nil

Reason: Nil

Purpose

The purpose of this report is to advise of completion of the design and community consultation processes for strengthening and widening of 3.5 kilometres of Forest and Grays Roads between Gravel Pits Road and Flaxbournes Road, Paraparap and to seek formal endorsement of the road design plans as a policy decision under Section 39 of the Road Management Act.

Summary

Design plans have been prepared for this \$2.14 million project in consultation with the neighbouring property owners and the Geelong and Surf Coast Cycling Club. Both roads are heavily vegetated and highly valued by neighbouring residents requiring Council to balance environmental and social values with road design standards, associated safety and available funding. Officers have prepared plans providing for two central 3.3m wide carriageways flanked by 0.8m wide sealed shoulders and roadside drains that will fit within the footprint of the existing formation and is not expected to require removal of any native trees.

Standard 'clear zones of 5.5m width either side of the through carriageways have been reduced to 2.0m to reduce environmental impacts of which the nearest 1.5m is to be clear of all 'non-frangible' objects including trees. Neither road has any substantial trees within 1.5m of the proposed new carriageways. Guardrail is proposed in several locations in the more highly trafficked Forest Road where there are trees within the 2.0m clear zone. None is proposed in the less used Grays Road. Additionally proposed tactile edge lines and the sealed shoulders will also contribute to improved safety along these sections of road.

Extensive community consultation of the draft design plans was undertaken involving letters to the cycling club and quarry operators, distribution of flyers to the truck operators, a meeting with local residents, advertising in Surf Coast Times and on the web resulting in one submission. It sought an extension of the works to the north along Forest Road.

It is proposed that Council exercise a policy decision under Section 39 of the Road Management Act 2004 recording its decision to balance the social, environmental, road design standards and financial constraints affecting this project and recording its adoption of the plans as that decision. A policy decision taken under the Act affords Council a degree of protection through satisfying the statutory duty and any common law duty of a road authority in relation to its road design and construction responsibilities associated with this project. This is particularly important where it has been necessary to exercise judgement in balancing these competing constraints.

Recommendation

That Council:

1. Endorse the design plans titled "Forest and Grays Road Upgrade Works - Drawing No 17007 P7 Sheets 1 to 16" providing for strengthening and widening of Grays and Forest Roads between Gravel Pits Road and Flaxbournes Road, Paraparap as a policy decision under Section 39 of the Road Management Act 2004 that it considers provides the best balance between the environmental, social, road design standards and financial constraints affecting this project.
2. Note that these works will provide for a very significant improvement in road safety as compared to the existing standard and condition of these sections of road.

4.6 Design of Forest and Grays Roads, Paraparap

Council Resolution

MOVED Cr Carol McGregor, Seconded Cr Heather Wellington

That Council:

1. Endorse the design plans titled "Forest and Grays Road Upgrade Works - Drawing No 17007 P7 Sheets 1 to 16" providing for strengthening and widening of Grays and Forest Roads between Gravel Pits Road and Flaxbournes Road, Paraparap as a policy decision under Section 39 of the Road Management Act 2004 that it considers provides the best balance between the environmental, social, road design standards and financial constraints affecting this project.
2. Note that these works will provide for a very significant improvement in road safety as compared to the existing standard and condition of these sections of road.

CARRIED 8:0

4.6 Design of Forest and Grays Roads, Paraparap

Report

Background

Council was allocated \$1.07M under the Federal Government's Heavy Vehicle Safety and Productivity Program toward the estimated \$2.14M cost of widening and strengthening this 3.5 kilometre section of road. Grant conditions require the works to be completed by the 30 April 2018.

The roads are designated as "Agricultural and Industrial Traffic Routes" and as "Principle Bicycle Network Routes" under Council's formally adopted "Road Network Management Plan 2015". Consistent with that they are classified as "Secondary Collector Roads" in Council's road hierarchy (highest classification) and are routes approved for B Double use. These roads also provide access to adjoining rural / rural residential properties. Up to 50% of vehicular traffic is trucks including B Doubles accessing the gravel pits and the roads are also well used by cycling groups. The road reserve is heavily treed and highly valued by the people of the area.

Neighbouring landowners expressed concern at the potential impact of the proposed works on the roadside vegetation and the works' potential to increase vehicle speeds, increase heavy vehicle volumes and reduce road safety. Design of the works has proceeded in close consultation with neighbouring landowners and the local cycling club and is now complete.

Discussion

Design Standards: The design required compromise between engineering standards and preservation of environmental values. The existing road has a 5.6m seal with 1.0 - 1.5m wide gravel shoulders. In the absence of environmental constraints it would be reconstructed with a 7.0m sealed pavement with 1.0m wide sealed shoulders and a 5.5m wide obstacle free 'clear zone' on either side of the 7.0m sealed pavement. This would require removal of virtually all trees within the road reserves which conflicts with community and environmental values and is well beyond available funding.

Consequently and with guidance from a road safety audit, the design width was reduced to a 6.6m wide sealed pavement with 0.8m wide sealed shoulders and the clear zones to 2m. A 2m clear zone was adopted as a compromise between the environmental cost of tree removal, cost of guard railing, road safety and available budget. This is expected to result in no tree removal as a result of the works.

Tactile edge lines are also proposed to assist in compensating for the lowered design standard. Four groups of trees were found to encroach into this reduced clear zone in Forest Road and one in Grays Road. The Forest Road trees are beyond the 1.5m zone that must remain clear of all obstacles and should be protected with guardrail in view of the higher traffic volumes on Forest Road. The group in Grays Road comprises two trees bordering the 1.5m zone to be kept clear of obstructions. They are also adjacent to a culvert end wall that requires guardrail protection that will also protect them. The lower traffic volumes in Grays Road mean that guard rail is not as essential to protect obstacles beyond the 1.5m clear zone and may be omitted in view of the funding constraints.

Increasing the clear zone to more than 2.0 metres would further improve road safety but greatly increase the length of guardrail and associated cost of the works. Additional guardrail would also limit the ability of road users to get clear of the road in an emergency.

The proposed construction standard will improve safety of this road as compared to existing conditions by:

- Widening and reducing the roughness of the central carriageways
- Installing a sealed shoulder which will improve the probability of the driver of an errant vehicle recovering rather than losing control
- Installing guardrail adjacent the trees closest to the central carriageway on the higher trafficked road and most likely to be struck
- Installing tactile edge lines which are a proven treatment in reducing run-off-road type accidents.

This standard will also preserve environmental values and provide for the road to be improved within the constraints of available funds thereby achieving a reasonable balance between these competing issues with which Council is required to contend.

4.6 Design of Forest and Grays Roads, Paraparap

Speed Limit: Requests were received during the design process for a reduction of the speed limit from 100 to 80km/hr along Grays Road. Grays Road was assessed against the VicRoads criteria for reduced speed limits which indicated the current 100km/hr limit to be appropriate. Nevertheless residents continue to express concern at vehicle speeds, particularly larger trucks. Recent traffic counts show most vehicles using the roads travel within the speed limit or within 5km/hr of it although this does seem fast on such a narrow rough surface and in such a confined environment. It is intended to review the limits again in consultation with residents once the road is upgraded. VicRoads controls speed limits and it is more likely to defer any requests for altered limits until the works are complete and an assessment can be made of the situation to which they would apply.

Stop Sign: Requests were also received to upgrade the existing Give way sign at the Grays Road intersection with Forest Road to a Stop sign. The intersection suffers from poor visibility due to several large trees in close proximity. It is intended to prune the lower branches that are obstructing it as part of the upgrade works and reassess the signage based on VicRoads criteria. It is important that signage reflects the situation to which it applies and that it has some correlation to driver expectations or it leads to high levels of disobedience and potential disregard for signs in situations where they are important.

Financial Implications

The project budget is \$2.14 million comprising:

- \$1.07 million Federal Government Heavy Vehicle Safety and Productivity Program Grant
- \$1.07 million Surf Coast Shire Asset Renewal Program.

Engineering estimates of the construction costs indicate the works may be completed within the available budget. However this will ultimately depend on the tenders and competitiveness of the market.

Council Plan

Theme 1 Community Wellbeing

Objective 1.3 Improve community safety

Strategy Nil

Theme 3 Balancing Growth

Objective 3.2 Ensure infrastructure is in place to support existing communities and provide for growth

Strategy Nil

Theme 4 Vibrant Economy

Objective 4.4 Support key industry sectors such as surfing, tourism, home-based, construction and rural businesses

Strategy Nil

Policy/Legal Implications

Council is advised to make a policy decision with respect to the design under Section 39 of the Road Management Act 2004 to afford itself protection under the liability protection provisions of the Act. That decision would record Council's balancing of the environmental, social, road design standards and budgetary constraints affecting this project and its policy decision to apply a lesser road design standard than the standards applying to an unconstrained situation. It should be noted that the applied standards do provide for a significant improvement in road safety over the existing situation whilst balancing the social, environmental and financial constraints associated with the project.

It is considered that in making a policy decision to endorse the design plans titled "Forest and Grays Road Upgrade Works - Drawing No 17007 P7 Sheets 1 to 16" Council will have met its statutory duty and any common law duty as a road authority in relation to its design and construction responsibilities for these sections of road in accordance with the Act. In that regard, Council's decision to endorse these plans is considered to be not 'so unreasonable that no road authority in Council's position and acting reasonably would have made that decision' and would therefore provide the protection of a policy decision under Section 39 of the Act.

Officer Direct or Indirect Interest

No officer involved in the preparation of this report has any conflicts of interest.

4.6 Design of Forest and Grays Roads, Paraparap

Risk Assessment

The cost of the works shown in the plans may exceed the Engineer's estimate and available budget. This will be assessed in detail at the tender report stage and may require further modification to the design plans.

The proposed decision to endorse the plans as a policy decision under the Road Management Act is intended to reduce the risk of litigation associated with the design standards being lesser than those that should be applied in a completely unconstrained situation. Failure to do that may increase Council liability for the works.

Social Considerations

The proposed plans have been prepared in close consultation with the local community and user groups and will provide for significant road safety improvement.

Community Engagement

The plans were developed in close consultation with local residents which included five meetings at various stages of the process. Quarry operators and the Geelong & Surf Coast Cycling Club were also consulted early in the process. The Department of Environment Land, Water and Planning and Council's Environment Department were also actively consulted resulting in a design where it is reasonably certain that no trees will require removal although some pruning will be required and neighbouring residents are reasonably satisfied.

Submissions on the final design were sought from the community via letters to the quarry operators and cycling club, flyers to the freight operators, a final meeting with the neighbouring landowners and advertisements in the Surf Coast Times. Plans and the ecologist's and arborist's reports were also displayed on the Surf Coast Conversations web site seeking comment. At the close of the submission period only one submission had been lodged and none from the groups directly engaged during the process. That submission from a frequent user sought upgrading of the section of Forest Road north of Grays Road to Larcombes Rd as it is "*degraded with severe undulation, potholes and is not wide enough for two trucks to pass*". This issue was also raised during the design process by local residents however the funds are specifically allocated to the sections of Forest and Grays Roads between Gravel Pits Road and Flaxbournes Road. This section will be considered for future funding applications.

Prior consultation with residents and the cycling club fielded requests for 'Caution Cyclists' signage, wider sealed shoulders for cyclists, gravel shoulders for horses, provision for pedestrians, removal of truck traffic, preservation of trees, reduced speed limits and installation of a stop sign in Grays Road at Forest Road reflecting the wide range of road users and concerns. The design is considered to reflect an appropriate balance between these issues.

Environmental Implications

The road reserve verges are heavily treed with many in close proximity to the carriageways. Normally trees this close to road works would be treated as lost from an environmental perspective. In this case specialist advice was sought from an arborist that included excavation of test pits adjacent a sample of trees on the edge of proposed pavement widening works to determine the extent of root damage likely to be incurred. The report concluded the proposed works should cause no further damage to the trees than already exists from previous construction works. It also noted that many were diseased and have a limited expected life span.

Additionally an ecologist was engaged to assess the likely impact of works on native fauna and flora. That report concluded there to be a very low likelihood of any adverse impacts provided recommended construction practices are employed including clear delineation of 'no-go' zones.

It is therefore concluded the works will have minimal additional impact on the environment.

Communication

The design component of this project underwent a significant communication and consultation process with the various stakeholders and interest groups as outlined in the consultation section of this report.

All submitters and interest groups consulted during the design process will be advised of Council's decision and the design plans form part of the tender documentation that has been advertised. Any further adjustments required by Council will be communicated to tenderers via addendum.

Neighbouring landowners will also be advised of the intended construction program once a contractor is appointed and of any effects the works may have on their access.

4.6 Design of Forest and Grays Roads, Paraparap

Options

Option 1 – Policy Decision to Endorse the Plans

This option is recommended by officers as it provides for an appropriate balance between the environmental, social, road design standards and budgetary constraints affecting this project and importantly will significantly improve the safety of these sections of road within those constraints. It will also extend the policy decision protections available under the Road Management Act 2004 for this design and construction function.

Option 2 – Do Not Endorse the Plans

This option not recommended by officers as it may reduce the extent of any protection available for this design that is not fully compliant with optimal road design standards due to environmental, social and budgetary constraints and potentially exposes Council to litigation.

Option 3 – Amend the Plans to Comply With Optimal Road Design Standards

This option is not recommended by officers as it would require either:

- (1) Clearing of virtually all trees within the road reserve and probable destruction of most of the other native vegetation and habitat. It would require significant additional budget for clearing and purchase of native vegetation offsets and result in a severe community backlash, or
- (2) Installation of guardrail on both sides for the full length of the works. This would also require significant additional budget, decrease safety for cyclists, limit opportunity for emergency stopping clear of the through carriageways and be unacceptable to the local community.

The length of works could be reduced to overcome budgetary constraints but would not address the other issues which are of significant importance.

Option 4 – Do Nothing and Return Grant

This option not recommended by officers as it would provide no improvement and lead to a continued decrease in safety of these sections of road. Additionally, the funding authority would in all likelihood be reluctant to provide funds to assist with future road upgrades.

Conclusion

It is concluded the plans provide for an appropriate balance between the environmental, social, road design standards and financial constraints affecting this project. The option that best serves the interests of the Surf Coast Shire community is for Council to endorse the design plans titled "Forest and Grays Road Upgrade Works - Drawing No 17007 P7 Sheets 1 to 16" as a policy decision under Section 39 of the Road Management Act 2004.

4.7 Place Naming Request - Camel Lily Pond Walk and Shankhill Road

Author's Title: Strategic Asset Manager

General Manager: Anne Howard

Department: Asset Management

File No: F17/1495

Division: Governance & Infrastructure

Trim No: IC17/1412

Appendix:

1. Map - Shankhill Road (D17/124268)
2. Map - Camel Lily Pond Walk (D17/124202)

Officer Direct or Indirect Conflict of Interest:

In accordance with Local Government Act 1989 – Section 80C:

Yes

No

Reason: Nil

Status:

Information classified confidential in accordance with Local Government Act 1989 – Section 77(2)(c):

Yes

No

Reason: Nil

Purpose

The purpose of this report is to provide information regarding proposed names for one new road and an existing pathway.

Summary

Council recently received two requests; one request was to formally name one new road and a second request was to rename a section of an existing pathway. In accordance with the adopted policy, these requests require public consultation and subsequently a resolution of Council prior to submitting to the Office of Geographic Names for registration of the changes.

Recommendation

That Council:

1. Declare its intention to:
 - 1.1 Name the newly constructed road off Pollocksford Road in Gnarwarre as Shankhill Road.
 - 1.2 Rename existing pathway in Stony Creek Reserve, Lorne as Camel Lily Pond Walk.
2. Issue a public notice and invite submissions in accordance with Section 223 of the Local Government Act 1989.

Council Resolution

MOVED Cr Clive Goldsworthy, Seconded Cr Libby Coker

That Council:

1. Declare its intention to:
 - 1.1 Name the newly constructed road off Pollocksford Road in Gnarwarre as Shankhill Road.
 - 1.2 Rename existing pathway in Stony Creek Reserve, Lorne as Camel Lily Pond Walk.
2. Issue a public notice and invite submissions in accordance with Section 223 of the Local Government Act 1989.

CARRIED 8:0

4.7 Place Naming Request - Camel Lily Pond Walk and Shankhill Road

Report

Background

Council has received two requests for naming and renaming of roads. These requests have been considered by Council's Place Naming Committee and are now presented for Council consideration. These requests are:

- a request to formally name one new road
- a request was to rename a section of an existing pathway.

Discussion

The two requests are:

1. Name new road off Pollocksford Road in Gnarwarre as Shankhill Road

Council has received a request to name a newly constructed road off Pollocksford Road. This was previously an unused road reserve however the road has now been constructed to service a new dwelling. Officers have suggested the name Shankhill Road as Shankhill was the original name of Gnarwarre.

2. Rename existing pathway in Stony Creek Reserve, Lorne as Camel Lily Pond Walk

Council has received a request to rename a section of pathway through Stony Creek Reserve Lorne Lily Pond Walk. This section of path extends from Ocean Road, Lorne to the Lily Pond in Stony Creek Reserve. The request has been submitted by LorneCare. The proposed name requested by LorneCare is in recognition of Michael 'Camel' Callanan who has provided community service to the town of Lorne and within the Stony Creek Nature Reserve and the path endpoint at the Lily Ponds.

In accordance with Council policy, it is proposed to consult with the community on the proposed changes.

Financial Implications

There will be a minor cost for placement of the public notice and installation of signage which can be funded through the operational budget

Council Plan

Theme	1 Community Wellbeing
Objective	1.3 Improve Community safety
Strategy	Nil

Policy/Legal Implications

The proposed names comply with relevant sections of the Geographic Place Names Guidelines developed under the Geographic Place Names Act. The naming proposals also comply with Council's Place Naming policy.

Officer Direct or Indirect Interest

No officer involved in the preparation of this report has any conflicts of interest.

Risk Assessment

Once formal registration or amendment of a location has occurred, Emergency Services will be advised of any changes. This minimises risk to the community in the event of an emergency.

Social Considerations

The community should have input into proposed naming of roads and this process provides that opportunity.

Community Engagement

Where the naming of features or renaming of roads is proposed it is important to consult with the community and provide an opportunity into the changes and names proposed. This will be done through the s223 submission process.

Environmental Implications

Not applicable.

4.7 Place Naming Request - Camel Lily Pond Walk and Shankhill Road

Communication

Communication will occur through a public notice process and informing properties directly affected by such a change.

Options

Option 1 – Declare its intention to name the road and pathway as per the requests in this report and proceed with publishing a public notice

This option is recommended by officers as the proposed names comply with relevant sections of the Geographic Place Names Guidelines and are supported by both Council's Place Naming Committee and the members of the community who have requested the naming of the road and pathway.

Option 2 – Investigate alternative names

This option is not recommended by officers as the names proposed comply with relevant sections of the Geographic Place Names Guidelines and are supported by both Council's Place Naming Committee and the members of the community who have requested the naming of the road and pathway. Alternative names may not be supported by the community.

Option 3 – Not support the recommendation to name these facilities

This option is not recommended by officers as particularly leaving the unnamed road suggested to be named Shankhill Road unnamed would result in this road being difficult to locate by emergency services, postal services and others seeking the residence of the road.

Conclusion

The two requests to formally name one road and rename another road are in accordance with the adopted policy. It is recommended that Council issue a public notice and invite submissions in accordance with section 223 of the Local Government Act.

4.7 Place Naming Request - Camel Lily Pond Walk and Shankhill Road

APPENDIX 1 MAP - SHANKHILL ROAD



4.7 Place Naming Request - Camel Lily Pond Walk and Shankhill Road

APPENDIX 2 MAP - CAMEL LILY POND WALK



5. ENVIRONMENT & DEVELOPMENT

5.1 Winchelsea Town Centre Revitalisation Project Status

Author's Title: Project Support Officer

General Manager: Ransce Salan

Department: Engineering Services

File No: F16/1668

Division: Governance & Infrastructure

Trim No: IC17/1318

Appendix:

1. Boundary - Winchelsea Town Centre Beautification Project (D17/124934)
2. Winchelsea Town Centre - Final Streetscape Plans - September 2017 (D17/124904)

Officer Direct or Indirect Conflict of Interest:

Status:

In accordance with Local Government Act 1989 –
Section 80C:

Information classified confidential in accordance with
Local Government Act 1989 – Section 77(2)(c):

Yes

No

Yes

No

Reason: Nil

Reason: Nil

Purpose

The purpose of this report is to provide an update of the Winchelsea Town Centre Revitalisation Project comprising the town centre street scape works and entrance sculptures. In particular, it advises of an increased scope for both components of the project and seeks additional funding for that purpose.

Summary

This \$310,000 project comprises two elements; installation of sculptures on both sides of Winchelsea in the Princes Highway median at an estimated \$100,000 and \$210,000 of streetscape works in the town centre. It is funded by grants of \$155,000 from the National Stronger Regions Fund \$50,000 from VicRoads.

An artist was commissioned to design and install the sculptures with the design developed in close consultation with representatives of the Winchelsea community. It provided for the sculptures to be lit but did not consider the cost of connecting electricity to them. The grant agreements do not require the sculptures to be lit however, it is more economical to install the electricity supply as part of the overall project rather than as a second stage to the project and community expectations are that both sculptures will be lit when installed. The estimated cost of installing an electrical supply to both locations is \$28,300.

The town centre component of the project was scoped and costed on the existing street layout and ANZAC Memorial Park Master Plan on the basis that the proposed beautification works would sit within the existing footprint. Inconsistencies between the VicRoads Princes Highway Plans, Anzac Memorial Park Master Plan, Growing Winchelsea Township Master Plan and the recently completed O'Brien Traffic Management Plan which have identified items to be resolved in order to achieve longer term streetscape outcomes.

Consequently, an integrated functional layout plan was prepared. It formed the basis for the streetscape plans which were developed in close consultation with a Community Reference Panel and exhibited to the local community. The community's priority consistent with the funding agreement is for landscaping works rather than engineering infrastructure works. Preliminary estimates indicated sufficient funds for the proposed works including minor engineering works. Subsequent civil engineering design identified the need for kerbing on the western side of Anzac Memorial Park, replacement of kerbing on the Bendigo Bank corner and replacement of substandard drainage between the Park and Palmer Street with an estimated cost of \$54,000. These works are necessary if the overall project is to be implemented in the most economical manner without having to redo some of the landscaping at a future stage.

The scope of the overall project may be reduced by deferring some of the planned works to future stages without compromising the existing grant however it will increase the overall cost of the project including its later stages and create a degree of community dissatisfaction.

Recommendation

That Council:

1. Approve expansion of the scope of the Winchelsea Town Centre Revitalisation Project to include provision of electricity to the sculptures and additional kerbing, pavement and drainage works adjacent Anzac Memorial Park at an estimated cost of \$82,300.
2. Allocate \$82,300 from the Accumulated Unallocated Cash Reserve for that purpose.

5.1 Winchelsea Town Centre Revitalisation Project Status

Council Resolution

MOVED Cr Carol McGregor, Seconded Cr Heather Wellington

That Council:

1. Approve expansion of the scope of the Winchelsea Town Centre Revitalisation Project to include provision of electricity to the sculptures and additional kerbing, pavement and drainage works adjacent Anzac Memorial Park at an estimated cost of \$82,300.
2. Allocate \$82,300 from the Accumulated Unallocated Cash Reserve for that purpose.

CARRIED 8:0

5.1 Winchelsea Town Centre Revitalisation Project Status

Report

Background

Council submitted an application under Round 3 of the National Stronger Regions Fund for the Winchelsea Town Centre Beautification project (the project) seeking \$155,000. The \$155,000 request was matched by a combination of Council and VicRoads funding bringing the total cash component of the project to \$310,000.

A breakdown of the financial contribution (excl GST) for the project is as follows:

Surf Coast Shire	\$105,000
VicRoads	\$ 50,000
Grant Funding	<u>\$155,000</u>
	\$310,000

The project, scheduled for completion by end April 2018, consists of two key components being:

- Township entry sculptures (cost estimate of \$100,000)
- Town centre beautification works (cost estimate of \$210,000)

A map of the boundary (red outline) for the town centre beautification works component is found in Appendix 1.

Significant consultation has taken place on both components of the project with the community endorsing designs for the entry sculptures. A Community Reference Panel (which included representatives from RSL, Growing Winchelsea and business owners) also agreeing to the concept plan for the town centre. This concept plan was then placed on exhibition to receive feedback from the community (Appendix 2).

Consultation and initial cost estimates based on the concept plans showed the proposed works could be completed within the designated budget.

Discussion

Funding Obligations

The project received \$155,000 funding under Round 3 of the National Stronger Regions Fund which, along with \$155,000 matching funds, is required to be expended by the end of April 2018. Grant agreement conditions remove flexibility in expenditure of funding and specify where the funds can be expended. The grant agreement identifies the need to undertake streetscape works, tree planting and landscape improvements to ANZAC Memorial Park as well as installation of the entry sculptures.

Town Centre - Achieving Multiple Strategy Alignment

The town centre component of the project was scoped and costed on the existing street layout and ANZAC Memorial Park Master Plan on the basis the proposed beautification works would sit within the identified footprint.

Closer examination when preparing the more detailed documents identified several challenges to be resolved to achieve longevity of the works. This included inconsistencies between the VicRoads Princes Highway Plans, Anzac Memorial Park Master Plan, Growing Winchelsea Township Master Plan and the recently completed O'Brien Traffic Management Plan.

Consequently, an integrated functional layout plan was prepared to combine the objectives of each of these strategies & studies. This provides a longer term plan so that the beautification works can be installed without risking having to remove them in the future to achieve other strategy or plan requirements.

In addition, in the process of preparing the civil construction plans and obtaining final costings a substandard drainage pipe and associated pit was identified between Palmer Street and ANZAC Memorial Park loop entry point.

Town Centre – Unanticipated Kerb & Channel Works.

Achieving the integrated strategy outcomes also requires some additional civil infrastructure to be constructed or altered. These works, required to create better boundary definition between ANZAC Memorial Park and the Main St service road intersection with Palmer St and the hotel car park entrance, were not envisaged in the original scoped project and therefore did not form part of the grant application and subsequent grant agreement conditions.

Broadly, these works include:

5.1 Winchelsea Town Centre Revitalisation Project Status

- Construction of kerbing on the western side of the ANZAC Memorial Park and associated road pavement & seal widening
- Reconstruction of the kerb return on the Bendigo Bank corner, and adjustment of the footpath ends in the Anzac Memorial Park
- Replacement of a substandard and failing drainage culvert and associated pit at the Memorial Loop Road entrance and installation of a grated drainage pit and connecting pipework to service the paved Memorial area.

The estimated cost of these works including the additional design and project management costs is \$54,000. This cost is outside the project budget.

Implementing these works and remaining within budget would result in an inability to undertake much of the landscaping works, a key component for the community.

Lighting of Entry Sculptures

One of the key desires expressed by the community during the sculpture design phase was to ensure the design provided for lighting capability so the sculptures would be well displayed at night.

Installation of lighting capability on the entry sculptures was subsequently separately itemised and included in the Artist's design and construct Agreement. The Artist Agreement is quite clear that it does not include provision of the electricity supply.

The original scope did not provide for the cost of connection of power to the two sculpture locations as the budget was set at the time of the grant application to National Stronger Regions Fund, well before community consultation was undertaken. The grant Agreement does not contain a requirement to provide lighting to the entry sculptures.

Upon subsequent investigation, the provision of electricity to the entry sculptures was discovered to be quite expensive due to the need to cross the VicRoads road carriageways and install the necessary cabling, switchboards and metering.

An estimate to undertake these works has been obtained with indicative costs for the works being \$28,300 (excl GST). This work comprises \$17,360 for the eastern site where the Highway works are complete and under-road boring is required, \$10,360 for the western side where the Highway construction contractor can install the conduits as part of their road construction project and \$580 estimated cost of LED luminaire drivers.

Provision of solar lighting as an alternative to connection to the electricity grid has been investigated and is not economically feasible.

Options

Option 1 – Limit project scope to existing budget

This option is not recommended by officers as it will lead to a higher overall cost for later stages of the project and lead to this stage of the project falling short of community expectations, particularly with respect to town centre landscaping which is considered to be the most important element of that component of the current project.

In this case the sculpture project would be delivered in accordance with the scope set out in the Grant Agreement which did not mandate lighting. The sculptures would be fitted with the lighting infrastructure enabling an electrical supply to be connected at a later stage of the project. Connection at a later time would be more expensive than installing the supply and sculptures concurrently and will fall short of community expectations that the sculptures will be lit from the time of installation.

Landscaping associated with the town centre works would need to be reduced or the kerbing omitted. Omission of the kerbing will require areas of the landscaping to be significantly disturbed when that kerb is eventually installed. Alternatively a reduction of landscaping will still enable the grant conditions to be satisfied but will fall short of community expectations with respect to what it considers to be the most important element of the works.

5.1 Winchelsea Town Centre Revitalisation Project Status

Option 2 – Expand the project scope and budget

This option is recommended by officers as it provides for the most economical way to deliver this stage of the project.

This option provides the most economical way to deliver the current and later stages of the overall project. It will also meet community expectations of the scope of works to be delivered for the two components of the current project. However it will require an additional funding allocation of \$82,300 from this year's budget and it will not be possible to use these funds as leverage for potential future grant funding for later stages of the Winchelsea Town Centre Project.

Financial Implications

The project is required to meet the conditions of the Grant Agreement. The Agreement does not stipulate the requirement of completing kerb and channel works to the extent identified above nor does it require the entry sculptures to be lit. Deferring the additional works identified in this report would not prejudice the grant funds. The additional works are also beyond the capacity of the existing project budget.

Additional funding is required to include:

Provision of electricity supply to sculptures	\$28,300
Additional kerbing and drainage works	<u>\$54,000</u>
Total	\$82,300

These funds may be sourced from the Unallocated Cash Reserve and offset against savings from other projects, should Council decides to approve an extension of the scope of this project.

Council Plan

Theme 3 Balancing Growth
Objective 3.3 Strengthen township boundaries and support unique township character
Strategy Nil

Theme 4 Vibrant Economy
Objective 4.3 Strengthen the vitality of town centres
Strategy Nil

Policy/Legal Implications

This project is being implemented in accordance with Council's procurement policy.

Officer Direct or Indirect Interest

No officer involved in the preparation of this report has any conflicts of interest.

Risk Assessment

There is a risk the works may cost more than estimated if Council approves the additional scope and funding. This risk may be managed by minor adjustment of the extent of works.

There is an expectation that these works will be delivered as part of the current project.

Social Considerations

Completing the proposed works to a lesser scope than community expectations will detract from the positive influence the works are intended to provide.

Community Engagement

The sculpture component was developed in close consultation with the artists commissioned to supply and install the works and local community representatives. Similarly the Town Centre Streetscape plans were developed in consultation with a Community Reference Panel that met on 5 occasions to review drafts and considered community responses to the final draft proposal that was advertised and placed on public exhibition in Winchelsea and on the Surf Coast Conversations web site. The designs attracted a good level of community support.

5.1 Winchelsea Town Centre Revitalisation Project Status

Additionally the functional layout plan developed to combine the various existing master plans affecting the Town Centre area and underpinning the streetscape plans has received VicRoads and Community Reference Panel endorsement.

Environmental Implications

Nil.

Communication

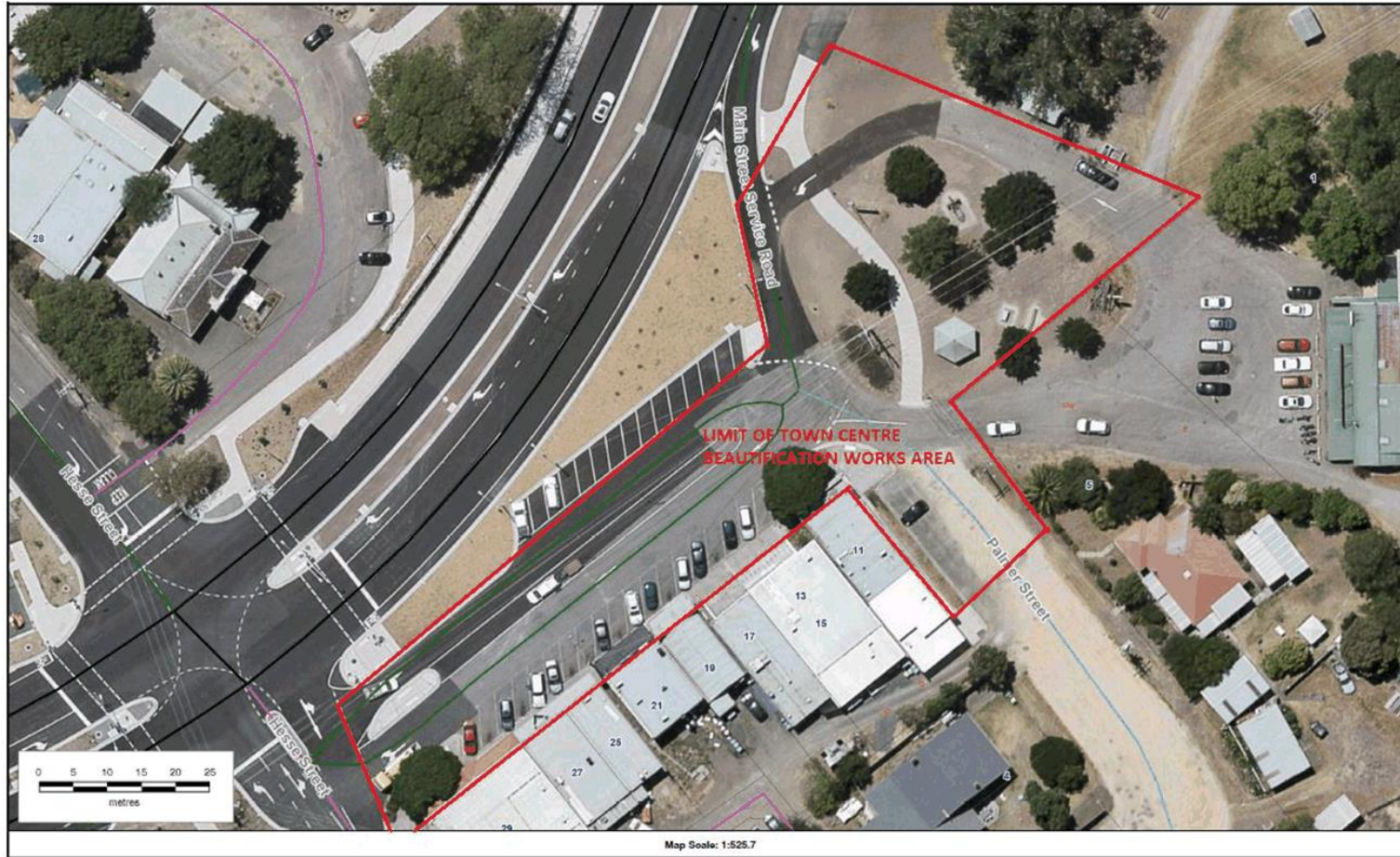
Periodic status updates will be provided to the members of those panels and to the local community via media releases.

Conclusion

In conclusion, the scope of works can be limited to accord with the existing budget and without breaching the grant conditions. However allocation of an additional \$82,300 from the Unallocated Cash Reserve to expand the scope to include electricity supply to the sculptures and to cover the additional civil works in the Town Centre as outlined in this report is the most economical means of implementing this and later stages of the project and to enable existing community expectations to be met.

5.1 Winchelsea Town Centre Revitalisation Project Status

APPENDIX 1 BOUNDARY - WINCHELSEA TOWN CENTRE BEAUTIFICATION PROJECT



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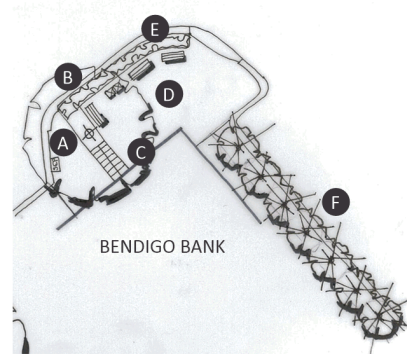
This map is provided for the Southern Ocean of Australia (SOLA).
SOLA is a registered business name of the State of Victoria.
Surf Coast Shire uses the Map Grid of Australia (MGA94). Zone 56
projection.

1 MERRILL DRIVE
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INTERNET: www.surfcoast.vic.gov.au
EMAIL: info@surfcoast.vic.gov.au



5.1 Winchelsea Town Centre Revitalisation Project Status

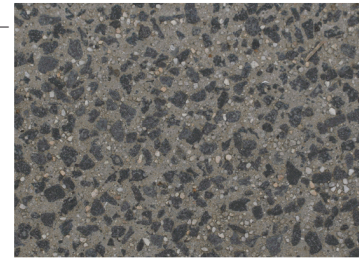
APPENDIX 2 WINCHELSEA TOWN CENTRE - FINAL STREETSCAPE PLANS - SEPTEMBER 2017



- A Proposed disabled access layback
- B Existing tree to be retained
- C Proposed double row of sawn bluestone pavers
- D Remove existing stencil pave and replace with exposed aggregate concrete paving to node with 3 x new seats and new timber surround bin enclosure
- E Proposed garden bed (low level planting)
- F Proposed upright trees *Prunus cerasifera* 'Oakville Crimson Spire'



Proposed bench seat



Proposed exposed aggregate concrete



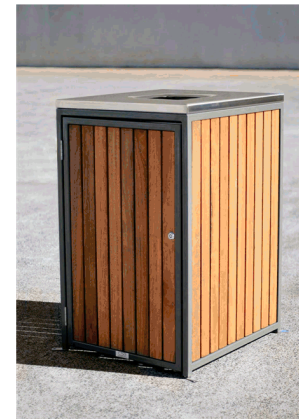
Proposed *Acer Pacific Sunset*



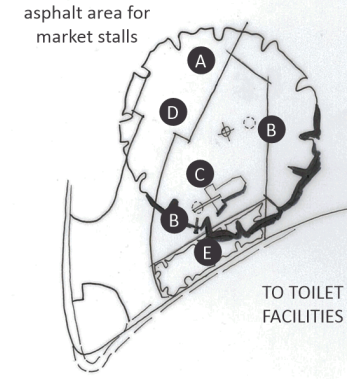
Proposed sawn bluestone paving



Proposed Gallipoli Centenary rose



Proposed timber bin surround



- A Proposed Lone Pine
- B Existing tree to be removed
- C Proposed relocated cannon - located to the southern section of granitic sand area to allow for market stalls
- D Existing area of asphalt where market stalls start - to be kept clear
- E Proposed garden bed (low level planting)

**C - CANNON & LONE PINE
(north side of Lions Park)**



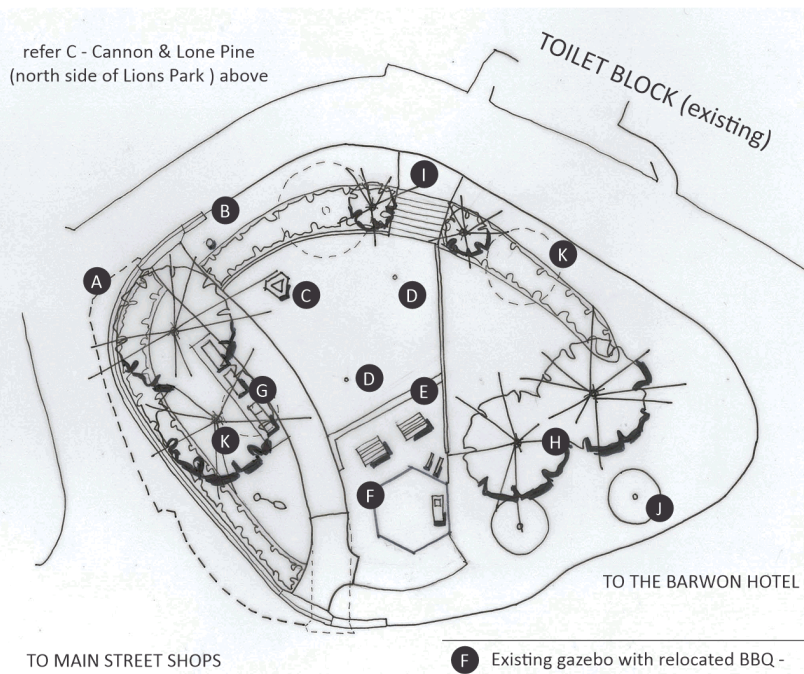
Existing cannon and sign to be relocated



Existing cairn to remain in place



Existing horse trough to be relocated



refer C - Cannon & Lone Pine
(north side of Lions Park) above

TO MAIN STREET SHOPS

TO THE BARWON HOTEL

- F Existing gazebo with relocated BBQ - remove panels as required for accessibility
- G Relocated horse trough with additional seating in granitic sand area off existing pathway. New shade trees in grass with garden bed to back of kerb. Trees to be installed at advanced size for maximum impact
- H New shade trees installed at advanced size within sloped grass area
- I Proposed in situ concrete stairs to accommodate level change - granitic sand landing (approx 7 stairs 500mm tread)

D - LIONS PARK

- A Existing kerb re aligned
- B Existing flag pole retained in current location
- C Existing cairn to be retained in current location in granitic sand plaza with low seating wall to east side
- D Location for new cairns (not part of these works)
- E Level change to lower plaza and accessible picnic tables and bike hoops (granitic sand paved)

- J Existing trees to be retained (out of project area)
- K Existing trees to be removed

**A - MAIN STREET
(Palmer Street Node)**



Proposed bicycle hoops

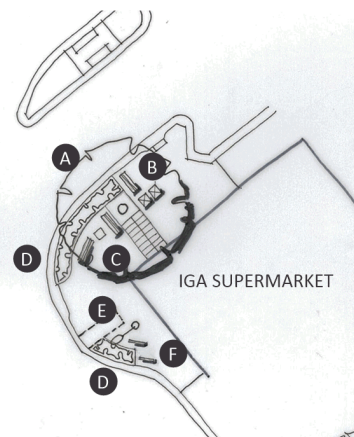


Proposed picnic setting

- A Existing tree to be retained
- B 1 x new seats and new timber surround bin enclosures
- C Remove existing stencil pave and replace with exposed aggregate concrete paving to node, double row of sawn bluestone pavers with 2 x new seats
- D Proposed garden bed (low level planting)
- E Proposed relocated trolley bay Possible shelter over as future works but not part of this project
- F Proposed bike hoops



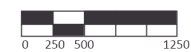
Proposed *Prunus Crimson Oakville Spire*



**B- MAIN STREET
(Hesse Street Node)**

WINCHELSEA TOWN CENTRE - Beautification Project

Joint funded Project (National Stronger Regions, VicRoads and Surf Coast Shire
SEPTEMBER 2017 SURF COAST SHIRE COUNCIL



SCALE 1:250 @A1

6. CULTURE & COMMUNITY

6.1 Small Grants Program September 2017 - 2018

Author's Title: Recreation Planning Coordinator **General Manager:** Chris Pike
Department: Recreation & Open Space Planning **File No:** F16/1773
Division: Culture & Community **Trim No:** IC17/1031

Appendix:

1. September 2017 - Small Grants Eligible (D17/122795)
2. September 2017 - Small Grants Ineligible and Not Supported (D17/122796)

Officer Direct or Indirect Conflict of Interest:

Status:

In accordance with Local Government Act 1989 –
Section 80C:

Information classified confidential in accordance with
Local Government Act 1989 – Section 77(2)(c):

Yes

No

Yes

No

Reason: Nil

Reason: Nil

Purpose

The purpose of this report is to allocate funding for the September 2017-18 Round 1 Small Grants Program.

Summary

The Small Grants Program aims to support community groups, projects and local initiatives. It is a grass roots program which enables community strengthening and helps to build vibrant and healthy communities within the Surf Coast.

A total of 24 applications were received. Eligible applications were assessed by Council Officers against the Small Grants Program selection criteria in the categories of 'Community Initiatives', 'Culture and Arts', 'Environment' and 'Recreation and Leisure'. A recommended project funding list has been developed for Council endorsement (see Appendix 1).

A total of 18 applications are recommended for funding in the Small Grants Program, including 5 projects requiring project management support. Four projects were assessed as ineligible and 2 not recommended (see Appendix 2).

The small grant amount available to applicants has been up to \$1000 for many years and project delivery costs have steadily increased in this time. Officers recommend that Council consider amending the Small Grants Program Guidelines for future rounds to a grant amount up to \$2000 for projects that meet the selection criteria and up to \$5000 for projects that meet additional community need (as per current guidelines). This increase considers feedback from applicants regarding increasing project delivery costs year on year and should attract a higher level of community interest in future grant rounds.

Recommendation

That Council:

1. Allocate funding for the September 2017-18 round of the Small Grants Program to 18 projects to the value of \$39,236.40 as per Appendix 1.
2. Note that the Wensleydale Rural Community Group, Surf coast Toy Library, Deans Marsh Cricket Club, Connewarre and District Riding Club and Danawa Community Garden projects include capital elements and officers will provide project management support as required.
3. Amend the Small Grants Program Guidelines to increase the grant amount from 'up to \$1000 for projects that meet the selection criteria' to 'up to \$2000 for projects that meet the selection criteria'.

Council Resolution

MOVED Cr Rose Hodge, Seconded Cr Libby Coker

That Council:

1. Allocate funding for the September 2017-18 round of the Small Grants Program to 18 projects to the value of \$39,236.40 as per Appendix 1.
2. Note that the Wensleydale Rural Community Group, Surf coast Toy Library, Deans Marsh Cricket Club, Connewarre and District Riding Club and Danawa Community Garden projects include capital elements and officers will provide project management support as required.
3. Amend the Small Grants Program Guidelines to increase the grant amount from 'up to \$1000 for projects that meet the selection criteria' to 'up to \$2000 for projects that meet the selection criteria'.

CARRIED 8:0

6.1 Small Grants Program September 2017 - 2018

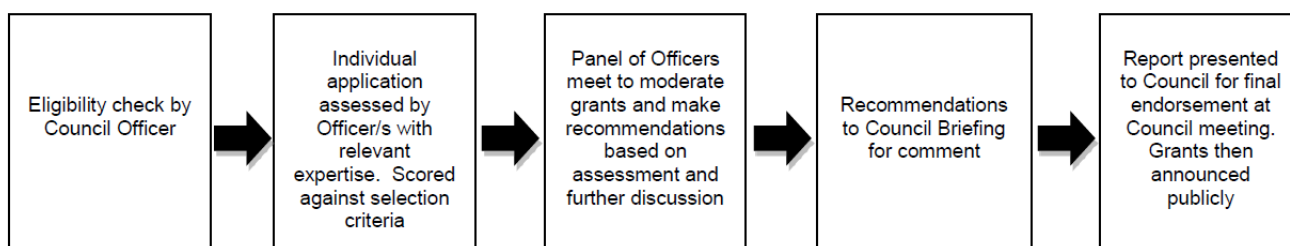
Report

Background

For a number of years Council has supported the Small Grants Program with two funding rounds held in September (Round 1) and March (Round 2) each year.

The Small Grants Program follows a formal application process in which applicants submit responses to key questions based around weighted selection criteria. The assessment process follows a documented internal procedure which is based on a quality assured grants management program.

The diagram below details the assessment process:



The Small Grants Program is a merit based grants process and does not aim to achieve equal distribution of funding across categories, as some categories are more popular than others.

All successful groups or their auspice agency are required to sign a small grant funding agreement confirming that they agree to set conditions of receiving funding. This agreement clearly outlines any special conditions which may relate to the provision of funds, for example obtaining appropriate public liability insurance or relevant permits. Successful groups are required to report on the outcomes of their grant within 12 months of receiving funding via a formal online grant acquittal process.

All grant applications are submitted online via Smarty Grants (www.smartygrants.com.au). This software collects, collates and stores grant applications year by year providing an easily accessible archive of community group Smarty Grant applications.

The Small Grants Policy and Guidelines were reviewed and adopted by Council on the 28 February 2017. The most significant changes have been:

- portable equipment is recommended as eligible (club property/asset)
 - capital items with a total project cost less than \$10,000 (subject to obtaining land owner/manager approval for appropriate standard of construction and installation method) are recommended as eligible.
- * Note: Total project cost must include a provision for contingency. Council will provide a project manager for any successful project on Council owned or managed land (does not apply to projects on private land).

Funding is available for community-based projects or activities that:

- encourage and enable the participation of a wide variety of local residents
- address an important community need
- encourage and enable groups or individuals across the Shire to collaborate and share knowledge, skills and resources.

Projects not funded under the Small Grants Program include:

- capital items with a total project cost greater than \$10,000
- building maintenance works
- general administrative, wages or contracts
- projects funded under other programs supported by the Surf Coast Shire
- projects that have already commenced or already occurred
- projects that are part of curriculum-based activities in schools
- projects that are fundraising in nature (unless the project provides considerable community benefit)
- recurrent funding for ongoing projects or projects which have already been funded.

6.1 Small Grants Program September 2017 - 2018

Organisations ineligible to apply for a Small Grant include:

- individuals (applicants will need to approach an organisation to auspice the project)
- any Committees of the Surf Coast Shire Council including Advisory Committees, Committees of Management or Sub Committees
- organisations who have received a Surf Coast Shire Small Grant in the previous funding round
- organisations that have not completed an Acquittal Report for a previously funded Surf Coast Shire Small Grant
- for profit or commercial organisations - unless the application can demonstrate that the proposed project or activity will have considerable tangible community benefit.

Funds are provided for projects and activities that fall into the following broad categories:

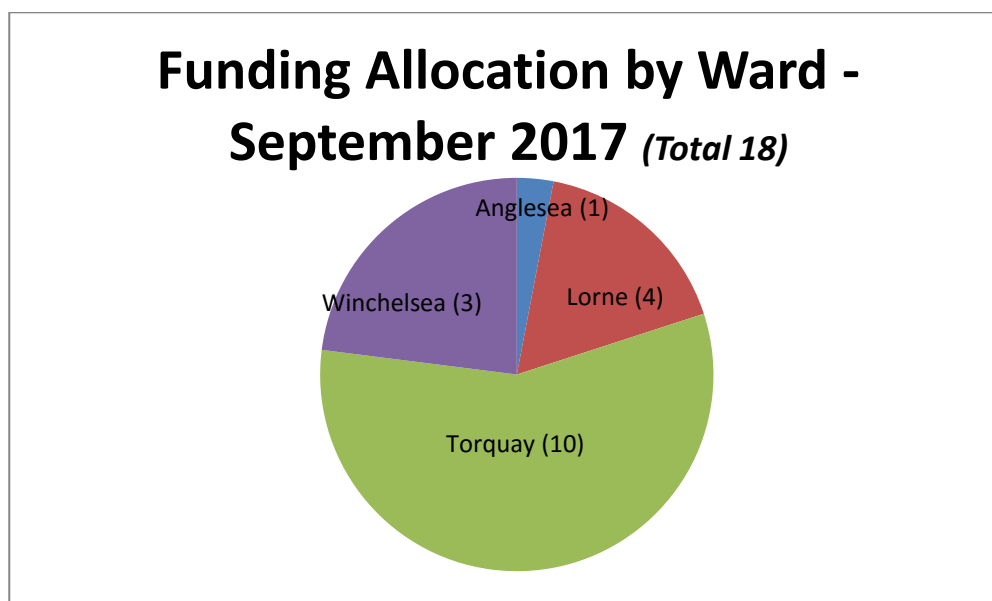
- Community Initiatives: Local partnerships that contribute to the wellbeing and quality of life of Surf Coast Shire residents
- Environment: Projects or activities that protect or enhance the local environment or work towards sustainability
- Culture and Arts: Community arts projects that support the development of quality arts initiatives and increase involvement in arts and culture by the community. Heritage projects that support participation, learning and recording of the cultural history of the Surf Coast Shire and its residents
- Recreation and Leisure: Innovative or new projects that promote recreation, physical activity and increase participation for all abilities.

Discussion

A total of 24 applications were received and 4 applications were assessed as ineligible and 2 not recommended. Following a thorough assessment process Council Officer's recommendation is to fund a total of \$39,236.40 to deliver 18 projects.

The breakdown of the 18 recommended projects by Ward is as follows:

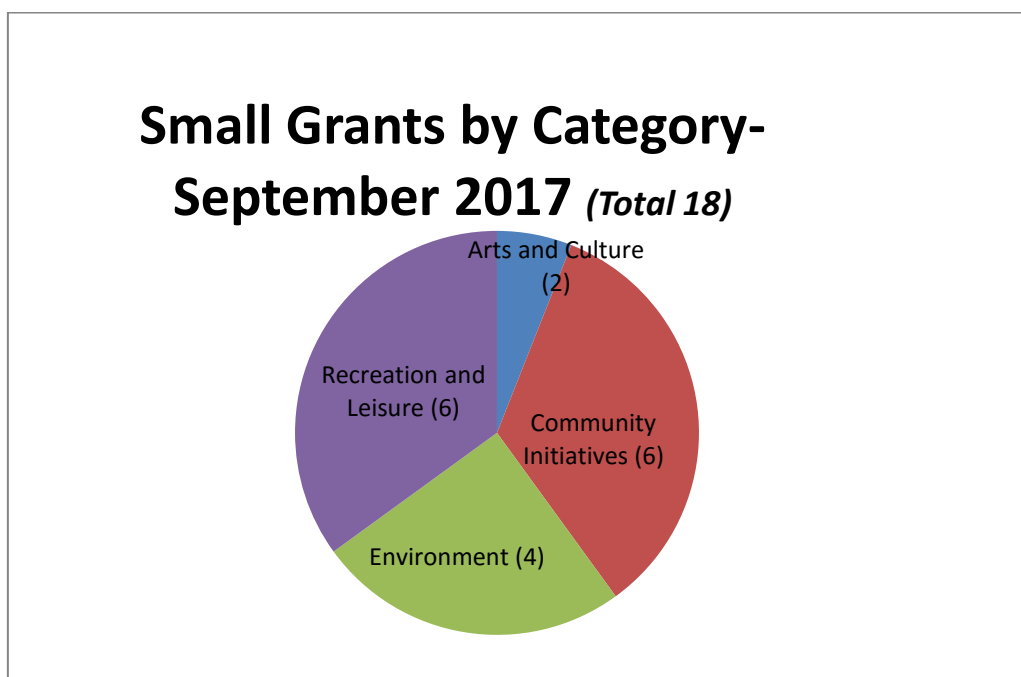
Category (Number applications submitted)	Recommended Funding number	Recommend Funding amount
Torquay (12)	10	\$22,452
Anglesea (2)	1	\$1,000
Winchelsea (5)	3	\$8,912.40
Lorne (5)	4	\$6,872
Total requested (24)	18	\$39,236.40



6.1 Small Grants Program September 2017 - 2018

The breakdown of the 18 recommended projects by Category is as follows:

Category (Number applications submitted)	Recommended Funding number	Recommend Funding amount
Arts and Culture (2)	2	\$2,500
Community Initiatives (11)	6	\$13,284
Environment (5)	4	\$9,700
Recreation and Leisure (6)	6	\$13,752.40
Total requested (24)	18	\$39,236.40



Appendix 1 lists the applications submitted across each of the four Small Grant categories – Community Initiatives, Environment, Culture and Arts, Recreation and Leisure and the proposed funding for each project.

Of the 18 recommended projects, 5 projects include capital elements on Council owned or managed land. Council officer project management support will be provided to the following projects as required:

- Wensleydale Rural Community Group: Wurdale Information and History Board
- Surf coast Toy Library: Sensory Toys and Mobile Storage
- Deans Marsh Cricket Club: Celebrating Deans Marsh Curtain Project
- Connewarre and District Riding Club: Equitation Park
- Danawa Community Garden: Watering System.

The grant guidelines confirm that grants up to \$1,000 are available and at the discretion of Council some projects that meet additional community need may be considered for funding up to \$5,000. To be considered for additional funding, projects need to demonstrate:

- High evidence of need and participation by a wide variety of key audiences
- A provide track record in managing similar size projects
- Have a well-developed project plan
- Appropriate expenditure and resourcing.

A total of 14 projects have been recommended to receive a contribution greater than \$1,000 as identified in Appendix 1. Consideration has been given to the high number of projects requesting an amount greater than \$1000. The current Small Grants Program Guidelines stipulate the following:

6.1 Small Grants Program September 2017 - 2018

How much can I apply for?

- Up to \$1,000 may be applied for by projects that meet the selection criteria.
- At the discretion of Council, some projects that meet additional community need may be considered for funding up to \$5,000.

To be considered for additional funding, projects need to demonstrate:

- high evidence of need and participation by a wide variety of key audiences
- a proven track record in managing similar projects
- have a well-developed project plan
- appropriate expenditure and resourcing.

The small grant amount has been up to \$1000 for many years and project delivery costs have steadily increased in this time. Officers recommend that Council consider amending the Small Grants Program Guidelines to a grant amount up to \$2000 for projects that meet the selection criteria and up to \$5000 for projects that meet additional community need (as per current guidelines). This increase considers feedback from applicants regarding increasing project delivery costs year on year and should attract a higher level of community interest in future grant rounds.

There are five projects that have been assessed as ineligible and one not recommended as detailed in Appendix 2:

Group/Organisation	Lorne Lions Club		
Project Title	Carols on the Lorne		
Description	Production of Song Booklet for Carols on the Lorne. Referred to Arts Development Officer for funding.		
Category / Ward	Lorne		
Total Project Cost	\$4,950	Amount Sought	\$650
Comment	Ineligible – Received funding in previous Small Grant round (Lions Club Signage Project).		

Group/Organisation	Torquay Laurel Club		
Project Title	Laurel Club Christmas Lunch		
Description	Subsidise meals for war widows to celebrate the end of the year.		
Category / Ward	Torquay		
Total Project Cost	\$2,000	Amount Sought	\$1,000
Comment	Ineligible – Considered recurrent funding for ongoing project. Project has been previously funded. Project referred to Shire Event Grants program and an application has been submitted.		

Group/Organisation	Neighbourhood Watch SFC01 Winchelsea		
Project Title	Police and NHW Good Neighbour School's Day		
Description	Student transport for Neighbourhood School's Day.		
Category / Ward	Winchelsea		
Total Project Cost	\$5,390	Amount Sought	\$1,000
Comment	Ineligible – Considered recurrent funding for ongoing project. Project has been previously funded. Project referred to Shire Event Grants program.		

6.1 Small Grants Program September 2017 - 2018

Group/Organisation	Australia Fauna Society T/A Surf coast Animal Rescue		
Project Title	Wildlife Rescue Kits		
Description	To purchase Wildlife Rescue Kits \$30 each		
Category / Ward	Torquay		
Total Project Cost	\$6,000	Amount Sought	\$3,000
Comment	Ineligible – Project has already commenced and completed on 1 October 2017.		

Group/Organisation	OTIS Foundation		
Project Title	Adopt a Retreat – Surf Coast Shire		
Description	Subsidise 2 Breast Cancer retreats in the Surf Coast Shire – Anglesea.		
Category / Ward	Anglesea		
Total Project Cost	\$24,385	Amount Sought	\$2,000
Comment	Not recommended – Not considered a strong project. The retreats are not designed to benefit Surf Coast Shire residents.		

Group/Organisation	Growing Winchelsea Inc.		
Project Title	Community Market Project		
Description	“Storage King” fees for community equipment for markets, growers market, local art group and festival.		
Category / Ward	Winchelsea		
Total Project Cost	\$2,113	Amount Sought	\$1,066.50
Comment	Not recommended – Not considered a strong project. Risk in setting a precedence of funding temporary storage (common problem across many community groups). Refer project to Community Project Development Process.		

Council Officers will work with all unsuccessful applicants to improve their project applications for future rounds or assist in referring to appropriate Shire funding programs (i.e Event Grants Program).

Financial Implications

The total pool for two rounds of Small Grants funding for 2017/18 is \$75,000. The total funding allocation of recommended projects for Round 1 is \$39,236.40

Council Plan

Theme 1 Community Wellbeing
Objective 1.1 Support people to participate in and contribute to community life
Strategy 1.1.1 Develop and implement a program to support communities of place and interest, and to provide opportunities for them to identify and achieve their community aspirations

Theme 1 Community Wellbeing
Objective 1.1 Support people to participate in and contribute to community life
Strategy 1.1.3 Work in partnership with the community to review, update and continue to implement the heritage, arts and culture strategy

Theme 1 Community Wellbeing
Objective 1.2 Support people to be healthy and active
Strategy 1.2.1 Develop and implement local programs to support Healthy Eating and Active Living

6.1 Small Grants Program September 2017 - 2018

Policy/Legal Implications

The Small Grants Program supports Councils Plan (2017-2021) objectives of:

- Support people to participate in and contribute to community life.

Officer Direct or Indirect Interest

No officer involved in the preparation of this report has any conflicts of interest.

Risk Assessment

All projects have been reviewed by Council's Risk Management Co-ordinator. Depending on the level of risk some applicants will be required to provide public liability insurance to the value of \$20,000,000 as a condition of receiving a funding grant.

Social Considerations

The Small Grants Program offers support to new and existing community groups to undertake community strengthening activities and to contribute to the social and cultural wellbeing of the Surf Coast Shire. A diverse range of locally driven projects and activities will be delivered through the support of small grant funding. Many of these initiatives could not be delivered should they be unsuccessful in securing a small grant.

Community Engagement

Engagement activities prior to the September round of grants include:

- media campaign including advertising in the Surf Coast Times, Winchelsea Star and Lorne Independent
- grants programs were promoted via Council Officer E-mail networks, word of mouth and the Community House and Men's shed networks
- Smarty Grants generated email to past grant recipients
- direct email to previous grant recipients
- direct contact with potential grant recipients
- promotion via the Surf Coast Shire website, social media and intranet.
- promotion and assistance with Small Grants Program via a community workshop on the 13th of September.

Environmental Implications

The Small Grants program is often used by local environment groups. 5 applications have been received under the 'Environment' category and 4 projects have been recommended for funding.

Communication

Following adoption at the 28 November 2017 Council meeting, all applicants will receive a letter informing them of the outcome of their application. All unsuccessful applicants will be contacted with advice regarding how to progress their project.

Conclusion

The Small Grants Program is a positive community strengthening initiative that supports local groups to take action and contribute to the vibrant culture of their local community. The program involves significant collaboration with community given the high level of in-kind volunteer support involved in delivering each project.

A full list of recommended projects is attached (Appendix 1).

A celebration to recognise successful grant recipients will be held in Council Chambers on Thursday 14 December 2017 at 10.30am. Ward Councillors will be invited to present certificates to successful applicants.

6.1 Small Grants Program September 2017 - 2018

APPENDIX 1 SEPTEMBER 2017 - SMALL GRANTS ELIGIBLE

APPENDIX 1: Surf Coast Shire Small Grants Program September 2017 - 'Projects Supported'

Name of Applicant	Project Title	Description	Alignment to Grant Guidelines	Category	Ward	Applicants Total Project Costs	Amount Sought	Proposed Allocation
Torquay Museum without Walls	Torquay History app	Develop an Andorid version of app "History in your Pocket"	Heritage project that supports participation, learning and recording of the cultural history of the Surf Coast Shire and its residents	Community Initiative	Torquay	\$22,545.00	\$3,000.00	\$3,000.00
Surf Coast Longboarders Club	Wild Women on Water	10 women to attend Surfing Victoria Surf Coaching program and 6 women to attend Surfing Victoria Judging Course	Innovative new project that promotes recreation, physical activity and increases participation for all abilities. Appropriate expenditure and resourcing	Recreation & Leisure	Torquay	\$5,690.00	\$2,340.00	\$2,340.00
SCEG	Solar Cup Educational Challenge	To purchase 45 Junior Solar Boat Kits with reusable panels. \$111 each. To prepare for Solar Cup Educational Challenge with Aireys Inlet, St Therese and Anglesea Primary Schools	Project that works towards environmental sustainability. Well developed project plan and proven track record in managing similar projects	Environment	Torquay	\$10,100.00	\$5,000.00	\$5,000.00
Wensleydale Rural Community Group	Wurdale Information and History Board	Produce and install History Board at Wurdale Hall including draft plans, map, cartographer, timber and roofing materials	Heritage project that supports participation, learning and recording of the cultural history of the Surf Coast Shire and its residents	Community Initiative	Winchelsea	\$4,700.00	\$2,300.00	\$2,300.00
Surfcoast Toy Library	Sensory Toys and Storage Space	Purchase sensory toys for children with developmental disorders and install a storage cupboard	Contributes to the wellbeing and quality of life of Surf Coast Shire Residents. Well developed project plan and appropriate expenditure	Community Initiative	Torquay	\$4,000.00	\$2,000.00	\$2,000.00
Deans Marsh Cricket Club	Celebrating Deans Marsh: Curtain Project	Mount large digital photograph of Deans Marsh Hall stage curtain on exterior of Deans Marsh Hall	Community arts project that supports the development of quality arts initiatives and increases involvement in arts and culture by the community	Culture & Arts	Lorne	\$4,000.00	\$500.00	\$500.00
Lorne SLSC	One Time Plastic Use Reduction Program	Replacing one time plastic water bottles and plastic bags with re-usable options	Project that works towards sustainability. Appropriate expenditure and resourcing	Environment	Lorne	\$7,890.00	\$2,500.00	\$2,500.00
Surfcoast Life Drawing	Life Drawing for the Community	Life Drawing for the Community - provision of room hire, advertising, equipment, materials and tuition	Community arts project that supports the development of quality arts initiatives and increases involvement in arts and culture by the community	Culture & Arts	Torquay	\$8,095.00	\$2,000.00	\$2,000.00
Probus Club of Torquay Zeally Bay	Video Projection Equipment	Purchase portable video projection equipment for use at meetings, special events and functions	Contributes to the wellbeing and quality of life of Surf Coast Shire Residents. Appropriate expenditure and resourcing	Community Initiative	Torquay	\$4,224.00	\$2,112.00	\$2,112.00
Hockey Victoria	Community Hockey Club - Torquay	Contribution towards Torquay Community Hockey Club pilot in the Surfcoast Shire	Innovative new project that promotes recreation, physical activity and increases participation for all abilities. Appropriate expenditure and resourcing	Recreation & Leisure	Torquay	\$35,480.00	\$5,000.00	\$2,800.00
Geelong Guild Athletic Club	Training Smarter for Athletic Success	Support 2 coaches (residents of SCS) to attend the Australian Strength and Conditioning Association Level 1 Strength and Conditioning Coach Accreditation Course	Innovative new project that promotes recreation, physical activity and increases participation for all abilities	Recreation & Leisure	Torquay	\$2,062.35	\$1,000.00	\$1,000.00
Connewarre and District Riding Club	Equitation Park	Construction of Equitation Park (Skills course for horses and riders). Cartage of clean fill, fencing and obstacles	Innovative new project that promotes recreation, physical activity and increases participation for all abilities. Appropriate expenditure and resourcing	Recreation & Leisure	Winchelsea	\$8,000.00	\$4,000.00	\$4,000.00
Lorne Senior Citizens Group	Lorne Senior Citizens goes Digital	Purchase laptop, printer and software to allow electronic financials, membership database, hall bookings, email, publications and invoicing	Contributes to the wellbeing and quality of life of Surf Coast Shire Residents. Appropriate expenditure and resourcing	Community Initiative	Lorne	\$5,732.00	\$2,372.00	\$2,372.00
Aireys Inlet Primary School	Shining a Light on Sustainability	Contribution towards LED lighting educational program	Project that works towards sustainability	Environment	Anglesea	\$8,077.71	\$4,027.71	\$1,000.00

APPENDIX 1: Surf Coast Shire Small Grants Program September 2017 - 'Projects Supported'

Geelong and Surf Coast Cycling Club	Safety in Cycling	Contribution towards first aid training for members. Level 2 St Johns	New project that promotes recreation, physical activity and increases participation for all abilities	Recreation & Leisure	Torquay	\$3,700.00	\$1,000.00	\$1,000.00
Lorne Playgroup	Lorne Playgroup Activities	Children's entertainers, beach playgroup, aged care playgroup and educational presenters	Contributes to the wellbeing and quality of life of Surf Coast Shire Residents. A proven track record in managing similar projects	Community Initiative	Lorne	\$3,200.00	\$1,500.00	\$1,500.00
Danawa Community Garden	Danawa North Mandala Beds Watering System	Install watering system to automatically water 10 communal garden beds	Project that works towards sustainability. Well developed project plan and proven track record in managing similar projects	Environment	Torquay	\$3,600.00	\$1,200.00	\$1,200.00
Barwon Valley Pony Club	Show Jumping Poles - SAFETY upgrade	Purchase 18 light weight poles, standing ladder and picket fence to replace current heavy equipment.	New project that promotes recreation, physical activity and increases participation for all abilities. Appropriate expenditure and resourcing	Recreation & Leisure	Winchelsea	\$4,112.40	\$2,612.40	\$2,612.40
						\$145,208.46	\$44,464.11	\$39,236.40

6.1 Small Grants Program September 2017 - 2018

APPENDIX 2 SEPTEMBER 2017 - SMALL GRANTS INELIGIBLE AND NOT SUPPORTED

Surf Coast Shire Small Grants Program September 2017 - 'Projects Ineligible (as per program guidelines) and Not Supported

Name of Applicant	Project Title	Description	Category	Ward	Applicant Total Project Costs	Amount Sought	Comment
Australian Fauna Society Inc T/A Surfcoast Animal Rescue	Wildlife Rescue Kits	To purchase Wildlife Rescue Kits \$30 each	Environment	Torquay	\$6,000.00	\$3,000.00	Ineligible - Project has already commenced and completed on 1st October 2017
OTIS Foundation	Adopt a Retreat - Surf Coast Shire	Subsidise 2 Breast Cancer retreats in the Surf Coast Shire - Anglesea.	Community Initiative	Anglesea	\$24,385.00	\$2,000.00	Not supported -Not considered a strong project. Foundation based in Bendigo. The retreats are not designed to benefit SCS residents
Lorne Lions Club	Carols on the Lorne	Production of Song Booklet for Carols on the Lorne	Community Initiative	Lorne	\$4,950.00	\$650.00	Ineligible - Received funding in previous Small Grant round (Lions Club Signage Project). Referred to Arts Development Officer for funding
Torquay Laurel Club	Laural Club Christmas Lunch	Annual end of the year celebration event for Torquay Laurel Club	Community Initiative	Torquay	\$2,000.00	\$1,000.00	Ineligible - Considered recurrent funding for ongoing project. Project has been previously funded. Project referred to Shire Event Grants program and an application has been submitted
Neighbourhood Watch SFC01 Winchelsea	Police and NHW Good Neighbour School's Day	Student transport for Neighbourhood School's Day	Community Initiative	Winchelsea	\$5,390.00	\$1,000.00	Ineligible - Considered recurrent funding for ongoing project. Project has been previously funded. Project referred to Event Grants program
Growing Winchelsea	Community Market Project	Storage fees for community equipment for Makers and Growers Market, Local Art Group, and Festival.	Community Initiative	Winchelsea	\$2,133.00	\$1,066.50	Not supported - Not considered a strong project. Risk in setting a precedence of funding temporary storage (common problem across many community groups). Refer to Community Project Development process
					\$44,858.00	\$8,716.50	

6.2 Art Space User Fees

Author's Title: Manager Community Relations

General Manager: Chris Pike

Department: Community Relations

File No: F17/607

Division: Culture & Community

Trim No: IC17/1220

Appendix:

Nil

Officer Direct or Indirect Conflict of Interest:

Status:

In accordance with Local Government Act 1989 –
Section 80C:

Information classified confidential in accordance with
Local Government Act 1989 – Section 77(2)(c):

Yes

No

Yes

No

Reason: Nil

Reason: Nil

Purpose

The purpose of this report is to consider user fees for the Art Space in Anglesea.

Summary

Council commenced the Art Space in October 2016 within a leased commercial property on the corner of Great Ocean Road and Noble St, Anglesea. The Art Space is leased until 30 June 2018 and it is funded in this year's Council budget. The purpose of the Art Space is to provide a space primarily for artists of the Surf Coast Shire to exhibit their work and build their skills.

The establishment of a short term, flexible art space was one of the key findings of Council's Arts Space Feasibility study conducted in 2015.

The Art Space has been well utilised in the first 13 months of operation. It has hosted exhibitions and workshops from artists and community art groups as well as hosting key Council art activities including the Surf Coast Shire Arts Trail and Calendar Art Exhibition.

Artists of various levels of skill, experience and professionalism have used the space. All artists and groups to date have accessed the space without being charged a fee. Artists have shown a high level of ownership of their exhibitions contributing their time to set up, staff, promote and pack up exhibitions.

Establishing a user fee would derive an external income source for the Art Space and would provide important, realistic feedback on the likelihood of artists and art groups contributing to spaces for art in the future. This is particularly important information should Council consider a more permanent, dedicated arts space in the future.

Recommendation

That Council:

1. Note the patronage and activity of the Art Space in Anglesea.
2. Establish Art Space user fees to commence on 1 March 2018 until 30 June 2018 at the following level:
 - 2.1. Weekly off peak fee \$100
 - 2.2. Workshop fee \$20 per workshop
3. Authorises the General Manager, Culture & Community to consider and approve requests to waive all fees if a booking meets at least three of the following five criteria:
 - 3.1. The majority of users are under 18 year of age.
 - 3.2. There is genuine difficulty in the group or individual being able to pay.
 - 3.3. There is limited potential for work to be sold during the activity conducted.
 - 3.4. The primary purpose of the group existing is not the exhibition of art.
 - 3.5. The activities meet strategic objectives in the Council Plan 2017-21.
4. Note that should Council fund the Art Space in future years, fees will be established via Council's annual budget process.

6.2 Art Space User Fees

Council Resolution

MOVED Cr Margot Smith, Seconded Cr Libby Coker

That Council:

1. Note the patronage and activity of the Art Space in Anglesea.
2. Establish Art Space user fees to commence on 1 March 2018 until 30 June 2018 at the following level:
 - 2.1. Weekly off peak fee \$100
 - 2.2. Workshop fee \$20 per workshop
3. Authorises the General Manager, Culture & Community to consider and approve requests to waive all fees if a booking meets at least three of the following five criteria:
 - 3.1. The majority of users are under 18 year of age.
 - 3.2. There is genuine difficulty in the group or individual being able to pay.
 - 3.3. There is limited potential for work to be sold during the activity conducted.
 - 3.4. The primary purpose of the group existing is not the exhibition of art.
 - 3.5. The activities meet strategic objectives in the Council Plan 2017-21.
4. Note that should Council fund the Art Space in future years, fees will be established via Council's annual budget process.

CARRIED 8:0

6.2 Art Space User Fees

Report

Background

Council completed an Arts Space Feasibility study in 2015. A key aim of this project was to understand the needs and present evidence based options for the provision of a dedicated arts space in Surf Coast Shire.

This study provided options for a dedicated, purpose built arts space. The study also presented other key findings including the opportunity to pursue a short term, flexible art space.

Council allocated funds in the 2016/17 budget and the Art Space in Anglesea commenced in October 2016. The Art Space costs are included in this year's Council budget and the space is leased until 30 June 2018. The purpose of the Art Space is to provide a space primarily for artists of the Surf Coast Shire to exhibit their work and build their skills.

The Art Space has been well utilised in the first 12 months of operation. Notable facts about the Art Space since October 2016 include:

- Over 7,000 visits
- Over \$35,000 in sales
- 600 visits to the 2016 Calendar Exhibition – up 300% on previous exhibitions
- By December 2017, all major visual arts groups in the Shire will have taken the opportunity to use the space
- Consistent positive feedback from artists and patrons
- Positive media coverage
- Dedicated and informal artist development workshops and networking occurring regularly
- Feedback on the location of the space has been consistently positive with artists and visitors noting the convenience to access it from many parts of the Shire. People have provided positive comments that it is a change from accessing a facility in Torquay
- The Art Space has been used for poetry, play readings, music, an Annual General Meeting and workshops.

Discussion

Artists of various levels of skill, experience and professionalism have used the space. All artists and groups to date have accessed the space rent free. Artists have shown a high level of ownership of their exhibitions contributing their time to set up, staff, promote and pack up exhibitions.

Many artists have indicated they are prepared to contribute financially to use the space. Of course a fee would be a barrier for some. A fee model that accommodates the varying levels of skill, experience and professionalism is important to provide fairness and take into account financial capability of users. The fee could be applied at the start of March 2018 after all major visual arts groups have taken the opportunity to use the space. This date has particular significance as Council is upgrading the Anglesea Art House and this group is scheduled to use Council's Art Space in February 2018.

The Art Space has proven to be very popular with artists and audiences in the first 13 months. There is growing support and hope within the arts community that the Art Space continues in an ongoing capacity.

Council may consider extending the Art Space in Anglesea beyond the end of this financial year. The annual budget for the Art Space is \$33,000 which could be offset with the establishment of artists' fees. This could be considered in the development of the 2018/19 Council budget.

While the Art Space is proving popular, it is not envisaged that it is a long term option to meet the needs of the arts community in Surf Coast Shire. This option may worthwhile continuing for the short term (1-3 years) however it is not going to fully meet the needs of the Surf Coast Shire Arts Community or audiences. A limitation of this space is that it does not adequately cater for performance art. The popularity of the space for visual exhibitions also has been a limiting factor in attracting fuller production or performance art.

Council has the opportunity to apply a fair artist contribution model to support the costs of the facility and test the level of preparedness for artists to contribute financially to use an art space. This is an important consideration should Council choose to provide more dedicated and permanent arts spaces in the future.

6.2 Art Space User Fees

Officers have researched a number of similar art spaces, reviewed proposed fees in Council's Feasibility Study in developing the proposed user fees. An artist reference group met and provided input into the establishment of the proposed fee. A number of fee options were considered and the recommended option is proposed to deliver fairness and clarity in applying a user fee. The proposed fee is:

Weekly fee (March 2018 – June 2018)	\$100
Workshop fee	\$20 per workshop

Should Council continue the art space in 2018/19 a higher peak fee could be considered for the months when visitation numbers are higher in Surf Coast Shire. This would be considered through the development of the 2018/19 budget.

The fee structure includes the provision for a \$0 fee to be considered for groups and individuals who meet the majority of the following criteria:

- The majority of users are under 18 year of age
- There is genuine difficulty in the group or individual being able to pay
- There is limited potential for work to be sold during the activity conducted
- The primary purpose of the group existing is not the exhibition of art
- The activities meet particular strategic objectives in the Council Plan 2017-21.

Application for a \$0 fee should be in writing and considered and granted at the General Manager level.

Financial Implications

A total of \$33,000 is included in the 2017/18 Council budget for the Art Space. The budget includes \$5,000 income and \$3,000 contingency.

The user fee proposed is estimated to generate approximately \$1,500 for Council this financial year. If the Art Space continued in future years, the proposed fee structure could provide approximately \$5,000 per annum.

Any unfavourable result in income in 2017/18 can be offset by a reduction in expenditure.

Council Plan

Theme 1 Community Wellbeing
Objective 1.1 Support people to participate in and contribute to community life
Strategy Nil

Theme 5 High Performing Council
Objective 5.2 Ensure that Council decision-making is balanced and transparent and the community is involved and informed
Strategy Nil

Policy/Legal Implications

Council has entered into a commercial lease to create the Art Space. The lease conditions need to be adhered to if the tenant is considering sub-leasing or licensing. The user fee arrangement is likely to be considered a licence and so landlord written consent is required, which may be given or withheld at the landlord's discretion. This would need to be received from the landlord before applying this fee. It is proposed this written consent is requested if Council decides to apply a user fee.

Officer Direct or Indirect Interest

No officer involved in the preparation of this report has any conflicts of interest.

Risk Assessment

There is a reputation risk to Council by establishing a fee as this has been a popular facility at no costs to users to date. This risk has been mitigated to some degree by officers having conversations with users and potential users that a fee may be applied in the future. The communication section of this report includes other ways to manage this risk.

6.2 Art Space User Fees

There is a risk that the landlord does not agree to a licence arrangement to establish user fees. The potential for a licence arrangement has been discussed with the landlord and formal agreement will be sought if Council decides to apply a user fee.

Social Considerations

Arts participation has been proven to deliver social and health and wellbeing benefits for participants and audiences. The feedback from artists and audiences in the Art Space has been overwhelmingly positive with many people noting the social and wellbeing benefits of the Art Space.

Community Engagement

Council officers have received feedback during the life of the Art Space that artists and groups may be willing to contribute financially to use the space. A reference group of artists and art group representatives met with Council officers in October to offer input into the fee structure. These inputs have informed the fee proposed.

Environmental Implications

No significant environmental implications are evident in Council considering this report.

Communication

The reference group participants and artists who have used the space to date and are likely to do so in the future will be contacted directly about Council's decision regarding the Art Space user fee. Communication to the wider community about the user fees will occur through Council's communication channels and may be reported in local media.

Options

Option 1 – Apply the user fees proposed in the recommendation from 1 March 2018

This option is recommended by officers as this will generate income to support the operation of this popular facility and understand the willingness of artists to contribute financially to use art spaces now and in the future.

Option 2 – Do not charge a user fee of the Art Space and manage the budget going forward for a reduction in expenditure to offset this income

This option is not recommended by officers this would forego the opportunity to generate income to support the operation of this popular facility and understand the willingness of artists to contribute financially to use art spaces now and in the future.

Option 3 – Consider the application of user fees through the 2018/19 budget process and do not apply a user fee this financial year

This option not recommended by officers as higher fees would be out of step with similar facilities in other parts of the state and artists would be unlikely to afford fees at a higher level.

Conclusion

The Arts Space has been well utilised in the first 13 months of operation and feedback has been positive from artists and audiences. Establishing a user fee will help support the operation of the Art Space and provide Council with valuable information on the willingness of users to contribute financially to art spaces now and in the future. Setting a fee that is affordable is important so a wide range of artists can continue to use the space.

Applying the fee after 1 March 2018 will allow all major visual art groups in Surf Coast Shire to access the space without a fee and so the Anglesea Art House operations can be supported during capital works.

6.3 Kurrambee Myaring Community Centre - 2017/18 Hire Fee Schedule

Author's Title: Project Officer - Kurrambee Myaring Community Centre **General Manager:** Chris Pike

Department: Early Years **File No:** F15/606

Division: Culture & Community **Trim No:** IC17/1384

Appendix:

1. 2017-18 Fee Hire Schedule and Hire Fee Discount Rates for Kurrambee Myaring Community Centre (D17/133316)

Officer Direct or Indirect Conflict of Interest:

In accordance with Local Government Act 1989 – Section 80C:

Yes

No

Reason: Nil

Status:

Information classified confidential in accordance with Local Government Act 1989 – Section 77(2)(c):

Yes

No

Reason: Nil

Purpose

The purpose of this report is to adopt a room hire fee schedule for Kurrambee Myaring Community Centre (KMCC) for 2017/18.

Summary

KMCC is a community facility that will comprise five early years rooms, three consulting rooms, three multipurpose rooms, a fully equipped kitchen for community use and a fully accessible toilet and shower change facility with a hoist.

The total project budget of \$6.775 million consists of Council contribution of \$5.175 million and a Department of Education and Training grant of \$1.6 million. Construction is expected to be completed by the end of 2017 with the facility ready to open at the start of the school year in 2018.

Hire fees for KMCC were not included in the 2017/18 budget setting process. With construction nearing completion, hire fees need to be set by Council for the opening of the facility in 2018.

At a providers' information session on 30 August 2017, there were concerns from those attending that hire fees for Council facilities are high and the same approach for KMCC would restrict access to the facility by not-for-profit organisations and community groups.

It is proposed to base the hire fees on the Torquay Children's Hub, a similar type of facility, with a discount in the first 2½ years to encourage community and services/providers to access the facility.

Recommendation

That Council:

1. Note that Kurrambee Myaring Community Centre is on track to open by 29 January 2018.
2. Adopt full room hire fees for Kurrambee Myaring Community Centre for 2017/18, as listed in Attachment 1.
3. Apply discount rates to the full fees as listed in Attachment 1, noting that the full room hire fees are subject to review through Council's annual budget process.

Council Resolution

MOVED Cr Martin Duke, Seconded Cr Rose Hodge

That Council:

1. Note that Kurrambee Myaring Community Centre is on track to open by 29 January 2018.
2. Adopt full room hire fees for Kurrambee Myaring Community Centre for 2017/18, as listed in Attachment 1.
3. Apply discount rates to the full fees as listed in Attachment 1, noting that the full room hire fees are subject to review through Council's annual budget process.

CARRIED 8:0

6.3 Kurrabee Myaring Community Centre - 2017/18 Hire Fee Schedule

Report

Background

Hire fees for KMCC were not included in the 2017/18 budget setting process. With construction nearing completion, a schedule of hire fees needs to be set and endorsed by Council for the opening of the facility in 2018.

At a providers' information session on 30 August 2017, there were concerns from those attending that hire fees for Council facilities are high and the same approach for KMCC would restrict access to the facility by community groups.

Discussion

Torquay Children's Hub is a similar type of facility to KMCC with early years rooms, consulting rooms and a meeting room. To assist with activating the new facility it is proposed in the first 2.5 years to provide a discount fee.

Financial Implications

By providing a discount fee for a limited time this is likely to have an impact on the income generated by KMCC. The degree of this impact is difficult to determine as by having a discount is likely to generate additional interest and use of the facility.

Council Plan

Theme 5 High Performing Council
Objective 5.4 Ensure the community has access to the services they need
Strategy 5.4.1 Review Council-delivered services to ensure they are of high quality and delivering best value

Theme 1 Community Wellbeing
Objective 1.1 Support people to participate in and contribute to community life
Strategy 1.1.1 Develop and implement a program to support communities of place and interest, and to provide opportunities for them to identify and achieve their community aspirations

Policy/Legal Implications

This proposal complies with relevant legislation and Policy and not believed to have any legal ramifications nor legislative requirements.

Officer Direct or Indirect Interest

No officer involved in the preparation of this report has any conflicts of interest.

Risk Assessment

If Council did not adopt a hire fee schedule for KMMC it will prevent the hiring of consulting rooms and multipurpose rooms at KMCC to external providers, when the facility opens in 2018.

If the hire fee schedule was set too high, it is likely to negatively impact on the activation of the facility and lead to some loss of reputation from local not for profit groups, as high fees would inhibit their access to the facility.

Social Considerations

The setting of a hire fee that supports access to KMCC by community and not for profit groups will ensure that the community has increased access to social, health and wellbeing programs and services within their community.

Community Engagement

The service provider information session held in August provided interested groups and individuals with some guidance as to what the fee range would be for KMCC. Once Council has adopted a fee schedule this will be further communicated with service providers and the community.

Environmental Implications

Not Applicable.

6.3 Kurrabee Myaring Community Centre - 2017/18 Hire Fee Schedule

Communication

Community members are regularly updated on KMCC's progress either through direct communication (email, telephone) or media releases through a dedicated KMCC webpage, social media, on hold messages, customer service screens, newsletter items, mayor's column, digest story, mayor catch up, shire wire post, and information stall.

Once Council has adopted a fee schedule this will be further communicated with service providers and the community.

Options

Option 1 – Do nothing

This option is not recommended by officers as it will prevent the hiring of consulting rooms and multipurpose rooms at KMCC to external providers, when the facility opens in 2018.

Option 2 – Align KMCC hire fees to the Torquay Children's Hub

This option is not recommended by officers as to activate a new facility takes a range of strategies to engage services and the community into the facility. By not offering a discount, this will negatively impact on the activation of KMCC.

Option 3 – KMCC hire fees based on Torquay Children's Hub with a discount of 40% for 2017/18, 40% for 2018/19 and 20% for 2019/20

This option is recommended by officers as they would support the activation and utilisation of the new facility, by a range of community, not for profit and commercial services and programs.

Conclusion

The KMCC room hire fee schedule is presented to Council for adoption in Appendix A, and supports a reduced hire fee of 40% for 2018/19 and 20% for 2019/20.

6.3 Kurrambee Myaring Community Centre - 2017/18 Hire Fee Schedule

APPENDIX 1 2017-18 FEE HIRE SCHEDULE AND HIRE FEE DISCOUNT RATES FOR KURRAMBEE MYARING COMMUNITY CENTRE

KMCC 2017/18 Hire Fee Schedule

Room	Type of organisation	Business Hours - Per Hour	Business Hours - Per Day	After Hours (5.30-10pm) - Per Hour
Consulting/Multipurpose Room	Not for Profit	\$ 16.00	\$ 75.50	\$ 25.50
Consulting/Multipurpose Room	For Profit	\$ 32.00	\$ 106.00	\$ 47.50

KMCC Hire Fee Discount

Year	Type of organisation	Business Hours - Per Hour	Business Hours - Per Day	After Hours (5.30-10pm) - Per Hour
2017/18	Not for Profit	40%	40%	40%
	For Profit	40%	40%	40%
2018/19*	Not for Profit	40%	40%	40%
	For Profit	40%	40%	40%
2019/20*	Not for Profit	20%	20%	20%
	For Profit	20%	20%	20%

* Note: Hire fee amounts to be set through Council's normal budget process

7. URGENT BUSINESS

Nil

8. PROCEDURAL BUSINESS

8.1 Section 86 Committee Minutes

Author's Title: Administration Officer

General Manager: Anne Howard

Department: Governance

File No: F17/285

Division: Governance & Infrastructure

Trim No: IC17/1281

Appendix:

1. Hearing of Submissions Committee Meeting Minutes - 10 October 2017 (D17/134911)
2. Hearing of Submissions Committee Meeting Minutes - 17 October 2017 (D17/121268)
3. Planning Committee Meeting Minutes - 30 October 2017 (D17/129380)
4. Hearing of Submissions Committee Meeting - 14 November 2017 (D17/134918)

Officer Direct or Indirect Conflict of Interest:

Status:

In accordance with Local Government Act 1989 –
Section 80C:

Information classified confidential in accordance with
Local Government Act 1989 – Section 77(2)(c):

Yes

No

Yes

No

Reason: Nil

Reason: Nil

Purpose

The purpose of this report is to receive and note the minutes of the Section 86 Committee meetings as appended.

Summary

The minutes provided in this report are draft unless otherwise identified. Committees do not re-issue minutes if any corrections are made at the time of adoption, rather note these corrections in the agenda item confirming adoption of the minutes at the following committee meeting.

Any corrections to draft minutes of material significance made by the committees will be provided to Council for noting in a subsequent report.

Recommendation

That Council receive and note the following minutes of the Section 86 Committee meetings:

1. Hearing of Submissions Committee Meeting - 10 October 2017.
2. Hearing of Submissions Committee Meeting - 17 October 2017.
3. Planning Committee Meeting - 30 October 2017.
4. Hearing of Submissions Committee Meeting – 14 November 2017.

Council Resolution

MOVED Cr Clive Goldsworthy, Seconded Cr Libby Coker

That Council receive and note the following minutes of the Section 86 Committee meetings:

1. Hearing of Submissions Committee Meeting - 10 October 2017.
2. Hearing of Submissions Committee Meeting - 17 October 2017.
3. Planning Committee Meeting - 30 October 2017.
4. Hearing of Submissions Committee Meeting – 14 November 2017.

CARRIED 8:0

8.1 Section 86 Committee Minutes

APPENDIX 1 HEARING OF SUBMISSIONS COMMITTEE MEETING MINUTES - 10 OCTOBER 2017



Minutes

Hearing of Submissions Committee Tuesday, 10 October 2017

Held in the
Council Chambers
1 Merrijig Drive, Torquay
Commencing at 5.30pm

Council:

Cr Brian McKiterick (Mayor)
Cr David Bell
Cr Libby Coker
Cr Martin Duke
Cr Clive Goldsworthy
Cr Rose Hodge
Cr Carol McGregor
Cr Margot Smith
Cr Heather Wellington

MINUTES FOR THE HEARING OF SUBMISSIONS MEETING OF SURF COAST SHIRE COUNCIL
HELD IN THE COUNCIL CHAMBERS, 1 MERRIJIG DRIVE, TORQUAY
ON TUESDAY 10 OCTOBER 2017 COMMENCING AT 5.30PM

PRESENT:

Cr Brian McKiterick (Mayor)
Cr David Bell
Cr Martin Duke
Cr Libby Coker
Cr Rose Hodge
Cr Carol McGregor
Cr Margot Smith (via teleconference)
Cr Heather Wellington

In Attendance:

Chief Executive Officer – Keith Baillie
General Manager Environment & Development – Ransce Salan
Coordinator Statutory Planning – Michelle Watt

10 members of the public
1 member of the press

APOLOGIES:

Cr Clive Goldsworthy

Committee Resolution

MOVED Cr Rose Hodge, Seconded Cr Martin Duke
That an apology be received from Cr Clive Goldsworthy..

CARRIED 8:0

CONFLICTS OF INTEREST:

Nil

SUBMITTERS HEARD

1. Barry Nancarrow
2. Joseph Guss (on behalf of Susan Calwell)
3. Michael Russell
4. Chris Marshall
5. Toni Sincock / Chris Foley (applicant)

BUSINESS:

- 1. ENVIRONMENT & DEVELOPMENT 4**
- 1.1 *Planning Permit Application 17/0071 - Redevelopment of Anglesea Surf Lifesaving Club..... 4*

1. ENVIRONMENT & DEVELOPMENT

1.1 Planning Permit Application 17/0071 - Redevelopment of Anglesea Surf Lifesaving Club

Author's Title: Coordinator Statutory Planning

General Manager: Ransce Salan

Department: Planning & Development

File No: 17/0071

Division: Environment & Development

Trim No: IC17/1079

Appendix:

1. List of Speakers - 100 and 120 Great Ocean Road, Anglesea Lifesaving Club (D17/113111)

Officer Direct or Indirect Conflict of Interest:

Status:

In accordance with Local Government Act 1989 –
Section 80C:

Information classified confidential in accordance with
Local Government Act 1989 – Section 77(2)(c):

Yes

No

Yes

No

Reason: Nil

Reason: Nil

Purpose

The purpose of this report is to hear submissions from the applicant and objectors in relation to planning permit application 17/0071 for the redevelopment of the Anglesea Surf Lifesaving Club at 100 Great Ocean Road, Anglesea.

Summary

An application has been received to redevelop the Surf Lifesaving Club, with the redevelopment involving the demolition of the northern-most building located on the site and its replacement with a triple storey building which is similar in scale to the building being retained. Some minor vegetation removal is required to accommodate the development and the vegetation removal is exempt under the planning scheme. No additional car parking is proposed as a result of the redevelopment.

Ten of the submissions are objections to the application, while one submission has been lodged in support. Most of the submitters are concerned about the height and bulk of the building and the need for such a large facility. Concerns have been raised about visual impact from the beach and other nearby areas. Other matters raised are car parking, vegetation removal and compliance with the planning policy framework.

Recommendation

That Council receive and note the submissions to Planning Permit Application 17/0071 for 100 Great Ocean Road, Anglesea.

Committee Resolution

MOVED Cr Rose Hodge, Seconded Cr Libby Coker

That Council receive and note the submissions to Planning Permit Application 17/0071 for 100 Great Ocean Road, Anglesea.

CARRIED 8:0

1.1 Planning Permit Application 17/0071 - Redevelopment of Anglesea Surf Lifesaving Club

Report

Background

An application has been made by Sincock Planning to redevelop the Anglesea Surf Lifesaving Club at 100 Great Ocean Road, Anglesea.

Discussion

100 Great Ocean Road, Anglesea is land zoned Public Park and Recreation Zone and is located to the south of the Great Ocean Road. A Planning Permit is required for the development of the land. Coastal Management Act consent for the development of the land has been obtained from the Department of Land, Environment, Water and Planning. The Public Land Manager, Great Ocean Road Coastal Committee, also supports the application.

The redevelopment proposes the demolition of the northern-most building and its replacement with a triple storey building which is similar in scale to the building being retained. Some minor vegetation removal is required to accommodate the development and the vegetation removal is exempt under the planning scheme. No additional car parking is proposed as a result of the redevelopment.

New publically accessible toilets will be provided as part of the redevelopment.

Financial Implications

There are no direct financial impacts to Council for the processing of the application which occurs via operational budgets.

Council Plan

Theme	5 High Performing Council
Objective	5.2 Ensure that Council decision-making is balanced and transparent and the community is involved and informed
Strategy	Nil

Policy/Legal Implications

The application has been assessed against relevant provisions of the Surf Coast Planning Scheme in accordance with the requirements of the *Planning & Environment Act 1987*.

Officer Direct or Indirect Interest

No officer involved in the preparation of this report has any conflicts of interest.

Risk Assessment

The merits of the proposal will be considered against the relevant provisions of the Surf Coast Planning Scheme and *Planning & Environment Act 1987*.

Social Considerations

The submissions received raise a number of matters which may be classed as social impacts including the visual impact of the development when viewed from the beach areas, surrounding public land and from private properties. These social impacts will be assessed in the context of relevant planning policies and decision guidelines.

Community Engagement

Public notice of the application has been carried out in accordance with the requirements of the *Planning & Environment Act 1987*. Eleven submissions (as at 8 September 2017) have been lodged with Council. Ten of the submissions are objections to the application, while one submission has been lodged in support. Most of the submitters are concerned about the height and bulk of the building and the need for such a large facility. Concerns have been raised about visual impact from the beach and other nearby areas. Other matters raised are car parking, vegetation removal and compliance with the planning policy framework.

1.1 Planning Permit Application 17/0071 - Redevelopment of Anglesea Surf Lifesaving Club

Environmental Implications

Environmental implications will be assessed in the context of relevant planning policies and decision guidelines.

Communication

The application was subject to public notice; all submitters have been invited to this meeting. A list of speakers is attached to this report.

Conclusion

The objections received detail a number of matters that must be considered by Council before deciding on planning permit application 17/0071.

1.1 Planning Permit Application 17/0071 - Redevelopment of Anglesea Surf Lifesaving Club

APPENDIX 1 LIST OF SPEAKERS - 100 AND 120 GREAT OCEAN ROAD, ANGLESEA LIFESAVING CLUB



**Hearing of Submissions
Tuesday 10 October 2017, 5:30pm
Council Chambers
1 Merrijig Drive, Torquay**

LIST OF SPEAKERS

Department of Planning and Development

17/0071: 100 and 120 Great Ocean Road, Anglesea - Lifesaving Club

1. Barry Nancarrow
2. Joseph Guss (On Behalf of Susan Calwell)
3. Michael Russell
4. Chris Marshall
5. Toni Sincock (Applicant)

Close: There being no further items of business the meeting closed at 6:23pm.

8.1 Section 86 Committee Minutes

APPENDIX 2 HEARING OF SUBMISSIONS COMMITTEE MEETING MINUTES - 17 OCTOBER 2017



Minutes

Hearing of Submissions Committee Tuesday, 17 October 2017

Held in the
Council Chambers
1 Merrijig Drive, Torquay
Commencing at 4.00pm

Council:

Cr Brian McKiterick (Mayor)
Cr David Bell
Cr Libby Coker
Cr Martin Duke
Cr Clive Goldsworthy
Cr Rose Hodge
Cr Carol McGregor
Cr Margot Smith
Cr Heather Wellington

MINUTES FOR THE HEARING OF SUBMISSIONS MEETING OF SURF COAST SHIRE COUNCIL
HELD IN THE COUNCIL CHAMBERS, 1 MERRIJIG DRIVE, TORQUAY
ON TUESDAY 17 OCTOBER 2017 COMMENCING AT 4.00PM

PRESENT:

Cr Brian McKiterick (Mayor)
Cr David Bell
Cr Martin Duke
Cr Rose Hodge
Cr Carol McGregor
Cr Margot Smith
Cr Heather Wellington

In Attendance:

Chief Executive Officer – Keith Baillie
General Manager Environment & Development – Ransce Salan
Coordinator Statutory Planning – Michelle Watt

15 members of the public
1 member of the press

APOLOGIES:

Cr Clive Goldsworthy
Cr Libby Coker

Committee Resolution

MOVED Cr Margot Smith, Seconded Cr Carol McGregor

That Council receive apologies from Councillors Libby Coker and Clive Goldsworthy.

CARRIED 7:0

CONFLICTS OF INTEREST:

Nil

SUBMITTERS HEARD

1. John Morshead
2. Mick O'Dwyer
3. Rodney Ianna
4. Tom Harding
5. Mark Teasdale
6. Mark Teasdale (on behalf of Vic Teasdale)
7. John McCartney
8. Andrew Rogers on behalf of Leanne McCartney
9. Adrian Paddington
10. Greg Harding
11. Tom and Dianne McGrath (applicant)
12. Thomas McGrath (submitter)
13. Thomas McGrath (applicant)

BUSINESS:

1. ENVIRONMENT & DEVELOPMENT	4
1.1 <i>Planning Permit Application 17/0258 - 48 The Esplanade, Torquay</i>	<i>4</i>

1. ENVIRONMENT & DEVELOPMENT

1.1 Planning Permit Application 17/0258 - 48 The Esplanade, Torquay

Author's Title: Coordinator Statutory Planning

General Manager: Ransce Salan

Department: Planning & Development

File No: 17/0258

Division: Environment & Development

Trim No: IC17/1204

Appendix:

1. Order of Speakers - Hearing of Submissions - 48 The Esplanade, Torquay (D17/116675)

Officer Direct or Indirect Conflict of Interest:

Status:

In accordance with Local Government Act 1989 –
Section 80C:

Information classified confidential in accordance with
Local Government Act 1989 – Section 77(2)(c):

Yes

No

Yes

No

Reason: Nil

Reason: Nil

Purpose

The purpose of this report is to hear submissions in relation to Planning Permit Application 17/0258 for the Use and Development of the land for a Tavern with On Premises Licence and Waive the Car Parking Requirements of Clause 52-06-5 and Waive the Loading Requirements of Clause 52.07 at 48 The Esplanade, Torquay.

Summary

An application has been received to allow a tavern to operate from the land.

A total of 16 submissions (as at 26 September 2017) have been lodged with Council. Fourteen of the submissions are objections to the application, while two submissions have been lodged in support of the application, with one of these submissions being a petition which included approximately 1,300 signatures.

Most of the submitters are concerned about the use of public land, amenity related impacts including noise and light, lack of car parking, impact on the public viewing platform and matters which relate to the Building Code.

Recommendation

That Council receive and note the submissions to Planning Permit 17/0258 for 48 The Esplanade, Torquay.

Committee Resolution

MOVED Cr Rose Hodge, Seconded Cr Martin Duke

That Council receive and note the submissions to Planning Permit 17/0258 for 48 The Esplanade, Torquay.

CARRIED 7.0

1.1 Planning Permit Application 17/0258 - 48 The Esplanade, Torquay

Report

Background

An application has been made to allow a tavern to operate from the land at 48 The Esplanade, Torquay.

Discussion

48 The Esplanade, Torquay is zoned Public Park and Recreation Zone. The land has been developed with a building and the area in which the tavern is proposed is currently a public viewing deck area.

Coastal Management Act consent for the development of the land has been obtained from the Department of Land, Environment, Water and Planning. The Public Land Manager, Great Ocean Road Coastal Committee, also supports the application.

The application has been referred to the Victoria Police and Council's Environmental Health Unit for advice. Council's Environmental Health Unit have not objected to the issue of a Planning Permit and at the time of writing this report, the response from the Victoria Police was outstanding.

The application is seeking permission to operate a tavern from the land. It is proposed that a maximum of 150 people would be accommodated within the venue and that it would operate:

- September School Holidays until Easter Monday – 7 days – 12pm until 10pm
- Easter Monday until September School Holidays – Thursday to Sunday – 12pm until 10pm
- Public Holidays and School Holidays – 12pm until 10pm.

Previously, a Planning Permit was issued through the Victorian Civil and Administrative Tribunal (VCAT), which allowed a Pop-Up Tavern to operate from the land. The permit expired on 17 April 2017. One complaint was made to Council about the operation of the tavern during this time.

The permit was issued by the Victorian Civil and Administrative Tribunal and allowed 96 patrons with the following hours:

- 31 October 2016 until 25 December 2016 – Thursday to Sunday – 1pm until 9:30pm
- 26 December 2016 until 26 January 2017 – Monday to Sunday – 1pm until 9:30pm
- 28 January 2017 until 16 April 2017 – Thursday to Sunday – 1pm until 9:30pm.

The permit restricted music as follows:

- Live musical entertainment by not more than two performers using acoustic instruments at levels no higher than background music
- Live musical entertainment must not be provided after 8pm and for more than three hours in total in any one day.

Approval is sought to allow pre-recorded and live music at background levels during opening hours.

No car parking is provided on site for the development. An on premises liquor licence is proposed. The application also involves the following development:

- Installation of a converted shipping container bar
- Installation of a portable disabled toilet
- Construction of barrier to enclose the tavern area.

A previous Planning Permit was issued to allow a pop-up tavern to operate from the land. This permit expired on 17 April 2017.

Public notification of the application was required and as a result of these processes a total of 16 submissions were lodged with Council. Two of the submissions support the proposal, with one submission being a petition containing approximately 1,300 signatures.

Objectors have raised a range of concerns, including: use of public land, concerns about car parking, noise, lighting, consumption of liquor, and future compliance with the Building Code.

1.1 Planning Permit Application 17/0258 - 48 The Esplanade, Torquay

Financial Implications

There are no direct financial impacts to Council for the processing of the application which occurs via operational budgets.

Council Plan

Theme 5 High Performing Council
Objective 5.2 Ensure that Council decision-making is balanced and transparent and the community is involved and informed
Strategy Nil

Policy/Legal Implications

The application has been assessed against relevant provisions of the Surf Coast Planning Scheme in accordance with the requirements of the *Planning & Environment Act 1987*.

Officer Direct or Indirect Interest

No officer involved in the preparation of this report has any conflicts of interest.

Risk Assessment

The merits of the proposal will be considered against the relevant provisions of the Surf Coast Planning Scheme and *Planning & Environment Act 1987*.

Social Considerations

The submissions received raise a number of matters which may be classed as social impacts including the visual impact of the development and amenity impacts, as well as the loss of a public viewing deck. These social impacts will be assessed in the context of relevant planning policies and decision guidelines.

Community Engagement

Public notice of the application has been carried out in accordance with the requirements of the *Planning & Environment Act 1987*. A total of 16 submissions (as at 26 September 2017) have been lodged with Council. Fourteen of the submissions are objections to the application, while two submissions have been lodged in support of the application, with one of these submissions being a petition which included approximately 1,300 signatures.

Most of the submitters are concerned about the use of public land, amenity related impacts including noise and light, lack of car parking, impact on the public viewing platform and matters which relate to the Building Code.

Environmental Implications

Environmental implications will be assessed in the context of relevant planning policies and decision guidelines.

Communication

The application was subject to public notice; all submitters have been invited to this meeting. A list of speakers is attached to this report.

Options

Option 1 – That Council receives and notes the submissions to Planning Permit Application 17/0258 for 48 The Esplanade, Torquay

This option is recommended by officers as this is the purpose of the Hearings of Submissions Meeting.

Option 2 – That Council refuses to receive and note the submissions to Planning Permit Application 17/0258 for 48 The Esplanade, Torquay

This option is not recommended by officers as it is contrary to the purpose of the meeting.

Conclusion

The objections received detail a number of matters that must be considered by Council before deciding on planning permit application 17/0258.

1.1 Planning Permit Application 17/0258 - 48 The Esplanade, Torquay

**APPENDIX 1 ORDER OF SPEAKERS - HEARING OF SUBMISSIONS - 48 THE ESPLANADE,
TORQUAY**



Hearing of Submissions
Tuesday 17 October 2017, 4.00pm
Council Chambers
1 Merrijig Drive, Torquay

ORDER OF SPEAKERS

1. ENVIRONMENT AND DEVELOPMENT

1.1 Planning Permit Application 17/0258 – 48 The Esplanade, Torquay

Use and Development of the land for a Tavern with on Premises Licence and Waive the Car
Parking Requirements of Clause 52-06.5

Item	Time	Submitter
1.	4.00pm	John Morshead
2.	4.05pm	Mick O'Dwyer
3.	4.10pm	Rodney Ianna
4.	4.15pm	Tom Harding
5.	4.20pm	Mark Teasdale
6.	4.25pm	Mark Teasdale (on behalf of Vic Teasdale)
7.	4.30pm	John McCartney
8.	4.35pm	(Representative on behalf of) Leanne McCartney
9.	4.40pm	Adrian Paddington
10.	4.45pm	Greg Harding
11.	4.50pm	Tom and Dianne McGrath (Applicant)

Close: There being no further items of business the meeting closed at 5.43pm.

8.1 Section 86 Committee Minutes

APPENDIX 3 PLANNING COMMITTEE MEETING MINUTES - 30 OCTOBER 2017



Minutes of Planning Committee Meeting No. 480 held at 5.00pm Monday 30 October 2017 in the Council Chambers, Surf Coast Shire Offices Torquay.

1. **OPENING OF MEETING**
5.05 pm
2. **PRESENT**
Wayne Reid (Chairman), Wesley McClendon, Austin Swain, Robert Troup, Ben Schmied
3. **APOLOGIES**
Nil
4. **CONFIRMATION OF MINUTES**
Minutes of the Planning Committee Meeting held on Monday 4 September 2017
Moved: Robert Troup Seconded: Wesley McClendon
5. **DISCLOSURE OF CONFLICTS OF INTEREST**
Nil
DISCLOSURE OF INTERESTS (AT DISCRETION OF COMMITTEE)
Nil

6. **PUBLIC PRESENTATIONS**

Item	Applicant	Objector
8.1	Aaron Green	
8.2	James Robson (On Tap) for Patrick Campbell	Val Parker Paul Banks Bernard Convery

7. **CONSIDERATION OF THE AGENDA**
As presented
8. **CONSIDERATION OF APPLICATIONS FOR A PERMIT**

Item 8.1 55 Carnarvon Avenue, Jan Juc (17/0244).....Page 3
Re-Development of Clubhouse (Buildings and Works) and
Removal of Native Vegetation

Item 8.2 17 The Esplanade, Torquay (04/0265B).....Page 29
Amend Permit 04/0265 (amended): - Vary condition 7 and
increase patron numbers from 60 to 94 (74 internal and
20 external footpath alfresco dining area) - Regularise use
of footpath for sale and consumption of liquor
(associated with use for restaurant) - Increase hours of use
of footpath alfresco dining area from 8.00pm to 11.00pm each day
- Reduce number of carparking spaces required associated with
increase in patron numbers (associated with use for restaurant)



9. RECENT VCAT DECISIONS

10. POLICY ISSUES

The Committee would support development of policy about outdoor trading in residential areas – trading times, patron numbers etc, to improve consistency and decision making.

11. OTHER MATTERS

Nil

12. CLOSE OF MEETING

6.30 pm

NEXT MEETING – 13 November 2017



ITEM NO: 8.1
PLANNING REF: 17/0244
PROPOSAL: Re-Development of Clubhouse (Buildings and Works) and Removal of Native Vegetation
APPLICANT: Jan Juc Surf Life Saving Club
DATE RECEIVED: 25 July 2017
SUBJECT LAND: 55 Carnarvon Avenue, Jan Juc
ZONE: Public Park and Recreation
OVERLAYS: Nil
PERMIT REQUIRED UNDER CLAUSES: 52.17
36.02-2
EXISTING USE: Surf Lifesaving Club
REPORTING OFFICER: Mich Watt

REASON FOR REFERRAL TO PLANNING COMMITTEE:

Planning Officer recommending refusal

Objections received x 4

MOVED: Austin Swain **SECONDED:** Wesley McClendon **FOR:** 4 **AGAINST:** 0

OFFICERS RECOMMENDATION **ALTERNATIVE RECOMMENDATION**

POINTS OF DISCUSSION:

The Committee questioned the applicants about car parking provisions and vegetation removal and was satisfied with their response and encouraged the club with GORCC to improve parking.

The Committee considered the building design to be a positive response.

PLANNING COMMITTEE RESOLUTION

That Council having caused notice of Planning Application No. 17/0244 to be given under Section 52 of the *Planning and Environment Act 1987* and having considered all the matters required under Section 60 of the *Planning and Environment Act 1987* decides to Issue a Notice of Decision to Grant a Permit in respect of the land known and described as **55 Carnarvon Avenue, Jan Juc for the Redevelopment of the Clubhouse (Buildings and Works) and Removal of Native Vegetation** in accordance with the endorsed plans, subject to the following conditions:

Stormwater Management Plan

1. Prior to the commencement of the development, a stormwater management plan (three copies) to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must ensure that stormwater and drainage discharge from the development site meets current best practice performance objectives for stormwater (Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO 1999)) and must include:
 - a) The incorporation of on-site retention/infiltration, storage and re-use stormwater management techniques where practicable to reduce pollutant export from the site;
 - b) Reduce peak discharge from the site to predevelopment levels

Construction Management Plan



2. Prior to the commencement of the development, a construction management plan (three copies) to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must address the following matters:
 - a) identification of a construction zone;
 - b) methods of physically defining the construction zone, such as temporary or permanent fencing;
 - c) measures to minimise the impact of construction vehicles arriving at, queuing, and departing from the land;
 - d) measures to accommodate the private vehicles of workers/ tradespersons;
 - e) details of the location of all construction equipment and facilities, including delivery points, storerooms, toilets, temporary offices and workers' facilities;
 - f) details of a 24 hour hotline for access to a contact person or project manager accountable for the project and compliance with the CMP;
 - g) arrangements for waste collection and other services to be provided during construction;
 - h) methods of excavation to minimise impacts beyond the construction zone, in particular the protection of vegetation and avoidance of erosion, slumping or collapse of surrounding dunes;
 - i) emergency responses to slumping or collapse of dunes as a result of the construction works;
 - j) the method of disposal of excavated material, including the location of any temporary stockpiles;
 - k) education strategies for workers to ensure they are aware of the conditions of the permit, including the endorsed plans;
 - l) methods to be taken to ensure that safe access to the beach along the access way continues to be available to the public.

Endorsed plans

3. The development as shown on the endorsed plans must not be altered without the written consent of the responsible authority.
4. The extent of native vegetation to be removed as shown on the plan submitted with the application must not be altered or modified without the consent in writing of the responsible authority.

Confirmation from a Land Surveyor

5. Written statements from a licensed surveyor shall be submitted for approval to the responsible authority confirming:
 - a) that the buildings have been set out in accordance with the endorsed plan; and
 - b) that the roof levels will not exceed the roof levels specified on the endorsed plan.

The statements shall be submitted to the responsible authority at completion of the set out of the building and at completion of the frame of the building.

Vegetation Removal

6. To offset the removal of 0.027 hectares of native vegetation (Coastal Dune Scrub) the permit holder must secure a native vegetation offset, in accordance with the Permitted clearing of native vegetation – Biodiversity assessment guidelines (DEPI 2013) and Native vegetation gain scoring manual (DEPI 2013) as specified below:
 - a) A general offset of 0.012 general biodiversity equivalence units with the following attributes:
 - i. Be located within the Corangamite Catchment Management Authority boundary or within the Surf Coast Shire municipal district
 - ii. Have a strategic biodiversity score of at least 0.448.
7. Before any native vegetation is removed, evidence that the required offset for the project has been secured must be provided to the satisfaction of the responsible authority. The offset evidence can be:



- a) A security agreement signed by both parties, to the required standard, for the offset site or sites, including a 10 year offset management plan and/or
 - b) An allocated credit extract from the Native Vegetation Credit Register.
8. Before any works start (including demolition):
- a) a tree protection zone must be delineated around the vegetation to be retained;
 - b) the tree protection zones must be fenced and signed to the satisfaction of the Responsible Authority, in a manner that does not compromise the trees' root zones;
 - c) the Responsible Authority must have advised, in writing, that the fencing and other tree protection measures are to its satisfaction.
9. Prior to the commencement of works, all persons undertaking removal/ works must be properly briefed on all environmental requirements of the planning permit. A copy of the permit must be made available to all people working on the project.
10. Before the vegetation removal starts, the boundaries of all vegetation to be removed and retained must be clearly marked on the ground.
11. There must be no temporary or permanent storage of any materials, vehicles or equipment within areas of native vegetation to be retained. All storage sites must be restricted to existing cleared areas, and must not adversely impact upon native vegetation, including the root zones of existing trees. Such sites must not be located on or near erodible surfaces, surface water runoff areas or areas infested with weeds.
12. Prior to the commencement of vegetation removal works, a Protected Flora Permit must be obtained from DELWP to remove the Coast Wattle (*Acacia longifolia* subsp. *sophare*) that is identified for removal. This species is listed as protected under the Flora and Fauna Guarantee Act 1988.

Plant

13. No plant, equipment, services or architectural features other than those shown on the endorsed plans are permitted external to the building without the prior written consent of the responsible authority.

Climate Change

14. The occupier of the approved building shall be solely responsible for damage caused to the building by coastal hazards, including but not limited to sea level rise, storm surges and associated erosion of the coast. Note: Regular monitoring of the impacts of coastal hazards is recommended to identify any necessary remedial works at an early stage.

Lighting

15. External lighting must be designed, baffled and located so as to prevent any adverse effect on adjoining land to the satisfaction of the responsible authority.
16. All waste material not required for further on-site processing must be regularly removed from the site. All vehicles removing waste must have fully secured and contained loads so that no wastes are spilled or dust or odour is created to the satisfaction of the responsible authority.

Expiry

17. This permit will expire if one of the following circumstances applies:
 - a) The development is not started within two years of the date of this permit
 - b) The development is not completed within four years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing in accordance with Section 69 of the Planning and Environment Act 1987.

Notes:

Coastal Management Act Consent

Coastal Management Act Consent DELWP Ref: 0702454/SP459356 applies to the land



Health

- The premises must be registered as prescribed accommodation.
- Approvals are required under the Food Act 1984.

CARRIED



ITEM NO: 8.2
PLANNING REF: 04/0265B
PROPOSAL: **Amend Permit 04/0265: Use of land for licensed restaurant, building and works and waiver of car parking**
APPLICANT: PAT CAMPBELL
DATE RECEIVED: 12 July 2016
SUBJECT LAND: 17 THE ESPLANADE, TORQUAY Victoria 3228 Lot 1 TP 684272J
ZONE: General Residential 1
OVERLAYS: Significant Landscape Overlay 6, Design and Development Overlay 13, Development Contributions Overlay Schedule 2
PERMIT REQUIRED UNDER CLAUSES: 52.06, 52.17
EXISTING USE: Restaurant/Licensed Premises
REPORTING OFFICER: Maggie Juniper

REASON FOR REFERRAL TO PLANNING COMMITTEE:

- Planning Officer recommending refusal
 Objections received x 12

MOVED: Robert Troup **SECONDED:** Wesley McClendon **FOR:** 4 **AGAINST:** 0

OFFICERS RECOMMENDATION **ALTERNATIVE RECOMMENDATION**

POINTS OF DISCUSSION:

There is an issue of consistency with other venues nearby having different trading hours for outdoor areas and there is risk of continual escalation of hours as each increases to match the others.

This is a residential area and the amenity should be protected.

Concerned about the residents experiencing broken glass and there is a risk of this increasing with later hours but acknowledging this isn't isolated to this premises. This permit should restrict service in glass on the footpath for the extended hours.

There was discussion about whether path trade should be reduced to 9pm or 9.30 pm but the motion put and passed was for 10 pm.

ALTERATIONS TO PLANNING OFFICER RECOMMENDATION:

Addition to proposed Noise Management Plan condition to reinforce that it is to protect residential amenity and additional detail about bottle disposal and new condition that no glass outdoors after 8pm.

PLANNING COMMITTEE RESOLUTION

That Council:

- having caused notice of planning application No. **12/0092E** to be given under Section 52 of the *Planning and Environment Act 1987* and /or the Surf Coast Planning Scheme; and having considered all the matters required under Section 60 of the *Planning and Environment Act 1987* decides to issue a Notice of Decision to Grant an Amended Permit under the Surf Coast Planning Scheme in respect of the land known and described as LOT: 1 TP684272 commonly known as **17 The Esplanade TORQUAY.**, for **Use of land for restaurant and sale and consumption of liquor (associated with use for restaurant), building and works and reduction in number of car parking spaces required (associated with use for restaurant)**, subject to the following:



1. Amend Permit Preamble to read:

Use of land for restaurant and sale and consumption of liquor (associated with use for restaurant), building and works and reduction in number of car parking spaces required (associated with use for restaurant)

2. Amend Address of Land to read:

17 THE ESPLANADE, TORQUAY. (Lot 1 TP595587C) and adjacent footpath

3. Insert new condition 1 to read:

Before the use starts, a Noise Management Plan to protect the residential amenity of area, to the satisfaction of the responsible authority, must be submitted to and approved by the responsible authority. The Plan must deal with matters including, but not limited to:

- Staffing and staff training
- Complaints/Incident register
- Music
- Disruptive and Anti-Social Behaviours
- Daily Manager Contact
- Emergency Phone Numbers
- Code of Conduct
- Waste disposal times and collection times including that bottles must not be deposited into waste receptacles after 9 pm

Use of the premises must be in accordance with the approved Noise Management Plan.

4. Renumber conditions following.

5. Amend existing condition 2 to read:

The use for restaurant may operate only between the following hours:

Internal:

Sunday	Between 8.00am and 11.00pm
Good Friday and Anzac Day	Between 12 noon and 11.00pm
On any other day	Between 7.00am and 11.00pm

Footpath:

Sunday	Between 8.00am and 10.00pm
Good Friday and Anzac Day	Between 12 noon and 10.00pm
On any other day	Between 7.00am and 10.00pm

The use for sale and consumption of liquor (associated with use for restaurant) may operate only between the following hours:

Internal:

Sunday	Between 10.00am and 11.00pm
Good Friday and Anzac Day	Between 12 noon and 11.00pm
On any other day	Between 7.00am and 11.00pm

Footpath:

Sunday	Between 10.00am and 10.00pm
Good Friday and Anzac Day	Between 12 noon and 10.00pm
On any other day	Between 9.00am and 10.00pm

6. Amend existing condition 7 to read:

The maximum number of patrons at the site must not exceed 94 patrons with this number comprising 74 patrons internal area and 20 patrons footpath area.



7. Insert new condition after amended existing condition 7 to read:
All external doors and windows must be closed at 10.00pm each day.

8. Drinks must not be served in glass containers in the footpath trading area after 8.00 pm.

9. Renumber conditions following.

CARRIED

8.1 Section 86 Committee Minutes

APPENDIX 4 HEARING OF SUBMISSIONS COMMITTEE MEETING - 14 NOVEMBER 2017



Minutes

Hearing of Submissions Committee Tuesday, 14 November 2017

Held in the
Council Chambers
1 Merrijig Drive, Torquay
Commencing at 5.00pm

Council:

Cr David Bell (Mayor)
Cr Libby Coker
Cr Martin Duke
Cr Clive Goldsworthy
Cr Rose Hodge
Cr Carol McGregor
Cr Brian McKiterick
Cr Margot Smith
Cr Heather Wellington

MINUTES FOR THE HEARING OF SUBMISSIONS MEETING OF SURF COAST SHIRE COUNCIL
HELD IN THE COUNCIL CHAMBERS, 1 MERRIJIG DRIVE, TORQUAY
ON TUESDAY 14 NOVEMBER 2017 COMMENCING AT 5.00PM

PRESENT:

Cr David Bell (Mayor)
Cr Martin Duke
Cr Rose Hodge
Cr Carol McGregor
Cr Brian McKitterick
Cr Margot Smith

In Attendance:

Chief Executive Officer – Keith Baillie
General Manager Environment & Development – Ransce Salan
General Manager Culture & Community – Chris Pike
Manager Economic Development and Tourism – Matt Taylor

51 members of the public
2 members of the press

APOLOGIES:

Cr Libby Coker
Cr Clive Goldsworthy
Cr Heather Wellington

Committee Resolution

MOVED Cr Martin Duke, Seconded Cr Carol McGregor

That apologies be received from Cr Libby Coker, Cr Clive Goldsworthy and Cr Heather Wellington.

CARRIED 6:0

CONFLICTS OF INTEREST:

Nil.

SUBMITTERS HEARD

1. Alan Wilkins
2. Trevor Butler
3. Miyo Fallshaw
4. Barrie Sutherland / Neil Noelker for Torquay Commerce and Tourism
5. Gail Price
6. Deb Johnson
7. Mike Kaufmann, Kaufmann Property Consultants & Ron Selkirk
8. Sue O'Shanassy
9. Andrew Cherubin
10. Cathy Smith
11. Andrew Cherubin for 3228 Residents Association
12. James Iles for Ryans IGA Supermarket
13. Dan Remenyi
14. Andrew Lewis
15. John Foss

BUSINESS:

1. ENVIRONMENT & DEVELOPMENT	4
1.1 <i>Torquay Town Centre Project</i>	4

1. ENVIRONMENT & DEVELOPMENT

1.1 Torquay Town Centre Project

Author's Title: Senior Strategic Planner

General Manager: Ransce Salan

Department: Planning & Development

File No: F17/409

Division: Environment & Development

Trim No: IC17/1278

Appendix:

1. Order of Speakers - Torquay Town Centre Project (D17/127613)

Officer Direct or Indirect Conflict of Interest:

Status:

In accordance with Local Government Act 1989 –
Section 80C:

Information classified confidential in accordance with
Local Government Act 1989 – Section 77(2)(c):

Yes

No

Yes

No

Reason: Nil

Reason: Nil

Purpose

The purpose of this report is to provide an overview of the major issues raised in submissions received to the Torquay Town Centre Project as part of the Hearing of Submissions process.

Summary

The Torquay Town Centre Project aims to provide a clear vision for the Torquay Town Centre, including design principles to guide future development. Council is managing the project however it is jointly funded by both Council and Regional Development Victoria. Two draft documents comprise the primary output from the project:

- Strategic Investment Facilitation Plan (SIFP)
- Urban Design Framework (UDF).

A third draft document, the Torquay Town Centre Parking and Access Strategy 2016-21, was publicly exhibited alongside the draft SIFP and draft UDF.

The draft UDF purports to facilitate investment in order to provide the services, facilities and job opportunities that are required for the growing population. It also aims to create a pedestrian friendly environment, building on the critical assets of Torquay which include the beach, foreshore and relaxed lifestyle, is consistent with the coastal character of Torquay.

The three draft documents were placed on public exhibition for a period of six weeks between 28 August 2017 and 9 October 2017. Late submissions were accepted after the closing date up until 31 October 2017. A total of 158 submissions were received.

It is noted that there were a range of views on many of the issues raised through the submissions. However, the biggest issue was the proposal for building heights of up to 4 and 5 storeys. A number of submissions emphasised that they supported various elements of the draft documents but that they also had concerns about, or were opposed to, some of the proposals.

This report summarises the major issues raised. All issues will be considered in detail in a report to be presented to the 12 December 2017 Council meeting.

Recommendation

That Council receive and note submissions to the Torquay Town Centre Project and the Torquay Town Centre Parking and Access Strategy 2016-21.

Committee Resolution

MOVED Cr Margot Smith, Seconded Cr Carol McGregor

That Council receive and note submissions to the Torquay Town Centre Project and the Torquay Town Centre Parking and Access Strategy 2016-21.

CARRIED 6:0

1.1 Torquay Town Centre Project

Report

Background

The Torquay Town Centre Project aims to provide a clear vision for the Torquay Town Centre, including design principles to guide future development. Council is managing the project however it is jointly funded by both Council and Regional Development Victoria. Two draft documents comprise the primary output from the project:

- Strategic Investment Facilitation Plan (SIFP)
- Urban Design Framework (UDF).

Consultants, Hansen Partnership, in collaboration with Essential Economics and the Martyn Group, prepared the draft SIFP and UDF. The draft documents were prepared following consultation with various stakeholders and the community including a number of activities:

- Community survey (over 350 responses) – January/February 2017
- Walking tour with traders, developers and other stakeholders – 22 February 2017
- Community drop in session – 22 February 2017
- Stakeholder workshop – 26 April 2017
- Community workshop – 26 April 2017.

Background information on the project has been available on the Surf Coast Conversations webpage and there have also been a number of media releases, email updates and social media posts providing information and updates on the project.

At the 22 August 2017 Council meeting, Council resolved to publicly exhibit the draft documents for a period of six weeks.

A third draft document, the Torquay Town Centre Parking and Access Strategy 2016-21, prepared by TTM Consulting in 2016, was publicly exhibited alongside the draft SIFP and draft UDF (in accordance with a Council resolution made on 13 September 2016). The findings and recommendations in this report were reviewed as part of the Torquay Town Centre Project and where alternate recommendations have been made these are noted in the UDF.

Discussion

The three draft documents were placed on public exhibition for a period of six weeks between 28 August 2017 and 9 October 2017. Late submissions were accepted after the closing date up until 31 October 2017. A total of 158 submissions were received. Submissions were received from landowners, developers, residents, the Torquay Commerce and Tourism Association, the Surf Coast Energy Group Inc. (SCEG), the 3228 Residents Association and other interested persons.

Key issues raised in submissions include:

- Objections to the proposed building heights (particularly 4 and 5 storeys)
- A need to protect the natural beauty and coastal, relaxed beachside character of the Torquay Town Centre
- Objections to a possible discount department store
- Opposition to any commercial rezoning of land in the vicinity of Anderson Street and Pearl Street
- Concerns that proposed setbacks are insufficient, particularly from The Esplanade
- Concerns about car parking
- A need for more public open space/ concern that the size of the proposed Town Plaza is too small
- Objections to any reduction in 3rd party notification or appeal rights
- Concerns that simply providing more commercial floor space opportunities will not result in additional office space
- Concerns that the draft reports do not facilitate employment opportunities beyond low paid, casual roles
- A need for more consideration to be given to sustainability targets and waste reduction/management
- General support for future planning and creating a vision for the Town Centre
- General support for improving pedestrian access and connections in and around the Town Centre
- General support for improving and upgrading the streetscape in the Town Centre
- Concerns that more time and resources need to be given for consultation and a number of additional technical studies before the adopting a long term strategy.

1.1 Torquay Town Centre Project

It is noted that there were a range of views on most of these issues expressed through the submissions, however the majority were opposed to the proposed building heights. A number of submissions emphasised that they supported various elements of the draft documents, in particular streetscape improvements and pedestrian amenity, but that they had concerns mainly relating to a number of the above issues.

Coming through very strongly in the submissions is the value people place on the relaxed coastal/beach environment of Torquay for both aesthetic and wellbeing reasons. The character of Torquay was described with the following words "ocean, beach vibe, relaxed, green space, clean, sunlight, casual, low scale, human scale, healthy, rambling, informal, history", and more specifically for the town centre "open blue skies and ocean, mix of indigenous and European vegetation, lawns/nature, not homogenous". Of note were the number of submissions referring to the character of the older homes which have been converted to commercial use (eg. Fishos, Bomboras, Mobys). Many expressed that these developments capture what are the start of a well-regarded built form character for the town centre.

The Torquay Commerce and Tourism Association generally support the draft documents and reinforcing the primacy of the Torquay Town Centre in the region's retail hierarchy. They have some concerns, notably opposing a discount department store, and have suggested more consideration be given to issues such as setbacks, car parking, open space, bus stops, and others.

The 3228 Residents' Association commend Council for commencing a review of town centre strategy but believe that more time and resources need to be allocated for both community consultation and technical studies prior to the adoption of a long term strategy. The 3228 RA are opposed to proposed heights and setbacks, a discount department store, lack of open space, additional rezoning prior to further work, any reduction in 3rd party notification or appeal rights. They have also expressed a need for improved architectural guidelines. The 3228 RA support the proposal for one way traffic along Gilbert Street but not the direction of flow or traffic lights at Bristol Road. The view was expressed that there needs to be more attention given to car parking, commercial floorspace requirements, and employment opportunities.

This report summarises the major issues raised in submissions to the Torquay Town Centre Project. All issues will be considered in detail in a report to be presented to the 12 December 2017 Council meeting.

Financial Implications

The budget for the Torquay Town Centre Project comprises a funding contribution from Regional Development Victoria of \$40,000 and a Council contribution of \$50,000. Implementation, including a planning scheme amendment, streetscape and other works will be part of the next phase and would need to be costed as detailed plans are developed.

Council Plan

Theme	4 Vibrant Economy
Objective	4.1 Support the creation and retention of jobs in existing and new businesses to meet the needs of a growing community
Strategy	4.1.4 Plan for industrial and commercial zones in growing communities
Theme	3 Balancing Growth
Objective	3.2 Ensure infrastructure is in place to support existing communities and provide for growth
Strategy	Nil
Theme	4 Vibrant Economy
Objective	4.3 Strengthen the vitality of town centres
Strategy	4.3.1 Identify and support the economic and social drivers of town centres within the shire

Policy/Legal Implications

Should council adopt the recommendations of the Torquay Town Centre Project a new policy direction for growth and development within the Torquay Town Centre will be created.

Officer Direct or Indirect Interest

No officer involved in the preparation of this report has any conflicts of interest.

1.1 Torquay Town Centre Project

Risk Assessment

No risks to Council have been identified with considering submissions.

Social Considerations

Torquay-Jan Juc has experienced rapid population growth in recent years which is expected to continue. As part of planning for this growth, the Torquay Town Centre Project considers the future role and development of the Town Centre. The draft UDF purports to facilitate investment in order to provide the services, facilities and job opportunities that are required for the growing population. It also aims to create a pedestrian friendly environment, building on the critical assets of Torquay which include the beach, foreshore and relaxed lifestyle, is consistent with the coastal character of Torquay.

Community Engagement

The following actions were undertaken as part of the public exhibition process:

- Update to the Surf Coast Conversations webpage, including an opportunity to make a submission through this website
- Preparation of Bulletin Number 3
- Direct notification to all landowners and occupiers within the study area
- Direct notification to all landowners and occupiers within the area proposed for rezoning (Anderson/Pearl Streets)
- Direct email to all persons previously registered as interested parties to the Torquay Town Centre Project
- Advertisements in the Surf Coast Times and The Echo on Thursday 24 August and Thursday 31 August 2017
- Notice in the Mayor's Column on Thursday 24 August 2017
- Two open house consultation sessions on Thursday 7 September 2017
- Periodic social media releases
- Presentation by the Chief Executive Office to the Torquay Commerce and Tourism Association on Tuesday 26 September 2017
- Officers available to meet in person with members of the public and other interested parties as requested during the exhibition period. Officers met with many people during this time, including representatives of the 3228 Residents' Association.

It is also noted that the Project appeared as a front page article in the Surf Coast Times on Thursday 24 August 2017, a front page headline in the Geelong Advertiser on Saturday 2 September 2017, an article in The Echo on Thursday 24 August 2017, and separate articles in the Surf Coast Times on Thursday 14 September 2017 and Thursday 28 September 2017.

Environmental Implications

The recommendations for increased landscaping in the Centre and improving links with the foreshore and Taylor Park would have a positive impact on the local environment.

Communication

All submitters have been invited to attend and present at the Hearing of Submissions conducted on 14 November 2017. Submitters will be advised of Council's decision on the Torquay Town Centre Project following the 12 December 2017 Council meeting.

Options

Option 1 – That Council receives and notes the submissions to the Torquay Town Centre Project and the Torquay Town Centre Parking and Access Strategy 2016-21.

This option is recommended by officers as this is the purpose of the Hearing of Submissions Meeting.

Option 2 – That Council refuse to receive and note the submissions to the Torquay Town Centre Project and the Torquay Town Centre Parking and Access Strategy 2016-21.

This option is not recommended by officers as it is contrary to the purpose of the meeting.

1.1 Torquay Town Centre Project

Conclusion

The submissions detail a number of matters that should be considered by Council before deciding on the Torquay Town Centre Project. To receive and note the submissions is an appropriate course of action, followed by detailed consideration at the 12 December 2017 Council meeting.

1.1 Torquay Town Centre Project

APPENDIX 1 ORDER OF SPEAKERS - TORQUAY TOWN CENTRE PROJECT



**Hearing of Submissions
Tuesday 14 November 2017, 5.00 pm
Council Chambers
1 Merrijig Drive, Torquay**

Torquay Town Centre Project

ORDER OF SPEAKERS

	Submitter
5.00pm	
1.	Alan Wilkins
2.	Trevor Butler
3.	Miyo Fallshaw
4.	Barrie Sutherland / Neil Noelker for Torquay Commerce and Tourism
5.	Gail Price
6.	Deb Johnson
7.	Mike Kaufmann, Kaufmann Property Consultants & Ron Selkirk
8.	Sue O'Shanassy
9.	Andrew Cherubin
10.	Cathy Smith
11.	Brian Singer
12.	Andrew Cherubin for 3228 Residents Association
13.	James Iles for Ryans IGA Supermarket
14.	Dan Remenyi
15.	Ian Coffey
16.	Michaela (surname withheld)
6.30pm	Break
6.45pm	
17.	Fred Scharkosi
18.	Katrina White
19.	Fiona McPherson
20.	Andrew Lewis
21.	Luke Edwards
22.	John De Witt
23.	Jan Smith
24.	Marian St Quentin
25.	Simon Pilkington
26.	John Foss
27.	Carly Zubler

Close: There being no further items of business the meeting closed at 6.57pm.

8.2 Assemblies of Councillors

Author's Title: Administration Officer

General Manager: Anne Howard

Department: Governance

File No: F17/289

Division: Governance & Infrastructure

Trim No: IC17/1293

Appendix:

1. Assembly of Councillors - Council Briefing - 17 October 2017 (D17/121589)
2. Assembly of Councillors - Council Briefing - 24 October 2017 (D17/126871)
3. Assembly of Councillors - Councillor Only Time - 8 November 2017 (D17/131890)
4. Assembly of Councillors - Council Briefing - 8 November 2017 (D17/132060)
5. Assembly of Councillors - Council Briefing - 14 November 2017 (D17/135168)

Officer Direct or Indirect Conflict of Interest:

Status:

In accordance with Local Government Act 1989 –
Section 80C:

Information classified confidential in accordance with
Local Government Act 1989 – Section 77(2)(c):

Yes

No

Yes

No

Reason: Nil

Reason: Nil

Purpose

The purpose of this report is to receive and note the Assembly of Councillors records received since the previous Council Meeting.

Summary

The Local Government Act 1989 section 80A(2) states that the Chief Executive Officer must ensure that the written record of an assembly of Councillors is as soon as practicable reported at an Ordinary Meeting of Council and incorporated in the minutes of that Council Meeting.

Recommendation

That Council receive and note the Assembly of Councillors records for the following meetings:

1. Council Briefing – 17 October 2017.
2. Council Briefing – 24 October 2017.
3. Councillor Only Time – 8 November 2017.
4. Council Briefing – 8 November 2017.
5. Council Briefing – 14 November 2017.

Council Resolution

MOVED Cr Margot Smith, Seconded Cr Martin Duke

That Council receive and note the Assembly of Councillors records for the following meetings:

1. Council Briefing – 17 October 2017.
2. Council Briefing – 24 October 2017.
3. Councillor Only Time – 8 November 2017.
4. Council Briefing – 8 November 2017.
5. Council Briefing – 14 November 2017.

CARRIED 8:0

8.2 Assemblies of Councillors

APPENDIX 1 ASSEMBLY OF COUNCILLORS - COUNCIL BRIEFING - 17 OCTOBER 2017



Assembly of Councillors Record


Description of Meeting: Council Briefing Meeting
Responsible Officer: Anne Howard – General Manager, Governance and Infrastructure
Date: 17 October 2017
In Attendance: Yes (✓) No (X) N/R (Not Required)

Councillors		Officers		Others	
Cr. Brian McKitterick, Mayor	✓	Chief Executive Officer - Keith Baillie	✓	Externals: James McLennan - The Farmer's Place	✓
Cr. David Bell	✓	General Manager Governance & Infrastructure - Anne Howard	✓	Majella Hamilton - The Farmer's Place	✓
Cr. Libby Coker	✓	General Manager Environment & Development - Ransce Salan	✓	Cheryl Green - The Farmer's Place	✓
Cr. Martin Duke	✓	General Manager Culture & Community - Chris Pike	✓		
Cr. Clive Goldsworthy	X	Team Leader Governance - Candice Holloway (minutes)	✓		
Cr. Rose Hodge	✓	Coordinator Statutory Planning - Michelle Watt	✓		
Cr. Carol McGregor	✓	Manager Environment & Community Safety - Rowan Mackenzie	✓		
Cr. Margot Smith	✓	Sustainability Officer - Lachlan McLean	✓		
Cr. Heather Wellington	X	Manager Community Relations – Damian Waight	✓		
		Senior Strategic Planner - Jorgen Peeters	✓		
		Coordinator Strategic Planning - Karen Hose	✓		
		Customer Experience Coordinator - Virginia Morris	✓		
		Open Space Planning Coordinator - Leanne Lucas	✓		
		Acting Manager Planning & Development / Manager Business Improvement - Brendan Walsh	✓		
		Engineering Services Manager - Peter McLean	✓		
		Coordinator Waste Management - Neil Brewster	✓		

MEETING COMMENCED	10.48am	MEETING CONCLUDED	2.10pm
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Matters considered at the meeting		
External Presentation - City Harvest Garden @ The Farmer's Place		
1. Confirmation of Council Briefing Minutes – 3 October 2017		
2. Conflicts of Interest		
3. Quarterly Customer Experience Program Report		
4. Quarterly Advocacy Priorities Update		
5. The Painkalac Project		
6. Planning Permit Application 17/0071 - Redevelopment of Anglesea Surf Lifesaving Club		
7. Planning Application 17/0258 - 48 The Esplanade, Torquay		
8. Proposed Coastal Towns Parking Revenue Study		
9. G21 Road Transport Plan 2017-2027		
Councillor/Officer Declarations of Interest		
Councillor/Officer	Left Meeting (Yes/No)	Type & Details of Interest(s) Disclosed



Nil declared.		
Responsible Officer Signature:		Print Name: Anne Howard
Date: 20 October 2017		
To be completed on conclusion of session and provided to Governance Administration Officer.		

General Information:

An assembly of Councillors means a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of Council staff which considers matters that are intended or likely to be -

- (a) the subject of a decision of the Council; or
- (b) subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee— but does not include a meeting of the Council, a special committee of the Council, an audit committee established under section 139, a club, association, peak body, political party or other organisation;
- The CEO must also ensure that the written record of an assembly of Councillors is kept for 4 years after the date of the assembly, and made available for public inspection at the Council offices for 12 months after the date of the assembly [s80A(2)].
- The CEO must ensure that at an assembly of Councillors, a written record is kept of the names of all Councillors and members of Council staff attending the meeting, the matters considered at the meeting, and any conflict of interest disclosures made by a Councillor attending [s.80A(1)].
- A Councillor must disclose the conflict of interest either immediately before the matter is considered, or where the Councillor realises he or she has a conflict of interest after consideration of the matter has begun, as soon as the Councillor becomes aware he or she has a conflict of interest [s.80A(4)].
- A Councillor attending an assembly of Councillors must disclose a conflict of interest and leave the assembly while a matter is being considered, if he or she knows that the particular matter is one that if it was to be considered and decided by Council, he or she would have to disclose a conflict of interest* under the Act [s.80A(3)].

8.2 Assemblies of Councillors

APPENDIX 2 ASSEMBLY OF COUNCILLORS - COUNCIL BRIEFING - 24 OCTOBER 2017



Assembly of Councillors Record

Description of Meeting: Councillor Only Time
Responsible Officer: Anne Howard – General Manager, Governance and Infrastructure
Date: 24 October 2017
In Attendance: Yes (✓) No (X) N/R (Not Required)

Councillors		Officers		Others	
Cr. Brian McKitterick, Mayor	✓	Chief Executive Officer - Keith Baillie	✓		
Cr. David Bell	✓	General Manager Governance & Infrastructure - Anne Howard	✓		
Cr. Libby Coker	✓	General Manager Environment & Development - Ransce Salan	✓		
Cr. Martin Duke	✓	General Manager Culture & Community - Chris Pike	✓		
Cr. Clive Goldsworthy	X	Team Leader Governance - Candice Holloway (minutes)	✓		
Cr. Rose Hodge	✓	Manager Program Management Office - Rowena Frost	✓		
Cr. Carol McGregor	✓	Manager Finance - John Brockway	✓		
Cr. Margot Smith	✓	Coordinator Management Accounting - Gabrielle Spiller	✓		
Cr. Heather Wellington	✓	Coordinator Strategic Planning - Karen Hose	✓		
		Acting Manager Planning & Development / Manager Business Improvement - Brendan Walsh	✓		
		Senior Strategic Planner - Jorgen Peeters	✓		
		Senior Planner - Ben Schmied	✓		

MEETING COMMENCED	3.03pm	MEETING CONCLUDED	4.45pm
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Matters considered at the meeting

1. Conflict of Interest
2. Communication Report - Monthly Finance Report - September 2017
3. Quarterly Finance Report - September 2017
4. Program Status Report - July to September Quarter 2017
5. Digital Transformation Program Update - Presentation
6. Agenda Review - 24 October 2017 Council Meeting Agenda

Councillor/Officer Declarations of Interest

Councillor/Officer	Left Meeting (Yes/No)	Type & Details of Interest(s) Disclosed
Nil declared.		

Responsible Officer Signature:

Print Name: Anne Howard

Date: 27 October 2017

To be completed on conclusion of session and provided to Governance Administration Officer.

General Information:

An assembly of Councillors means a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of Council staff which considers matters that are intended or likely to be -

- (a) the subject of a decision of the Council; or
- (b) subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee — but does not include a meeting of the Council, a special committee of the Council, an audit committee established under section 139, a club, association, peak body, political party or other organisation;
- The CEO must also ensure that the written record of an assembly of Councillors is kept for 4 years after the date of the assembly, and made available for public inspection at the Council offices for 12 months after the date of the assembly [s80A(2)].
- The CEO must ensure that at an assembly of Councillors, a written record is kept of the names of all Councillors and members of Council staff attending the meeting, the matters considered at the meeting, and any conflict of interest disclosures made by a Councillor attending [s.80A(1)].
- A Councillor must disclose the conflict of interest either immediately before the matter is considered, or where the Councillor realises he or she has a conflict of interest after consideration of the matter has begun, as soon as the Councillor becomes aware he or she has a conflict of interest [s.80A(4)].
- A Councillor attending an assembly of Councillors must disclose a conflict of interest and leave the assembly while a matter is being considered, if he or she knows that the particular matter is one that if it was to be considered and decided by Council, he or she would have to disclose a conflict of interest* under the Act [s.80A(3)].

8.2 Assemblies of Councillors

APPENDIX 3 ASSEMBLY OF COUNCILLORS - COUNCILLOR ONLY TIME - 8 NOVEMBER 2017



Assembly of Councillors Record

Description of Meeting: Straw Poll
Responsible Officer: Anne Howard – General Manager, Governance and Infrastructure
Date: 8 November 2017
In Attendance: Yes (✓) No (X) N/R (Not Required)

Councillors		Officers		Others	
Cr. David Bell	✓	Chief Executive Officer - Keith Baillie	✓		
Cr. Libby Coker	✓				
Cr. Martin Duke	✓				
Cr. Clive Goldsworthy	✓				
Cr. Rose Hodge	✓				
Cr. Carol McGregor	✓				
Cr. Brian McKiterick	✓				
Cr. Margot Smith	✓				
Cr. Heather Wellington	X				

MEETING COMMENCED	1.00pm	MEETING CONCLUDED	1.30pm
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Matters considered at the meeting
1. Discussion of Election of Mayor and Deputy Mayor

Councillor/Officer Declarations of Interest		
Councillor/Officer	Left Meeting (Yes/No)	Type & Details of Interest(s) Disclosed
Nil declared.		
Responsible Officer Signature: <i>Keith Baillie</i>		Print Name: Keith Baillie
Date: 10 November 2017		
To be completed on conclusion of session and provided to Governance Administration Officer.		

General Information:

An assembly of Councillors means a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of Council staff which considers matters that are intended or likely to be -

- (a) the subject of a decision of the Council; or
- (b) subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee— but does not include a meeting of the Council, a special committee of the Council, an audit committee established under section 139, a club, association, peak body, political party or other organisation;
- The CEO must also ensure that the written record of an assembly of Councillors is kept for 4 years after the date of the assembly, and made available for public inspection at the Council offices for 12 months after the date of the assembly [s80A(2)].
- The CEO must ensure that at an assembly of Councillors, a written record is kept of the names of all Councillors and members of Council staff attending the meeting, the matters considered at the meeting, and any conflict of interest disclosures made by a Councillor attending [s 80A(1)].
- A Councillor must disclose the conflict of interest either immediately before the matter is considered, or where the Councillor realises he or she has a conflict of interest after consideration of the matter has begun, as soon as the Councillor becomes aware he or she has a conflict of interest [s.80A(4)].
- A Councillor attending an assembly of Councillors must disclose a conflict of interest and leave the assembly while a matter is being considered, if he or she knows that the particular matter is one that if it was to be considered and decided by Council, he or she would have to disclose a conflict of interest* under the Act [s.80A(3)].

8.2 Assemblies of Councillors

APPENDIX 4 ASSEMBLY OF COUNCILLORS - COUNCIL BRIEFING - 8 NOVEMBER 2017



Assembly of Councillors Record

Description of Meeting: Council Briefing Meeting
Responsible Officer: Anne Howard – General Manager, Governance and Infrastructure
Date: 8 November 2017
In Attendance: Yes (✓) No (X) N/R (Not Required)

Councillors		Officers		Others	
Cr. David Bell	✓	Chief Executive Officer - Keith Baillie	✓		
Cr. Libby Coker (left at 2:40pm)	✓	General Manager Governance & Infrastructure - Anne Howard	✓		
Cr. Martin Duke	✓	General Manager Environment & Development - Ransce Salan	✓		
Cr. Clive Goldsworthy	✓	General Manager Culture & Community - Chris Pike	✓		
Cr. Rose Hodge	✓	Team Leader Governance - Candice Holloway	✓		
Cr. Carol McGregor	✓	Senior Strategic Planner - Barbara Noelker	✓		
Cr. Brian McKiterick	✓	Manager Environment & Community Safety - Rowan Mackenzie	✓		
Cr. Margot Smith	✓	Acting Coordinator Community Emergency Management – Lauren Watt	✓		
Cr. Heather Wellington	X	Co-ordinator Strategic Planning - Karen Hose	✓		
		Manager Recreation & Open Space Planning – Shaan Briggs	✓		
		Coordinator Recreation Planning – Jarrod Westwood	✓		
		Community Project Officer – Terri Rodaughan	✓		
		Manager Aged & Family – Bronwyn Saffron	✓		
		Early Years, Youth & Positive Ageing Co-ordinator – Tabitha Nelson	✓		
		Team Leader Youth Development – Jack Pearson	✓		

MEETING COMMENCED	1.36pm	MEETING CONCLUDED	3.41pm
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Matters considered at the meeting

1. Confirmation of Council Briefing Minutes – 17 & 24 October 2017
2. Conflicts of Interest
3. Planning Scheme Amendment C118 - Extension of the West Coast Business Park (Rezoning and Subdivision Application)
4. Communication Report - Unsealed Road and Street Network Strategy
5. Communication Report - Design of Grays and Forest Road, Paraparap
6. Emergency Management 2017 - Pre-Summer Briefing
7. Communication Report - 15/0446 - Briody Drive West Development Plan
8. Communication Report - Small Grants Program September 2017
9. Youth Development Update
10. Kurrabee Myaring Community Centre - Project Update
11. Communication Report - Section 86 Committee Member Renomination
12. Place Naming Request - Camel Lily Pond Walk and Shankhill Road

Councillor/Officer Declarations of Interest

Councillor/Officer	Left Meeting (Yes/No)	Type & Details of Interest(s) Disclosed
Nil declared.		



Responsible Officer Signature: 	Print Name: Anne Howard
Date: 10 November 2017	
To be completed on conclusion of session and provided to Governance Administration Officer.	

General Information:

An assembly of Councillors means a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of Council staff which considers matters that are intended or likely to be -

- (a) the subject of a decision of the Council; or
 - (b) subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee— but does not include a meeting of the Council, a special committee of the Council, an audit committee established under section 139, a club, association, peak body, political party or other organisation;
- The CEO must also ensure that the written record of an assembly of Councillors is kept for 4 years after the date of the assembly, and made available for public inspection at the Council offices for 12 months after the date of the assembly [s80A(2)].
 - The CEO must ensure that at an assembly of Councillors, a written record is kept of the names of all Councillors and members of Council staff attending the meeting, the matters considered at the meeting, and any conflict of interest disclosures made by a Councillor attending [s. 80A(1)].
 - A Councillor must disclose the conflict of interest either immediately before the matter is considered, or where the Councillor realises he or she has a conflict of interest after consideration of the matter has begun, as soon as the Councillor becomes aware he or she has a conflict of interest [s.80A(4)].
 - A Councillor attending an assembly of Councillors must disclose a conflict of interest and leave the assembly while a matter is being considered, if he or she knows that the particular matter is one that if it was to be considered and decided by Council, he or she would have to disclose a conflict of interest* under the Act [s.80A(3)].

8.2 Assemblies of Councillors

APPENDIX 5 ASSEMBLY OF COUNCILLORS - COUNCIL BRIEFING - 14 NOVEMBER 2017



Assembly of Councillors Record

Description of Meeting: Council Briefing Meeting
Responsible Officer: Anne Howard – General Manager, Governance and Infrastructure
Date: 14 November 2017
In Attendance: Yes (✓) No (X) N/R (Not Required)

Councillors		Officers		Others	
Cr. David Bell, Mayor	✓	Chief Executive Officer - Keith Baillie	✓		
Cr. Libby Coker	X	General Manager Governance & Infrastructure - Anne Howard	✓		
Cr. Martin Duke	✓	General Manager Environment & Development - Ransce Salan	✓		
Cr. Clive Goldsworthy	X	General Manager Culture & Community - Chris Pike	✓		
Cr. Rose Hodge	✓	Team Leader Governance - Candice Holloway	✓		
Cr. Carol McGregor	✓	Manager Finance – John Brockway	✓		
Cr. Brian McKiterick	X	Manager Economic Development and Tourism – Matt Taylor	✓		
Cr. Margot Smith	✓	Senior Strategic Planner – Sally Conway	✓		
Cr. Heather Wellington	X	Manager Development & Planning – Bill Cathcart	✓		
		Manager Recreation & Open Space Planning – Shaan Briggs	✓		
		Coordinator Recreation Planning - Jarrod Westwood	✓		
		Community Project Development Officer – Nicky Angus	✓		
		Manager Business Improvement – Brendan Walsh	✓		
		Manager Aged & Family – Bronwyn Saffron	✓		

MEETING COMMENCED	1.37pm	MEETING CONCLUDED	3.55pm
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Matters considered at the meeting
1. Confirmation of Council Briefing Minutes – 8 November 2017
2. Conflicts of Interest
3. Budget and Long Term Financial Plan - Principles and Schedule - Presentation
4. Torquay Town Centre Project
5. Quarterly Planning Update - Period Ending September 2017 - Presentation
6. 40 The Esplanade, Torquay - Verbal Update
7. Communication Report - Community Project Development - November 2017 Quarterly Update

Councillor/Officer Declarations of Interest

Councillor/Officer	Left Meeting (Yes/No)	Type & Details of Interest(s) Disclosed
Nil declared.		

Responsible Officer Signature:  **Print Name:** Anne Howard

Date: 17 November 2017

To be completed on conclusion of session and provided to Governance Administration Officer.



General Information:

An assembly of Councillors means a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of Council staff which considers matters that are intended or likely to be -

- (a) the subject of a decision of the Council, or
- (b) subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee— but does not include a meeting of the Council, a special committee of the Council, an audit committee established under section 139, a club, association, peak body, political party or other organisation;
- The CEO must also ensure that the written record of an assembly of Councillors is kept for 4 years after the date of the assembly, and made available for public inspection at the Council offices for 12 months after the date of the assembly [s80A(2)].
- The CEO must ensure that at an assembly of Councillors, a written record is kept of the names of all Councillors and members of Council staff attending the meeting, the matters considered at the meeting, and any conflict of interest disclosures made by a Councillor attending [s.80A(1)].
- A Councillor must disclose the conflict of interest either immediately before the matter is considered, or where the Councillor realises he or she has a conflict of interest after consideration of the matter has begun, as soon as the Councillor becomes aware he or she has a conflict of interest [s.80A(4)].
- A Councillor attending an assembly of Councillors must disclose a conflict of interest and leave the assembly while a matter is being considered, if he or she knows that the particular matter is one that if it was to be considered and decided by Council, he or she would have to disclose a conflict of interest* under the Act [s.80A(3)].

9. NOTICE OF MOTIONS

Nil

10. CLOSED SECTION

Council Resolution

MOVED Cr Margot Smith, Seconded Cr Carol McGregor

That Council pursuant to section 89(2)(h) other matters and section 89(2)(d) contractual matters of the Local Government Act 1989, close the meeting to members of the public to resolve on matters pertaining to the following items:

- 10.1 **Confidential Assemblies of Councillors**
- 10.2 **Award of Contract - T18-014 Cape Otway Road Upgrade - Stage 6**
- 10.3 **Award of Contract - T18-007 Tree Maintenance Services**
- 10.4 **Australia Day 2018 - Award Recipients**
- 10.5 **Section 86 Committee of Management - Member Nomination Process**

CARRIED 8:0

Council Resolution

MOVED Cr Martin Duke, Seconded Cr Margot Smith

That:

1. The resolution and report pertaining to Confidential item 10.1 remains confidential.
2. The resolution pertaining to Confidential items and 10.2 and 10.3 be deemed no longer confidential with the report to remain confidential.
3. The resolution pertaining to Confidential item 10.4 remains confidential until after Australia Day 2018 except for the purpose of notifying award recipients with the report to remain confidential.
4. The resolution pertaining to Confidential item 10.5 remains confidential until all members and candidates have been notified with the report to remain confidential.
5. Council determine that points 2, 3 and 4 of the resolution pertaining to Confidential Item 8.3 of the 22 August 2017 Confidential Council Meeting be deemed no longer confidential with the report to remain confidential.
6. Council open the meeting to the public at 7:27pm.

CARRIED 8:0

10.2 Award of Contract - T18-014 Cape Otway Road Upgrade - Stage 6

Council Resolution

MOVED Cr Clive Goldsworthy, Seconded Cr Carol McGregor

That Council:

1. Accept the tender submitted by Aquatech (Aust) Pty Ltd of 11 Mitchell Drive, Leopold 3224 to undertake Contract T18-014 – Cape Otway Road Upgrade - Stage 6 for the amount of \$ 1,451,632 (excluding GST) which includes a lump sum of \$1,027,739.50 (excluding GST), provisional sum section 1 of \$236,759.90 (excluding GST) and provisional sum section 2 of \$187,133 (excluding GST)
2. Award Contract T18-014 to Aquatech (Aust) Pty Ltd for Cape Otway Road Upgrade - Stage 6, as based on the evaluation criteria, the Tenderer would meet the requirements of the contract and provide best value for money.
3. Authorise the Chief Executive Officer to execute contract T18-014 with Aquatech (Aust) Pty Ltd for Cape Otway Road Upgrade - Stage 6.
4. Authorise Strategic Asset Manager to act as Superintendent for contract T18-014, including authorising variations in accordance with the contract conditions.
5. Determine that the details of the successful tenders be no longer confidential and advise the tenderers of the outcome of the process.

CARRIED 8:0

10.3 Award of Contract - T18-007 Tree Maintenance Services

Council Resolution

MOVED Cr Margot Smith, Seconded Cr Clive Goldsworthy

That Council:

1. Accept the following tenders submitted to deliver the services under Contract T18-007 Tree Maintenance Services so establishing a panel of contractors to adequately meet the requirements of the contract and provide best value for money:
 - 1.1 Acorn Tree Services Pty Ltd
 - 1.2 Aspect Tree Management Pty Ltd
 - 1.3 Asplundh Tree Expert Australia Pty Ltd
 - 1.4 Bellarine Tree Services Pty Ltd
 - 1.5 Got Me Stumped Tree Services Pty Ltd (as trustee for the Lamont Business Trust)
 - 1.6 Ross Beeby (trading as Snakes & Ladders Tree Services)
 - 1.7 Tree Top Tower Hire Pty Ltd
 - 1.8 LTW Pty Ltd (as trustee for the Bayley Family Trust)
2. Award contract T18-007 Tree Maintenance Services to those tenderers named in Part 1 above as provision of services contracts for an initial period of two years, with an option to extend by an additional two 12 month periods with a total estimated value of \$1,300,000 (exc. GST) over four years.
3. Authorise the Chief Executive Officer to award the contracts and execute contract documents on behalf of Council.
4. Authorise the Chief Executive Officer to execute extensions to any or all of the contracts by two 12 month periods in accordance with the conditions of contract.
5. Authorise the Manager of Facilities & Open Space Operations to act as the Superintendent for the contracts, including authorising variations in accordance with the contract conditions for the duration of the contracts.
6. Determine that the details of the successful tenderers be no longer confidential and advise the tenderers of the outcome of the process.

CARRIED 8:0

8.3 Development Opportunity Update (22 August 2017 Confidential Council Meeting)

Council Resolution

2. Notes the proponent is seeking for the 49 Lot subdivision to be undertaken as part of Stage 1 of the proposed development, however such a subdivision requires a planning scheme amendment that would require ministerial approval.
3. Authorises the CEO to write to the Minister for Planning to request that the Minister becomes the Planning Authority for the proposed development at 1300-1320 Cape Otway Road.
4. Advises the Minister for Planning that Council provides in-principle support for the overall development concept, recognising the economic and employment benefits that it offers for the municipality and region.

Close: There being no further items of business the meeting closed at 7:27pm.