

Colac Otway

AGENDA

ORDINARY COUNCIL MEETING OF THE COLAC-OTWAY SHIRE COUNCIL

25 SEPTEMBER 2013

at 5:00 PM

COPACC Meeting Rooms

All Council and Committee meetings are audio recorded, with the exception of matters identified as confidential items in the Agenda. This includes the public participation sections of the meetings. Audio recordings of meetings are taken to facilitate the preparation of the minutes of open Council and Committee meetings and to ensure their accuracy. In some circumstances a recording will be disclosed to a third party. Those circumstances include, but are not limited to, circumstances, such as where Council is compelled to disclose an audio recording because it is required by law, such as the Freedom of Information Act 1982, or by court order, warrant, or subpoena or to assist in an investigation undertaken by the Ombudsman or the Independent Broad-based Anti-corruption Commission.

Council will not use or disclose the recordings for any other purpose. It is an offence to make an unauthorised recording of the meeting.

COLAC-OTWAY SHIRE COUNCIL MEETING

25 SEPTEMBER 2013

TABLE OF CONTENTS

OFFICERS' REPORTS

CHIEF EXECUTIVE	<u> </u>	
OM132509-1	CEO'S PROGRESS REPORT TO COUNCIL	9
OM132509-2	OATH OF OFFICE	31
CORPORATE AND	COMMUNITY SERVICES	
OM132509-3	GUARANTEE OF COMMUNITY LOANS POLICY	35
OM132509-4	GREAT OCEAN ROAD CLOSURE FOR EVENTS GUIDELINES REVIEW	37
OM132509-5	KINDERGARTEN LICENCE AGREEMENTS WITH	
	GLASTONBURY COMMUNITY SERVICES	43
OM132509-6	COMMUNITY HOUSE LICENCE AGREEMENTS WITH	
	GELLIBRAND COMMUNITY GROUP INC	47
INFRASTRUCTUR	E AND SERVICES	
OM132509-7	ROAD MANAGEMENT PLAN REVIEW	53
SUSTAINABLE PL	ANNING AND DEVELOPMENT	
OM132509-8	DRAFT TOURISM DIRECTIONAL SIGNAGE POLICY	63
OM132509-9	RED ROCK REGION COMMUNITY INFRASTRUCTURE PLAN	67
OM132509-10	ENDORSEMENT OF FINAL GREAT SOUTH COAST REGIONAL GROWTH PLAN	
OM132509-11	PLANNING SCHEME AMENDMENT C74 (APOLLO BAY SETTLEMENT BOUNDARY & URBAN DESIGN REVIEW)	77
OM132509-12	REVIEW OF LOCAL LAW NUMBER 2	
OM132509-13	GREAT OCEAN ROAD REGIONAL TOURISM BOARD	89
GENERAL BUSINE	<u>ESS</u>	
OM132509-14	ASSEMBLY OF COUNCILLORS	. 101
OM132509-15	MINUTES FROM YOUTH COUNCIL MEETINGS	. 103

NOTICE is hereby given that the next *ORDINARY COUNCIL MEETING OF THE COLAC-OTWAY SHIRE COUNCIL* will be held in COPACC Meeting Rooms on 25 September 2013 at 5.00 pm.

AGENDA

1. OPENING PRAYER

Almighty God, we seek your blessing and guidance in our deliberations on behalf of the people of the Colac Otway Shire. Enable this Council's decisions to be those that contribute to the true welfare and betterment of our community.

AMEN

2. PRESENT

3. APOLOGIES

4. MAYORAL STATEMENT

Colac Otway Shire acknowledges the original custodians and law makers of this land, their elders past and present and welcomes any descendents here today.

Colac Otway Shire encourages community input and participation in Council decisions. Council meetings provide an opportunity for the community to ask Council questions, either verbally at the meeting or in writing.

Please note that Council may not be able to answer some questions at the meeting. These will be answered later.

Council meetings enable Councillors to debate matters prior to decisions being made. I ask that we all behave in a courteous manner.

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Thank you. Now 30 minutes is allowed for question time. Please remember, you must ask a question. If you do not ask a question you will be asked to sit down and the next person will be invited to ask a question. This is not a forum for public debate or statements.

- 1. Questions received in writing prior to the meeting (subject to attendance and time),
- 2. Questions from the floor.
- 5. QUESTION TIME
- 6. DECLARATION OF INTEREST
- 7. CONFIRMATION OF MINUTES
 - Ordinary Council Meeting held on the 28/08/13
 - Special Council Meeting held on the 11/09/13.

Recommendation

That Council confirm the above minutes.

OFFICERS' REPORTS

Chief Executive Officer

OM132509-1 CEO'S PROGRESS REPORT TO COUNCIL OM132509-2 OATH OF OFFICE

Corporate and Community Services

OM132509-3	GUARANTEE OF COMMUNITY LOANS POLICY
OM132509-4	GREAT OCEAN ROAD CLOSURE FOR EVENTS GUIDELINES REVIEW
OM132509-5	KINDERGARTEN LICENCE AGREEMENTS WITH GLASTONBURY
	COMMUNITY SERVICES
OM132509-6	COMMUNITY HOUSE LICENCE AGREEMENTS WITH GELLIBRAND
	COMMUNITY GROUP INC.

Infrastructure and Services

OM132509-7 ROAD MANAGEMENT PLAN REVIEW

Sustainable Planning and Development

OM132509-8	DRAFT TOURISM DIRECTIONAL SIGNAGE POLICY
OM132509-9	RED ROCK REGION COMMUNITY INFRASTRUCTURE PLAN
OM132509-10	ENDORSEMENT OF FINAL GREAT SOUTH COAST REGIONAL
	GROWTH PLAN
OM132509-11	PLANNING SCHEME AMENDMENT C74 (APOLLO BAY SETTLEMENT
	BOUNDARY & URBAN DESIGN REVIEW)
OM132509-12	REVIEW OF LOCAL LAW NUMBER 2
OM132509-13	GREAT OCEAN ROAD REGIONAL TOURISM BOARD

General Business

OM132509-14	ASSEMBLY OF COUNCILLORS
OM132509-15	MINUTES FROM YOUTH COUNCIL MEETINGS

Rob Small
Chief Executive Officer

CHIEF EXECUTIVE OFFICER

	ITEM					
OM132509-1	CEO'S PROGRESS REPORT TO COUNCIL					
OM132509-2	OATH OF OFFICE					

OM132509-1 CEO'S PROGRESS REPORT TO COUNCIL

AUTHOR:	Rhonda Deigan	ENDORSED:	Rob Small
DEPARTMENT:	Executive	FILE REF:	F11/3291

EXECUTIVE

Regional Management Forum

The CEO attended a meeting of the Regional Management Forum (RMF) held in Camperdown on 29 August 2013. Attended by Barwon South West CEOs, G21, Great South Coast Group (GSC) and State Government representatives, the agenda included:

- Presentation Victorian Freight and Logistics Plan:
 - o "Victoria The Freight State", the long term strategy to improve freight efficiency, grow productivity and better connect Victorian businesses with their markets.
- Secretary's Update
- Update on current government policy and regional services delivery including:
 - o Regional Cities Growth Framework
 - Regional delivery
 - o Review of Victoria's local government electoral system.
- Macarthur Wind Farm Case Study discussion on recommendations namely that the Barwon South West RMF Committee is to authorise the formation and resourcing of an Alternative Energy Development Committee (AEDC)
- Enterprise Geelong
- Geelong Region Innovation and Investment Fund (GRIIF) a \$24.5 million competitive, merit-based grants program
- Presentation Regional Skills Facilitation
- Local Government Authority CEO Updates
- Regional Development Australia Barwon South West Committee Update
- G21 Update
- GSC Update
- Crime Prevention
- Barwon South West Health & Wellbeing Workforce Strategy.

G21 Regional Alliance

The Mayor and CEO attended a meeting of the G21 Board in Queenscliff on 30 August 2013. Agenda items for this meeting included:

- G21 Audit & Risk Committee Meeting Report
- Addressing Disadvantage Taskforce Update
- G21 Priority Projects
- Board Succession
- Councillor Survey and G21 Board Strategy Day
- Barwon South West Regional Development Australia update
- Barwon South West Regional Management Forum update
- G21 Pillar updates
- Presentation Regional Development Victoria.

G21 Sport & Recreation Pillar

As chair of this group, the CEO, together with a representative from Sport and Recreation Victoria, met with Phillip Davis MP, Member for Eastern Victoria and Chair of the Victorian Trails Coordinating Committee, in Melbourne on 10 September 2013.

This meeting was requested on behalf of the Barwon South West (BSW) Regional Trails Working Group which is preparing to undertake a project focusing on management, development and promotion of regionally significant trails and mountain bike hubs. This will have strong alignment with the likely strategic directions of the Victorian Trails Coordinating Committee.

During the meeting, information was provided relating to regional trail initiatives in the BSW and the attendees gained a stronger understanding of the Victorian Trails Coordinating Committee's strategic directions. Opportunities to align future projects to achieve stronger outcomes were also discussed.

The Pillar held its regular meeting on 20 September 2013 at Golden Plains Shire. This was following by a planning workshop which focussed on priority setting for the year ahead.

Great South Coast Group

The Great South Coast CEO's Forum was held in Warrnambool on 6 September 2013. Attended by the CEO, the meeting included:

- Presentation: Rural Councils Victoria Regional Collaboration in Fleet Management
- VicRoads' Maintenance Procurement
- Great South Coast Transport Strategy update
- Powercor project management fees for Street Smart Lighting Project
- Executive Officer recruitment update.

Workplace Relations Forum

The CEO attended a Workplace Relations Forum in Melbourne on 13 September 2013. Agenda items included:

- Issues associated with the post-election industrial relations landscape
- Significant recent changes regarding 'Requests for Flexible Working Arrangements'
- Issues associated with bullying complaints
- Recent cases of interest
- A general industrial update which covered enterprise bargaining analysis and developments, general wage movements and award modernisation.

The meeting was open to Local Government, Libraries, Water Corporations and Catchment Management Authorities.

Emergency Management Consequent Program

The CEO was invited by the Municipal Association of Victoria to take part in the Emergency Management Consequence Program from 15 to 18 September 2013.

The program brought together senior leaders in Emergency Management from emergency service agencies, along with public and private sector organisations, to consider the political, economic, social, technological, legal and environmental consequences of an emergency in order to enhance participant's capability to effectively lead, communicate and make decisions during these events.

Service Reviews

The Executive is leading a process of reviewing Council's services from a zero based budget approach. The aim of the exercise is to clearly describe service results and to analyse their costs. This is an intensive exercise which will largely be conducted in October and will cover approximately one third of our services. The remaining services will be reviewed over coming years. This will meet Council's obligations in terms of "best value" and allow an open and transparent analysis of our services.

Youth Council

The Colac Otway Shire Youth Council has continued to meet on a regular basis and has finalised their projects for the remainder of the Youth Council term. Over the past two months, Youth Council has attended and/or assisted with a number of events including:

- Youth Health Hub Art Gala and Exhibition
- FreeZa "Battle of the Bands"
- COOL Awards and Young Ambassador Awards
- A live play at COPACC, "The 39 Steps" as guests of the Colac Police Youth Liaison Officer.

The list of activities to be undertaken by Youth Councillors for their term on Youth Council includes:

- Organising a pool competition with the residents of Mercy Place. The first of four nights of this competition commenced on 2 September 2013 with the second night held on 16 September 2013. Two further nights will be held following the school holidays.
- Assisted the Colac Specialist School with their activities day which was held on 12 September 2013 to mark 100 years of special education in Victoria.
- A talent quest and short video competition to be held at Straight Shooters on 26
 October 2013 from 12.00pm. All budding performers or film makers between the
 ages of 12-25 are encouraged to enter. The focus of the short videos will be to raise
 awareness of the many issues faced by our youth, including racism, bullying, drugs,
 smoking and alcohol.

Youth Councillors are to be commended on the list of activities that they have committed to which will see them working with our elderly citizens, young people with a disability and their peers.

CORPORATE & COMMUNITY SERVICES

HEALTH & COMMUNITY SERVICES

Maternal & Child Health

Higher than average birth notifications were experienced in August with 25 new babies born.

Statistics – August 2013

- 25 infants enrolled from birth notifications
- 11 first time mothers.

Key Ages and Stages Consultations						
Home visits	22					
2wks	17	4wks	20	8wks	17	
4mths	22	8mths	19	12mths	13	
18mths	7	2yrs	20	3.5yrs	10	

Other services provided include:

- 86 additional consultations
- 29 phone consultations
- 4 opportunistic immunisations
- 29 referrals
- 61 counselling sessions
- New parents groups 4 sessions in Colac
- 51 families currently enrolled under Enhanced Home Visiting service (vulnerable and at risk families). 12 new families were enrolled this month and 4 cases were closed.

Environmental Health

Health Education Activities

Of a total of 371 food premises, 59 inspections were carried out in August 2013.

- 14 inspections of selling points for tobacco were carried out to ensure legislative requirements are being met
- 18 septic tank inspections were carried out with 1 permit to install and 6 permits to use being issued
- 5 food recalls were received and enacted
- 20 food samples were taken to assess the bacterial quality of sandwiches and sandwich fillings
- 4 complaints were investigated in relation to:
 - o Noise from neighbours music
 - o The derelict state of a house
 - Faulty septic tank
 - o An unregistered home hairdresser
- Staff attended
 - o A meeting with Licensing Enforcement Committee Geelong
 - o Health officer training with Department of Health
 - Emergency recovery training
 - Committee meeting designing promotional materials for secondary schools for the increased uptake of vaccines for adolescents.

Immunisation

Childhood Immunisation

Age Group	Fully immunized	State Average	Council Position
12-15 months old	91.18%	90.95%	42 nd
24-27 months old	95.59%	93.3%	20 th
60-63 months old	97.35%	92.8%	8 th

It should be noted that Colac Otway results are good compared to the state average in all categories and its position of 8th within the 79 Victorian councils is a vast improvement on last year's figures where our performance in the 60 - 63 month age group was poor.

EVENTS

Amy Gran Fondo – 15 September 2013

3,000 bike riders challenged the Great Ocean Road and the Otways for the 3rd Amy Gran Fondo. The race began in Lorne then wound its way to Skenes Creek, up to Forrest, across to Barwon Downs, Murroon, Deans Marsh and ended at Benwerrin. The Amy Gillett Foundation promotes a safe competitive mass participation event that provides a challenge for both recreational and competitive riders. The event promoted the Foundation's safe bicycling safety awareness messages for bike riders and motorists, and raised funds to support the Foundation's safety programs. The intention of the Amy Gran Fondo is to raise awareness of the region as a tourism destination, through interstate and local promotion.

Hunt for the Golden Gumboot - commenced 17 September 2013

The hunt has started again for a two week period for the prized golden gumboots along the Old Beechy Rail Trail from Barongarook to Watsons and Facey Siding. The following fortnight will incorporate another section of the trail from Gellibrand to Banool Station. This event includes the school holidays and young people are encouraged to get out, find a boot and enter the photo competition. Great prizes are waiting for those who find a boot, however registration is essential to obtain your prize. A celebration BBQ will be held at the Rex Norman Park in Gellibrand from 12pm on 13 October 2013 when the major prize winners will be drawn.

Upcoming Events

Events which will be held throughout the Colac Otway Shire in October 2013 will be:

- The Hunt for the Golden Gumboot on the Old Beechy Rail Trail until 11 October
- Connect with Your Community Memorial Square 10 October
- Birregurra Weekend Festival 12-13 October
- Colac Orchid Show 12-13 October
- Warrion 102st Flower Show 23 October.

RECREATION

Beeac Tennis Courts Redevelopment

The Beeac Tennis Courts Redevelopment project has been completed with the official opening of the new facilities scheduled for 6 October 2013. The project, funded by Council, the Beeac Tennis Club and Sport and Recreation Victoria, includes three new asphalt courts and new fencing. The Member for Polwarth, Terry Mulder MP, will officially open the new facilities.

Wye River Open Space Development

Improvements to open space in Wye River are underway with work having commenced in Harrington Memorial Park. The project includes a new BBQ, shelter, extension of the amphitheatre space, landscaping and signage. After being delayed for a number of weeks due to unfavourable weather conditions, works have recommenced and steady progress is being made. It is expected that the Wye River pathway component of the project will start later this year.

BLUEWATER FITNESS CENTRE

Redevelopment Project

Bluewater Fitness Centre will close on 8 November 2013 in preparation for the commencement of construction works. Gym activities and dry program services will resume at the Colac Youth and Recreation Centre on 13 November 2013.

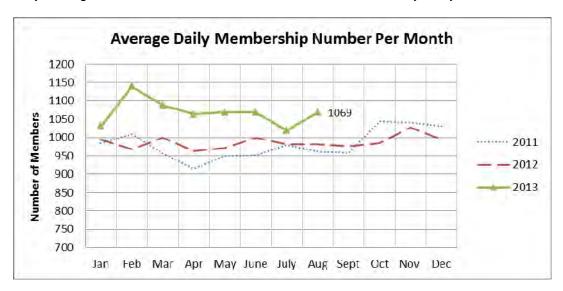
Bluewater Send-Off

A send-off party will take place on the last day of Bluewater Fitness Centre operations (8 November 2013), offering free entry and activities for all ages. Mixx FM will broadcast live from the centre during the celebration which will include a sausage sizzle, giveaways and a great range of activities for all ages. There will be free activities right across the centre including use of the inflatable, aquatic games, a sausage sizzle, and a graffiti wall to record memories of the centre. The celebration is an opportunity for people to farewell the Bluewater Fitness Centre in its present form and to get excited about what the future holds for the revitalized and extended centre.

Membership

The average membership number for the month of July was 1,069 (see graph below). This is 87 more members than the same time last year. Membership in 2013 has been consistently higher when compared to the same period in previous years.

The August membership sale generated a total of 97 new members helping to increase the daily average back to over 1,050 where it has been since February this year.



The centre has donated one month trial memberships to a group of Iranian refugees who have been temporarily housed in Colac and who may settle here permanently. There are 20 people in total, including children, who have had a tour of the Centre with an interpreter present and received passes to use the centre during "off peak" times.

Dry Programs

Our 'B-Fit' program has been a great success. The program which is an acronym for "Bluewater Females In Training", was limited to 20 participants and filled fast. The participants are undertaking a 6 week training program aimed at increasing strength through individual strength programs and supplemented by group sessions for cardio fitness. The program includes one free crèche session per week which has significantly contributed to increased crèche numbers while the program is running.

Stadium

The Otway Derby Dolls have held their second bout at Bluewater Fitness Centre. The event was the first ever event at the Centre to have a liquor licence and was a great success. There were four teams who participated on the night from West Melbourne, Ballarat and the Otway's. The event attracted over 400 people to the centre.

The Colac Basketball Association will hold a reduced summer competition this year which begins at Bluewater Fitness Centre on 7 October 2013. The competition will run at Bluewater Fitness Centre until 15 November 2013 and will then be transferred to other facilities including the Colac East Primary School and Trinity College.

INFRASTRUCTURE & SERVICES

General Manager Infrastructure and Services

Work has commenced on the recruitment of a General Manager for the Infrastructure and Services Department. It is expected that the process of recruitment could take three months. In the meantime, Adam Lehmann is acting General Manager Infrastructure and Services.

CAPITAL WORKS UNIT

Council Pillar	Key Strategy	ACTIONS	STATUS	% COMPLETION	PROGRESS COMMENTS
;e	lecision making	Develop a Subdivision Guide for Colac Otway Shire Council and report to Exec prior to reporting to Council for formal adoption.	In Progress	50%	Draft subdivision process map (for Infrastructure related actions) has been prepared. Further discussions within the Department are required prior to forwarding to Executive for consideration.
Good Governance	Transparent and accountable decision making	Adopt Infrastructure Design Manual and undertake internal and external awareness raising campaign.	In Progress	75%	Council adoption report prepared and to be sent to the October 2013 Council meeting. Council will be briefed during a workshop in October 2013.
	Transpare	Review the system used to file and archive technical drawings. Options to consider are linkage with Asset Management	In Progress	5%	At least one meeting has occurred, involving IT and the Capital Works Unit, to discuss options available. This will be further considered in the implementation of the

Council Pillar	Key Strategy	ACTIONS	STATUS	% COMPLETION	PROGRESS COMMENTS
		System or TRIM.			Authority Asset Management System which is due for implementation during 2013/14.
		Ensure that applications and reports for funding be submitted as required. eg (R2R, Auslink, Better Roads etc).	In Progress	10%	The Roads to Recovery (R2R) first quarter report is due at the end of October 2013. Projects that are identified for R2R funding this year include the reconstruction of Weering School Road (Stage 2), Warrowie Road (Stage 2), and Division Road, the resheeting of Old Beech Forest Road and final seals associated with Sinclair Street South, Weering School Road (Stage 1), Warrowie Road (Stage 1), and Seymour Crescent.
ıture	et future infrastructure needs	Manage preparation of 2013/14 capital works program including designs and specifications for projects.	In Progress	50%	Designs and specifications for the 2013/14 sealed road reconstruction program are to be finalised by the end of October 2013. This year's Bridge program has been fully surveyed with reports necessary for permits currently being prepared.
A Planned Fu	A Planned Futur	Develop a 10 year capital works and major projects program according to adopted priorities.	Not Started	0%	10 year Capital Works and Major Projects program is updated with new projects by end of November of each year.
A Planned Futur	Develop an integrate	Establish a 3 year Design Program based on the 10 year Capital Works & Major Projects Program.	In Progress	50%	The design program, including timelines for next year has been completed. Designs for various infrastructure projects are in progress for the remainder of this year.

Council Pillar	Key Strategy	ACTIONS	STATUS	% COMPLETION	PROGRESS COMMENTS
		Complete the 2013/14 component of the Old Beechy Rail Trail project funded by RIDF.	In Progress	50%	Contractors are on site at the Colac Rail Yard, to construct 270 metres of trail. The alignment of the trail section through Mercy Place has not yet been finalised. Invitations to Tender documents are presently being prepared for the Stage 2 Ditchley trail section. The tender for the construction of the section of trail between Beech Forest and Ferguson section closes on 23 October 2013.
		Facilitate the construction of the public off street carpark at Pascoe Street Apollo Bay.	In Progress	10%	Progress continues in establishing agreements with all key parties. Once the agreements are in place, detailed design will commence for the carpark.
		Facilitate the review of Council's Road Safety Strategy in conjunction with Colac Road Safe.	In Progress	75%	A draft of the updated Road Safety Strategy has been prepared, but requires further review before being referred to other agencies for comment. This Strategy is being revised in conjunction with Corangamite Shire Council.
		Undertake a Parking Study for the township of Wye River	In Progress	5%	A survey of property owners adjoining the Boulevard is scheduled to be conducted to seek advice regarding the implementation of parking limitations along the road.
		Develop a 10 Year Capital Works Strategy.	Not Started	0%	This activity is anticipated to start early in 2014.
		Implement the annual Capital Works and Major Projects Program.	In Progress	20%	Works associated with the program are underway.

Council Pillar	Key Strategy	ACTIONS	STATUS	% COMPLETION	PROGRESS COMMENTS
A Healthy Community and Environment	Protect and care for the natural environment.	Implement the 2013/2014 stage of the Cressy Shelford Road rehabilitation plan.	Not Started	0%	Next phase of rehabilitation is to include: weed spraying; setting up of a monitoring program; threatened species survey; and appropriate ecological burning. Council officers are presently seeking funding opportunities for the construction of the final section of fire access track (approx. 3 - 4 km) to be progressed.

OTHER HIGHLIGHTS FOR THE PERIOD

Colac CBD CCTV Camera System

Works associated with the installation of cameras are scheduled to commence along Murray Street and within the Memorial Square during the week starting 30 September 2013. The installation works are expected to take approximately 3 weeks, at which time testing of the system will commence. Project completion is expected by the end of October 2013.

Colac Taxi Rank Upgrade Project

Funding of \$90,000 has been received from the State Government Taxi Rank Safety Program for safety-related improvements to the taxi rank located at Memorial Square. The project scope provides for a new sheltered area and improved road access for patrons. A presentation of the preferred layout was given to key stakeholders in early September 2013, for feedback on the proposal. This included representatives from the local bus and taxi companies and members of the Liquor Licensing Accord.

Corangamite and Colac Otway Road Safety Strategy Review

In conjunction with Corangamite Shire, the Road Safety Strategy for the region is being revised and updated. The existing Road Safety Strategy was developed for both municipalities by consultants in 2008 and is due to expire at the end of 2013. The document involves analysis of crash statistics in the two (2) municipalities over the past 5 years to identify the causes of road accidents and areas of the road network that can be strategically improved to reduce the road toll. This strategy includes an action plan which can be referenced when developing future capital works plans. The document is nearing finalisation of an initial draft which will be referred to the Colac Roadsafe Committee and Victoria Police for feedback.

Colac CBD & Entrances

Funding has been received for detailed designs associated with the Colac CBD & Entrances Strategy. Funding of \$100,000 has been received which matches Council's contribution of \$100,000. In-house survey for the design area is being conducted in order to maximise the value of the funding. Key areas already completed include the Murray Street/Queen Street bridge, Memorial Square and Murray Street from Queen Street to Corangamite Street. Layout plans based on the CBD & Entrances Strategy for the cantilevered bridge at Murray Street/Queen Street have been produced for use by external designers.

<u>SUSTAINABLE ASSETS</u>
Progress in relation to key asset management Business Plan actions for the next 12 months are as follows:

ACTIONS	STATUS	% COMPLETION	PROGRESS COMMENTS
Work with the Finance Unit to complete Stage 1 of the Authority Asset Management Module implementation.	In Progress	10%	This project commenced in early September 2013 and is a highly important enhancement to the management of data relating to Council's various assets and will have significant benefits in the long term.
Asbestos Register Update.	Not Started	0%	It is expected to seek quotations for an update of Council's current Asbestos Register in November 2013.
Monitor the performance and condition of Council's various asset types through programmed inspections and data collection.	In Progress	10%	Scoping documents are presently being prepared to undertake a condition audit of Council's footpath assets. Such audits are completed using specialised Contractors and it is anticipated that these services will go out to tender in October 2013. A condition survey of selected Council sealed roads has commenced. This focusses on sealed road assets within our coastal townships with an aim to finalising mapping of our kerb and channel assets and increasing our knowledge of asset performance in these areas.
Develop long term asset renewal funding plan for Council buildings.	Not Started	0%	A project brief for inspections of Council's buildings is to be drafted in November 2013.
Community infrastructure and asset renewal plan.	In Progress	25%	Asset Management Plans are presently being developed for all of Council's infrastructure asset categories including; roads; bridges; parks & gardens; footpaths and buildings. Drafts of these documents are approximately 85% complete and form the basis of the assumptions and justifications behind the planning of Council's long term asset renewal programmes.

ACTIONS	STATUS	% COMPLETION	PROGRESS COMMENTS
Complete road and footpath network inspections to meet frequencies prescribed by Council's Road Management Plan.	In Progress	17%	All routine road and footpath inspections have been completed as required for August 2013. Areas or road categories inspected over this period include; Colac Urban Roads, Beech Forest area Rural Access Roads and Rural Collector Roads.
Complete specific incident inspections to identify and address safety/risk issues associated with elements of Council's road and footpath networks; including rail crossings and in response to reported incidents.	In Progress	17%	Incident inspections are completed as required in line with Council's Road Management Plan.
Implement the 2013/14 Kerb & Channel Renewal Programme.	Not Started	0%	Programme presently being drafted with input from Cosworks.
Manage building maintenance programme to address programmed and reactive maintenance needs.	In Progress	17%	Reactive building maintenance requests are responded to as required. Major works completed to date include painting of the Apollo Bay VIC and replacement of the heating and cabling systems in the Apollo Bay Customer Service Centre.
Coordinate inspections and reporting of Essential Safety Measures relating to nominated Council buildings.	In Progress	5%	Briefing documents are presently being prepared with a view to seeking quotations for inspection of ESM elements in Council buildings.
Footpath Renewal Program	In Progress	15%	Works on this year's programme are well underway with footpaths in Hesse Street, Queen Street and Murray Street being replaced so far.
Annual Road Resealing Program	In Progress	10%	This year's sealing programme is presently out to tender. Tenders close 2 October 2013.

ACTIONS	STATUS	% COMPLETION	PROGRESS COMMENTS
Bridge Reconstruction Program	In Progress	5%	Major works are programmed to be completed on two (2) more of Council's ageing timber structures. This includes the Sand Road Bridge at Glenaire and the bridge over the Gellibrand River located on Lyness Access, Carlisle River. Detailed site plans have been prepared for each bridge. Preliminary environmental assessments have also been completed.
Building Renewal Program	In Progress	10%	This year's Building Renewal Programme has been finalised and preliminary planning has commenced. Examples of projects included for 2013/14 are; refurbishment of the Lake Foreshore Toilets, replacement of carpet in COPACC, replacement of the existing roof to the Carlisle River Football change rooms, renovation of the Larpent Hall kitchen. \$600,000 has been allocated to this year's building renewal programme.

OTHER HIGHLIGHTS FOR PERIOD

Blue Water Fitness Centre Redevelopment - This project is presently at tender stage which closes on 25 September 2013. Contract and project management staff have been responding to a number of clarifications and other requests for information with respect to the design and documentation. The evaluation process will commence shortly after the close of tenders with the award of contract to be reported to Council at its October 2013 meeting.

COSWORKS

Works undertaken by Cosworks during the past month are as follows:

Minor Patching

Minor patching work is ongoing on sealed roads to keep up with potholes and edge breaks particularly in Apollo Bay and the coastal townships

Storm Damage

Over the past month there has been an extremely large increase in the volume of fallen, hanging and dangerous trees due to damage by strong winds. This has been widespread in parks, reserves and roads throughout the whole of the Shire.

Road Regrading

Road regrading has been reduced, due to winter rains that have made gravel roads extremely soft. Regrading will increase when conditions improve and are less likely to damage already soft pavements in all sections of the Shire.

Gravel Road Resheeting

Gravel Road resheeting was undertaken over the last month on Hordern Vale Road, Moomoowrong Road, School Road, Lucas Road, Tuckers Orchard Road, Sand Pit Road, Foleys Road, Westwicks Road, Montys Track, Warncourt Cemetery Road, Dunlops Road, Birregurra – Yeodene Road and Forest Street. Approximately 12km of Council's unsealed road network was re-sheeted during August.

Routine Drainage Works

Routine drainage works have been completed over the last month in Apollo Bay, Wye River, Kennett River, Separation Creek, Skenes Creek and Marengo townships. Council's drainage contractor has completed clearing of underground drain blockages in Colac and Apollo Bay and coastal townships. Major drainage works have also been undertaken on Lucas Road, Gellibrand East Road, Binns Road, Old Beech Forest Road, Amiets Road, Carlisle - Gellibrand Road, Bull Hill Road, Hennigan Crescent and Tuckers Orchard Road.

Sport Ovals

Mowing of the ovals has reduced over the last month due to heavy winter rains. An increase in effort was undertaken to maintain Central Reserve and Western Reserve for the Colac football finals.

Tree Maintenance

Tree maintenance works were completed at Maggios Road, Christies Road, Tin Dish Road, Larsons Road, Ackerleys West Road and the Birregurra township.

Street Tree Clearance Under Powerlines

Tree pruning works in Colac are 95% completed.

Township Mowing

Township mowing has been delayed due to winter rain. Mowing has been completed at Beeac, Cressy, Birregurra and Colac.

Reach Arm Mowing

Reach Arm mowing has been undertaken during the last month on Old Hordern Vale Road, Killala Road, Tuxion Road, Benwerrin – Mt Sabine Road, Aire Settlement Road, Devondale Road, Montys Track, Westwicks Road, Escarpment Road, Tuxion Road, Old Coach Road, Bass Crescent, Broughtons Access, Morris Access and Henrys Road.

Old Beechy Rail Trail

Removal of fallen trees from the trail at various locations was undertaken. Maintenance of other trail features such as gates, barrier railing, etc has also been undertaken as necessary.

Bridge Maintenance

Level 1 bridge inspections have commenced starting with those structures located predominantly in the Otways. The replacement of gravel beams was completed on Daffys bridge, Gellibrand. End walls on bridges located on Conns Lane and Christies Road have also been repaired.

Guard Rail Replacement

Guard rail located on Wild Dog Road, at Chainage point 1.5km, has been replaced.

Guide Post Installation

Guide posts have been installed on Amiets Road, Sand Pit Road and Westwicks Road.

MAJOR CONTRACTS/WASTE UNIT

Colac Aerodrome Business Plan Development

A Business Plan for the facility is currently under development utilising funding received through the Department of Transport, Planning and Local Infrastructure (DTPLI). To date a draft version of the Business Plan has been prepared and is being reviewed by Council management and the Colac Aerodrome Committee of Management. A number of comments have been made which are being incorporated into a revised draft. As part of the Business Plan development the consultants will make a presentation to Council highlighting its key aspects and to seek further comments. The Business Plan will incorporate a long term infrastructure upgrade program for the Colac Aerodrome focussing on the future growth potential and opportunities that exist within the region.

Barwon Regional Waste Management Group (BRWMG) – Board Meeting 29 August 2013

A Board meeting of BRWMG was held at Queenscliffe on 29 August 2013. The meeting comprised the following presentations:

- Soft plastic recycling program Red Group.
- 2. Asbestos Community Awareness Campaign for the management of household asbestos BRWMG. It was advised that a website is being developed by Worksafe, EPA and the Department of Health to address issues with the safe management of asbestos containing materials. The website will provide information on all aspects of the management of asbestos such as employer/employee responsibility, environmental safety, finding and identifying asbestos, management and disposal. Tool kits will also be developed as part of this initiative and made available to stakeholders providing relevant information. The aim is for Council staff to direct all asbestos related enquiries to the website or tool kit.
- 3. Garage Sale Trail BRWMG scheduled to be held on Saturday 26 October 2013. All member councils of BRWMG are participating with BRWMG providing a coordination role. The target audience are households, schools and community groups. The aim of the Garage Sale Trail program is to promote reuse, reduce waste to landfills, enable new neighbourhood connections, to act as a platform for fundraising, inspire creativity and to stimulate local economies.

Some of the other regional waste group's initiatives that were discussed at the Board meeting were:

- Getting full value Waste and Resource Recovery Governance Report State Government Reform
- Municipal Solid Waste Resource Recovery Strategy Development
- Regional Timber Market Development Strategy
- Regional Transfer Station Strategy Development.

Detox Your Home

Colac is to host a Detox Your Home collection on Saturday 12 October 2013. This free service enables householders to dispose of potentially dangerous household chemicals and a number of other targeted products safely and easily without harming human health or the environment. This collection will focus on getting unwanted and unused chemicals out of the home.

Recycling Kerbside Bin Audits

Council's waste management staff have commenced inspecting recycling bins throughout the Council kerbside collection area. Most residents endeavour to recycle correctly, however, some reminders are needed to avoid contamination issues. Where necessary, educational materials are left for residents to help clarify the types of waste that are recyclable. The aim is to help educate the public to try and reduce contamination at the kerbside so that as much material can end up being recycled as possible. Council's contractor is also presently carrying out separate recycling audits to provide additional information on the types of incorrect products that are being placed into the kerbside bins.

Tenders

Tenders opened since the last reporting period:

1325 – Supply & Deliver Street Sweeper

1326 - Supply & Deliver Tip Truck & Dog Trailer

1327 - Supply & Deliver Backhoe/Loader

1328 - Supply & Deliver Wood Chipper

1329 - Supply & Deliver Tow Behind Work Broom

Tenders awarded since the last reporting period:

No Tenders have been awarded since the last reporting period.

Tenders advertised since the last reporting period:

1323 - Bituminous Sealing Works, closing 2 October 2013

1310 - Old Beechy Rail Trail Construction - Beech Forrest to Ferguson, closing 23 October 2013

Subdivision Works

The following table shows the current status of various subdivisional works which will be handed over to Council when completion is approved:

Subdivision	Status
Apollo Bay Industrial Estate Stage (19 Lots)	A certificate of compliance has been issued and outstanding works guaranteed with a security bond. Fill to lots is continuing with surface drainage, landscaping and some ancillary works remaining.
202A Pound Road Stage 2 (13 Lots)	Kerb & channel and underground drainage has been completed. Pavement base and asphalt placement will be done over the next months.
98 Beal Street Birregurra (6 Lots)	Works were completed in August 2013 for the road extension and turning circle in Edmundson Street, Birregurra.
Mingawalla Road, Beeac Stage 3 (reserve & 21 lots)	The contractors will complete remaining sealing works on the main road in coming months when drier weather conditions prevail.

Colac Livestock Selling Centre Roof Construction

Works are expected to commence on site in late September 2013 with excavation for footings. Meanwhile works are continuing with the steel fabrication process in preparation for hot dip galvanising.

SUSTAINABLE PLANNING and DEVELOPMENT

Planning & Building

Development of Bushfire Local Planning Policy

The consultant has prepared an early draft of the report for this project, and has met with the CFA and other stakeholders at a recent Project Steering Committee. The CFA is undertaking some on-ground truthing of the bushfire assessments for the eight towns being examined in the project before finalising its feedback on the report. It is anticipated that the draft report will be finalised and presented to Council around October/November of this year.

Planning Scheme Amendment C72 (Part 1)

A panel has been appointed to hear submissions to Part 1 of Amendment C72 relating to implementation of the Colac CBD and Entrances Project, with the panel electing to accept submissions without a formal hearing, following consultation with the submitters. The Panel will provide Council with its independent consideration of the submissions and make a recommendation on how Council should proceed with the amendment.

G21 Regional Growth Plan - Draft Implementation Plan

The draft Implementation Plan for the G21 Regional Growth Plan (RGP) was on public exhibition from 1 July 2013 to 9 August 2013. The project team has considered submissions and prepared a final report for the project. A CEO and Executive briefing was held on 16 September 2013, to be followed by Council endorsement of the final plan over coming months.

Amendment C74 (Implementation of Open Space Strategy)

Planning Scheme Amendment C74 has been placed on public exhibition, seeking to make changes to Clause 52.01 of the Planning Scheme to specify the amount of public open space which is to be provided for new subdivisions. Council has previously relied on the provisions of the *Subdivision Act 1988* which allow it to require up to a maximum of 5% of land in a subdivision to be provided as open space (or as a cash contribution in lieu). The Public Open Space Strategy adopted by Council in 2011 highlighted the lack of public open space in Apollo Bay and parts of Colac, and recommended that up to 10% of land in subdivisions be provided as open space depending on the size of the subdivision for these towns. The amendment implements these recommendations. Written submissions are required to be made by 30 October 2013.

Birregurra Structure Plan & Neighbourhood Character Study

Officers are currently preparing draft amendment documentation that gives effect to the outcomes of both the 2012 Birregurra Neighbourhood Character Study and 2013 Birregurra Structure Plan which was adopted by Council at the June 2013 meeting. This documentation was considered by the Community Reference Group at a meeting on 19 September 2013 and will be finalised and placed on exhibition over the coming months.

Apollo Bay Harbour Master Plan (Amendment C73)

Amendment C73 has been placed on public exhibition following Council consideration of the revised Harbour Master Plan at its August meeting. The amendment seeks to rezone the Harbour precinct to Special Use Zone (Schedule 2) and include an Incorporated Plan based on the revised Master Plan to guide future development proposals. Written submissions are due to be made with Council by 30 October 2013.

Colac Structure Plan Review

Officers have submitted a revised funding application for this project following feedback from Department of Transport, Planning and Local Infrastructure (DTPLI) officers. Council has

allocated \$50,000 to the Structure Plan in 2013/14, dependent on attracting matching external funding.

Planning Zone Reforms Update

The State Government has introduced changes to the rural zones as the last component of the implementation of its zone reforms. Key changes have been the introduction, in most zones, of greater flexibility to consider a range of land uses that were previously prohibited.

The greatest benefit to Colac Otway Shire will be the opportunity to consider planning applications for tourist accommodation.

Economic Development

Colac Marketing Strategy

The Economic Development Unit has been in discussions with GOOP, the *Colac, 'Life, your way'* website developer, about a mobile app. This will allow smartphone and tablet users to view the website in an easier format than the full website which can restrict text size. GOOP will design the mobile app in the coming weeks. Future marketing initiatives will not start until the mobile app is completed.

A proposal has been presented by a marketing company for Council to advertise on Melbourne metropolitan trains. The advertising would be static advertising within the carriages and there is potential for Council to secure either a whole carriage or train. It may be possible to liaise with the company and seek a similar deal to the successful In Transit bus advertising for the *Colac*, 'Life, your way' and 'Love Our Region' campaigns.

The Economic Development Unit is continuing to promote the use of the *Colac, 'Life, your way'* brand and web link on local business web sites. The *Colac, 'Life, your way'* booklet has been distributed to all real estate offices.

Business Development

Following the success of the Business Events partnership with local company Crowe Horwath (formerly WHK), the Economic Development Unit has met with them to plan another series of events. Forthcoming events include 'Financial Management for Home Based Business' and 'Secrets to Success' with three panellists sharing their knowledge and experience in areas such as recruiting the right staff, succession planning, culture and marketing.

The 2013 ANZ Business Breakfast on 17 October 2013 will feature guest speaker Fred Schebesta. Fred aged 32, is the co-founder of finder.com.au and is one of Australia's most successful entrepreneurs under 35. Fred will give insights into his career, the use of social media in business and speak on the topic '10 things I learned the second time around'. Council has once again partnered with ANZ for the annual Business Breakfast, which will be held at COPACC.

Grants

Council has submitted an application requesting \$343,989 under the Regional Development Australia Fund (RDAF) Round 5 for the Colac CBD Inner Eastern Entrance Project. The application stated that funds from the State Government's Local Government Infrastructure Fund of \$343,989 would be used as matching funds. Council submitted the application prior to the former Federal Government entering into caretaker mode. Council has received a draft funding agreement from the former Department of Regional Australia, Local Government, Arts and Sport (DRALGAS) with the expectation that Council reviews the milestone reporting dates and confirms if Council accepts the requirements of the draft agreement or would like to vary the milestone dates.

Council also received, prior to the election, the following advice from (DRALGAS), regarding the caretaker provisions and how this effects the RDAF Round 5 applications: "The Department will continue to progress assessment and funding negotiations with proponents. They will not be finalised until after the election and the incoming government confirms its intention in respect of the program/projects. Project approval decision and letters of offer will not be made, consistent with not committing an incoming government."

The newly elected Federal Government's position on the project is as yet unknown.

Tourism

The Colac Visitor Information Centre assisted 2,140 customers over August, up 4.9% on the previous year. Phone calls are down 50%, with e-mail enquires remaining similar to the same period last year.

Visitor trends have shown more international visitors arriving from the UK and Germany, with interstate travellers trending towards Queenslanders. The 'Love Our Region' campaign has been successful in attracting more local people into the Centre to register. This has also had a positive effect on retail sales.

The Great Ocean Road Visitor Information Centre had a total of 6,904 visitors in August which is similar to visitor numbers the previous year. E-mail communication was down slightly, however phone calls to the centre were up by nearly 100%. Retail sales were up by 7%, including additional V-Line ticket sales (38%). Attraction tickets however were down compared to the previous year (Otway Fly 15%, Cape Otway Lightstation 13%).

General visitation has been relatively quiet during the month with a good combination of both domestic and international visitors primarily from the UK, China, South Australia and New South Wales. Main enquiries have been for local accommodation, whale sightings as well as general Great Ocean Road information.

Colac and Apollo Bay staff attended the Otways VIC Staff Forum held in Forrest in August. This annual meeting is an opportunity for centre staff to review their respective action plans and identify areas for further improvement in order to enhance visitor services. VIC staff have also been out and about during the past month on several familiarisation tours, visiting local accommodation properties and attractions.

The 'Love Our Region' campaign has attracted 472 residents to join as members and the Facebook page has received 121 Likes. The first Love Our Region e-mail newsletter was sent in late July. It included 22 discounts and offerings from Otways Tourism members and information about local events and destinations.

Council tourism WIN TV advertisements will screen for three weeks in the Ballarat region prior to the September school holidays. They have also been uploaded to Council's tourism YouTube channel and have received over 650 views.

The Council tourism TV advertising campaign in Melbourne via "In Transit Media" has concluded, with the advertisements running for three months (June 2013 - August 2013). In Transit Media operates digital TV bus advertising throughout the CBD in addition to the western and south western districts of Melbourne. The two 30 second advertisements screened together with Council's *'Life Your Way'* campaign and an Otway Fly advertisement on 87 buses, two to four times per hour. The In Transit Media report shows that the ads screened 202,855 times to by approximately 1.8 million commuters.

OMGreat Ocean Road! Campaign

The G21 "OMGreat Ocean Road!" campaign has been successful in lobbying Federal and State governments for funding commitments during the recent Federal election campaign.

The Coalition committed to allocate \$25m towards the Great Ocean Road's upgrade over five years. The Victorian Government has indicated that it will match this funding to bring the total to \$50m.

Forrest Mountain Bike Strategy

Thompson Berrill Landscape Design has been appointed to develop the Forrest Mountain Bike Strategy Project. An inception meeting was held on 26 August 2013 for the consultants to meet with the project steering group and to undertake an initial assessment of the key issues in township and trails infrastructure. Community engagement has commenced with a newsletter delivered to all local homes, and a series of public sessions held in the Forrest Hall.

Lake Colac

During the Federal election campaign, the Coalition promised \$50,000 to assist the Shire to complete a new Master Plan for the Lake Colac foreshore reserve and Barongarook Creek corridor. The previous Master Plan was completed in 2002 and Council has delivered on almost all key aspects of this Plan.

The Coalition also committed to funding a 'Green Army' environmental enhancement program in the Barongarook Creek corridor. A similar project will also take place in the Barham River Valley.

Advancing Country Towns (ACT)

An inception meeting has been held with 'Grant Thornton' the consultant company appointed to deliver the Skills Audit and Enterprise Level Workforce Development Plans. This is a national company that provides charted accountancy and audit services but also has a strong human resource consultancy that specialises in workforce development planning.

A partnership agreement has been signed between Colac Otway Shire and Glastonbury Child and Family Services, for the Better Services Early Years and Families initiative.

The launch of the ACT was held on 30 July 2013 at COPACC with Minister Terry Mulder MP.

Council is also undertaking a process to appoint a consultant to develop the Enterprise Driven Education and Training Project. The consultant will work closely with Council and the Colac Otway Vocational Education Cluster (COVEC) to develop a business plan for the Trade Training Centre.

Environment & Community Safety

Relief and Recovery Project

Council received a \$30,000 grant through the National Disaster Resilience Scheme to undertake a project across three municipalities, Colac Otway Shire, Surf Coast Shire and Corangamite Shire, to help improve Relief and Recovery planning and capacity. The grant will help the three Councils to review and enhance their respective Relief and Recovery Plans and undertake a joint training exercise involving the activation of an Emergency Relief Centre. The Emergency Relief Centre exercise was run in Anglesea on 12 September 2013. The lessons learnt through the exercise will be used to inform the development of a set of standard operating guidelines for Emergency Relief Centres across the three municipalities. The project is expected to be completed in early 2014.

Climate Resilient Communities

Council successfully applied for a \$600,000 grant on behalf of 10 municipalities through the Victorian Sustainability Accord. The aim of the project is to assist ten Barwon South West

Victoria municipalities (and partners) to build capacity to manage risks and build community resilience to extreme climate events. Meetings are being held in each of the municipalities during September to identify the key risks to Council operations from extreme climate events and the priority projects that could be undertaken to help better manage these risks. The information gathered in these meetings will form the basis for individual reports for each municipality and also for a report about the key risks and priority projects at the regional level. These reports are expected to be completed by December 2013.

Integrated Water Cycle Management Plan

Council is currently working with Barwon Water, Southern Rural Water and the Corangamite Catchment Management Authority on the development of an Integrated Water Cycle Management (IWCM) Plan for Colac. This project is part of a broader IWCM agenda for the Geelong region and will trial a resilient system approach to develop an integrated water cycle management plan for the town of Colac. This plan will become a vital strategic planning tool for the town's urban and water planners to work towards a more resilient urban water cycle system. To help develop the plan Barwon Water sourced a grant through the Office of Living Victoria. The key outputs of the project are to develop a shared understanding of the Colac urban water cycle system amongst key stakeholders and to finalise an IWCM Plan for Colac by June 2014.

Fire Danger Period

The 2013/2014 Fire Danger Period is expected to commence on 1 December 2013. However, the CFA will monitor the season outlook and if it looks like there is going to be a significant fire risk they can bring in the Fire Danger Period earlier if necessary. As we approach the Fire Danger Period there will be further awareness raising about when it actually begins. Council will also be sending out its courtesy letter to over 7000 land owners in early October that explains people's responsibilities for maintaining their property to a suitable standard. This year the courtesy letter will also make it clear that while the Fire Danger Period may be starting later, Council will still be starting its inspections in November as usual to ensure people have enough time to get their properties cleaned up before the hottest part of summer arrives.

Attachments Nil

Recommendation(s)

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That Council notes the CEO's Progress Report to Council.

#### OM132509-2 OATH OF OFFICE

AUTHOR:	Rhonda Deigan	ENDORSED:	Rob Small
DEPARTMENT:	Executive	FILE REF:	F13/546

#### **Purpose**

To report that the Oath of Office has been taken by Cr Frank Buchanan following the declaration by the Victorian Electoral Commission (VEC) of the results of the count back held on 21 August 2013 to fill the vacancy left by the resignation of Cr Mick McCrickard.

The process has been conducted to comply with the Local Government Act (1989).

#### **Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

#### Background

On 3.00pm on Wednesday 28 August 2013, Cr Frank Buchanan made the following Oath of Office, in accordance with section 63 of the Local Government Act (1989), before the CEO, Rob Small:

"I will undertake the duties of the office of Councillor in the best interests of the people in the municipal district of the Colac Otway Shire and faithfully and impartially carry out the functions, powers, authorities and discretions vested in me under the Local Government Act 1989 or any other Act to the best of my skill and judgment."

The minutes of this Council meeting will record that the Oath of Office has been taken by Cr Frank Buchanan.

The Oath of Office has been signed and dated before the Chief Executive Officer and a copy is attached to this report.

# Council Plan / Other Strategies / Policy Good Governance

Means we care about and are responsive to the community, encourage democratic participation and involve people in decisions that affect them. We strive for excellence in financial management and council services, and always look for better ways to do things.

#### Our Goal:

Ensure transparency of governance practices, the capability of our organisation and effective resource management.

#### **Issues / Options**

Not applicable.

#### **Proposal**

It is proposed that Council note that Cr Frank Buchanan has taken the Oath of Office in accordance with section 63 of the *Local Government Act 1989*.

#### **Financial and Other Resource Implications**

Not applicable.

#### **Risk Management & Compliance Issues**

The Oath of Office is required to be undertaken in accordance with section 63 of the *Local Government Act (1989)*.

#### **Environmental and Climate Change Considerations**

Not applicable.

#### **Community Engagement**

Not applicable.

#### Implementation

The swearing in of the new Councillor has been conducted.

#### Conclusion

Cr Frank Buchanan has taken the Oath of Office signed in the presence of the Chief Executive Officer on 28 August 2013.

#### **Attachments**

1. Oath of Office - Cr Frank Buchanan

#### Recommendation(s)

That Council notes that Cr Frank Buchanan has taken the Oath of Office in accordance with section 63 of the Local Government Act 1989.

### **CORPORATE AND COMMUNITY SERVICES**

ITEM			
CORPORATE AND COMMUNITY SERVICES			
OM132509-3	GUARANTEE OF COMMUNITY LOANS POLICY		
OM132509-4	GREAT OCEAN ROAD CLOSURE FOR EVENTS		
<u> </u>	GUIDELINES REVIEW		
OM132509-5	KINDERGARTEN LICENCE AGREEMENTS WITH		
	GLASTONBURY COMMUNITY SERVICES		
OM132509-6	COMMUNITY HOUSE LICENCE AGREEMENTS WITH		
	GELLIBRAND COMMUNITY GROUP INC.		

#### OM132509-3 GUARANTEE OF COMMUNITY LOANS POLICY

AUTHOR:	Colin Hayman	ENDORSED:	Rob Small
DEPARTMENT:	Corporate & Community Services	FILE REF:	11/96037

#### **Purpose**

The purpose of this report is to seek Council endorsement of the "Guarantee of Community Loans Policy" following a period of public comment of six (6) weeks.

#### **Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

#### **Background**

At the Audit Committee meeting on 25 June 2013 the following resolution was passed:

"That the Audit Committee recommends to Council that they consider the Guarantee of Community Loans (as amended) Policy."

The Draft Guarantee of Community Loans Policy was considered by Council at the meeting on 24 July 2013.

#### Council resolved:

"That Council endorses the Draft Guarantee of Community Loans Policy for release for community comment for a period of not less than six (6) weeks."

The Draft Policy was advertised for the 6 week period.

# Council Plan / Other Strategies / Policy Good Governance

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#### Our Goal:

Ensure transparency of governance practices, the capability of our organisation and effective resource management.

#### **Issues / Options**

As a result of discussions at the Audit Committee and a number of issues, the development of a policy to provide guidance on whether Council should act as guarantor for community or other organisations was seen as an important step.

At the present time there is no policy or guidance on the procedures or monitoring mechanisms for the occasion where Council does act as guarantor.

The policy also needs to address Council's need for a decision making process, along with associated rules and procedures for providing loan funds to community and other organisations.

It is important that when considering the support of community organisations, all available options must be detailed and considered before a decision is made by Council to provide any support.

There are two options being presented:

Option 1 Adopt the Policy.

Option 2 Not adopt the Policy and direct officers to make changes.

Option 1 is the preferred option as the policy has been developed taking into consideration feedback from the Audit Committee. The Policy has been out for public comment and no feedback has been received.

#### **Proposal**

It is proposed that Council adopts the Guarantee of Community Loans Policy.

#### **Financial and Other Resource Implications**

The policy provides a framework for the approval of a Council Loan or for Council to act as a Loan Guarantor for community organisations that wish to self-fund capital asset projects on Council owned or controlled property.

#### **Risk Management & Compliance Issues**

As noted in the policy, the intent of the policy is to specify the necessary criteria for approval of loan guarantees for community organisations, whilst limiting Council's exposure to potential loss.

#### **Environmental and Climate Change Considerations**

Not applicable.

#### **Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected to date has been to consult. The development of the Policy involved the consideration of issues from the Audit Committee.

The Draft Policy was advertised for a period of six (6) weeks.

#### **Implementation**

Once adopted the Policy will be put on Council's website.

#### Conclusion

The policy provides a framework for the approval of a Council Loan or for Council to act as Loan Guarantor for community organisations, whilst limiting Council's exposure to potential loss.

#### **Attachments**

1. Policy No 16.4 Guarantee of Community Loans

#### Recommendation(s)

That Council adopts the Guarantee of Community Loans Policy.

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OM132509-4 GREAT OCEAN ROAD CLOSURE FOR EVENTS GUIDELINES REVIEW

| AUTHOR: | Jodie Fincham | ENDORSED: | Rick Morrow |
|-------------|-----------------------------------|-----------|-------------|
| DEPARTMENT: | Corporate &
Community Services | FILE REF: | F12/1206 |

Purpose

The purpose of this report is to present the draft 'Guidelines for Considering the Closure of the Great Ocean Road to Conduct Events' and to seek Council endorsement to commence public exhibition in accordance with Council's Community Engagement Policy 2010.

Declaration of Interests

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

Background

The Great Ocean Road (GOR) is one of Victoria's most scenic routes and a popular location choice to stage major events. A number of events are held each year in Victoria's south-west that require a partial or complete closure of the GOR. Whilst these events provide great opportunities for people to experience the GOR and the surrounding region, closure of the road can affect local residents, businesses and tourists.

In 2008, a set of guidelines were developed to provide a framework for considering requests for the closure of the GOR to conduct events. A Steering Committee was formed to formulate the 'Guidelines for considering the closure of the Great Ocean Road to conduct events' (Guidelines) and included representation from VicRoads (Secretariat), Victoria Police, Colac Otway Shire and Surf Coast Shire.

The original guidelines were subject to review within 4 years and the review duly commenced in 2012.

The Steering Committee met in March 2012 and appointed a consultant to assist in undertaking the review. Four stages were identified as part of the review process which included; community consultation, hard copy and on line survey, advertising and compilation. During this time, the draft Guidelines were updated for a Council briefing and approval before being sent back out to the community for further feedback.

In November 2012, it was anticipated that the draft Guidelines would be presented to the January 2013 Council meeting for endorsement. However, correspondence had been received from members of the Separation Creek, Wye River, Kennett River, Sugarloaf and Wongarra communities which raised concerns about impacts on these communities following road closures for events along the GOR. This correspondence resulted in VicRoads briefing the Minister for Public Transport and Roads on the issues raised and seeking his response prior to releasing the draft Guidelines for comment. This additional assessment by the Minister caused a delay in the review process.

Following approval from the Minister to proceed with the Guidelines review, the Steering Committee continued to meet to progress the project. In May 2013, a presentation was made to the Steering Committee by two local residents representing the communities of

Separation Creek, Wye River, Kennett River, Sugarloaf and Wongarra to once again voice their concerns regarding the perceived disadvantage experienced by these "landlocked" communities. Further work was undertaken on the draft Guidelines to incorporate suggested alterations with changes to the final draft document being finalised in June 2013.

Agreement was reached with the community to limit the number of closures on the GOR to two one day events per year, restricted to the low season between 1 May and 30 November. Currently, two events (the GOR Marathon held annually in May and the Amy Gran Fondo held annually in September) close this section of the GOR.

The review of the Guidelines represents a commitment by Steering Committee member organisations to carefully plan the future closure of the GOR for events and to examine how the original guidelines could be improved.

Council Plan / Other Strategies / Policy Good Governance

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Our Goal:

Ensure transparency of governance practices, the capability of our organisation and effective resource management.

A Planned Future

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

Our Goal:

Facilitate the growth, liveability and development of the shire and encourage innovation and efficiency in the local economy.

Issues / Options

In reviewing the original Guidelines, careful consideration has been given to ensuring that any closure of the GOR for events is managed appropriately and effectively. There are a number of events held each year in Victoria's south-west that require a partial or complete closure of the GOR.

It is acknowledged that whilst these events provide great opportunities for people to experience the GOR and the surrounding region, and provide significant economic benefits to the region, closure of the GOR can affect local residents, businesses and tourists. This is even more evident in the landlocked communities between Lorne and Apollo Bay.

Key Issues

Through the research, discussions with key stakeholders and via consultation with the community, the following key issues have been identified:

- Closure of the GOR for events can have detrimental social and economic impacts on local communities, in particular the landlocked communities between Lorne and Apollo Bay
- That local business is included and receives benefits from events
- There are transparent economic benefits from events
- Fairness to all communities along the Great Ocean Road
- That the length of closures is reduced as much as practicable

- Great Ocean Road values are upheld
- Robust planning and communication undertaken
- Safety at all times.

The Steering Committee has assessed the feedback from the community, and other relevant stakeholders, and amended the Guidelines to best accommodate the needs of all those affected by the closure of the GOR for events.

A key factor raised through the community consultation was the number of closures for events that communities were willing to accept. The community feedback on the number of events varied from many to none. This issue was deliberated thoroughly by the Steering Committee.

The key changes to the guidelines include:

- Limiting the number of events to 2 per calendar year within the low season
- An exception for the Great Victorian Bike Ride to close the GOR outside of the low season once every six years
- A reduction in the duration of the low season, with this period now being from 1 May to 31 October
- Improving definitions within the document
- Consideration of an environmental bond to minimise the environmental impacts of each event
- Reopening the road at the earliest opportunity
- Establishing a formal competitive event bid process which will require event organisers to demonstrate, via an independent assessment, the overall benefits to affected communities.

Options

Council has the options of:

- 1. Endorsing public exhibition of the draft Guidelines for a minimum period of six weeks in accordance with Council's Community Engagement Policy 2010.
- 2. Requiring further work to be undertaken to the draft Guidelines prior to public exhibition.
- 3. Not supporting exhibition of the draft Guidelines and ceasing the project.

Considering the significant work that has been undertaken in preparing the draft Guidelines, including a thorough community consultation process, and the community expectation that a review will be completed, it is recommended that Council supports the public exhibition of the draft Guidelines. A further report will be provided to Council following the public consultation period that will respond to the submissions received and may make further recommendations on the adoption of the final Guidelines.

Proposal

It is proposed that Council resolves to publicly exhibit the draft 'Guidelines for considering the closure of the Great Ocean Road to conduct events' in accordance with the Colac Otway Shire Community Engagement Policy 2010.

Financial and Other Resource Implications

The financial implications to Council resulting from the review of the draft Guidelines included Council's contribution towards the consultant at a cost of \$3,000.

Events that currently utilise the GOR provide significant economic benefits to the region. For example, it is estimated that the 2013 Great Ocean Road International Marathon contributed

approximately \$7.6 million into the regional economy, predominantly within the Colac Otway Shire.

Risk Management & Compliance Issues

The draft Guidelines have been developed to protect and enhance the use of the GOR with regard to events for both the local communities and event organisers in the Shire for now and into the future.

A risk assessment will be included in the event bid process and must be in accordance with ISO 31000. In addition to these Guidelines, each Council has a robust event application process and the risk assessment will be detailed within these applications.

Environmental and Climate Change Considerations

The consideration of environmental factors is important in the planning and management of the GOR. The draft Guidelines identify that the community is expecting improved environmentally sustainable management of the GOR following events.

The draft Guidelines state that an assessment of the environmental impact events have on the local environment will be considered through the event approval process. The coordinating road authority and/or municipalities may introduce an event bond to ensure the environmental impacts are minimised by each event.

Community Engagement

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

"Consult" has been chosen as the method of engagement for the development of the draft Guidelines. A Steering Committee representing the key agencies has evaluated the 2008 'Guidelines for considering the closure of the Great Ocean Road to conduct events' and identified areas for improvement.

Following on from the initial internal review, a variety of community engagement activities were undertaken seeking community feedback on the draft Guidelines. An external consultant specialising in community engagement was appointed to assist the Steering Committee in consulting and engaging with the community.

The consultation has involved a range of engagement methods including:

- Key stakeholder meetings
- Organisation surveys
- Written submissions
- Informing the community through local and social media, websites, advertisements and brochures
- Kitchen Table Discussions
- An online and hard copy community survey
- Feedback forms.

Following the first round of the consultation with the community using the above methodology, the Steering Committee revised the draft Guidelines to reflect community feedback. An additional round of consultation was undertaken with the community, event organisers and other stakeholders. This included a community meeting in Wye River, a meeting with event organisers and tourism groups, and an online survey. The draft Guidelines were again amended following this consultation.

Subject to Council endorsement of the draft Guidelines, officers will commence the public exhibition process by writing to local community organisations, placing advertisements in the local media and directly contacting organisations and individuals who have previously forwarded submissions to the project. Copies of the document will be available on Council's website and for viewing in the Colac and Apollo Bay Customer Service Centres.

In accordance with section 223 of the *Local Government Act* 1989, the guidelines will be placed on public exhibition for a minimum of six weeks within which time written submissions may be received.

Implementation

The public consultation will be implemented as outlined above and will commence in September 2013, subject to the endorsement of the draft Guidelines.

At the conclusion of the public exhibition period, all written submissions and comments will be received and reviewed by the Steering Committee. Modifications to the draft Guidelines may be made as deemed appropriate.

Implementation of the 'Guidelines for considering the closure of the Great Ocean Road to conduct events' will only commence following Council's adoption of the final Guidelines.

Conclusion

Whilst events provide great opportunities for people to experience the GOR and the surrounding region, closure of the GOR can affect local residents, businesses and tourists. A careful balance must be struck to meet the needs of all stakeholders. To address this need, VicRoads, Surf Coast Shire, Colac Otway Shire and Victoria Police have closely worked with local communities and other stakeholders to produce a new revised set of guidelines to govern event-related road closures on the GOR.

The draft Guidelines represent a commitment by the Steering Committee and key stakeholders to carefully plan the future provision of closures of the GOR as a result of events. The draft Guidelines have been developed via a thorough process including significant consultation with the community.

Attachments

 Draft "Guidelines for Considering the Closure of the Great Ocean Road to Conduct Events"

Recommendation(s)

That Council endorses the draft 'Guidelines for considering the closure of the Great Ocean Road to conduct events' and commences public exhibition for a period of 6 weeks.

OM132509-5 KINDERGARTEN LICENCE AGREEMENTS WITH GLASTONBURY COMMUNITY SERVICES

| AUTHOR: | Greg Fletcher | ENDORSED: | Rick Morrow |
|-------------|--------------------------------|-----------|-------------|
| DEPARTMENT: | Corporate & Community Services | FILE REF: | F12/828 |

Purpose

The purpose of this report is for Council to sign and seal the licence agreements with Glastonbury Community Services for kindergartens at 19 Dunoon Street, Colac, 5 Gilmartin Street, Colac and 1 Polwarth Street, Colac.

Declaration of Interests

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

Background

Council has been encouraging kindergartens over the last 10 years to become cluster members. Glastonbury Community Services (GCS) has been in discussions with kindergartens throughout the municipality over the last 18 months to become a cluster manager.

Arrangements between GCS and three local kindergartens, on Council land, have been tailored to meet the local needs of each service. These arrangements have been agreed and documented to record the roles and responsibilities of each party.

As a cluster manager GCS will operate as the licensee for each kindergarten and is responsible for negotiating any future licensing arrangements with the Department of Education and Early Childhood Development (DEECD). Other duties include the employment of staff, including all staff related activities, and financial management.

This relieves the administrative pressures formally on voluntary committees of management to ensure compliance with regulations and the national framework.

To ensure that GCS is recognised by Council as the licensee for operating each kindergarten a property licence has been developed in consultation with GCS to specifically meet specific and unique property licence requirements for kindergartens.

Council Plan / Other Strategies / Policy

A Place to Live and Grow Is a community where people feel cared for and supported; where buildings and spaces facilitate creativity, social activity and enrichment of life, and people have access to gain the skills and education needed to reach their potential.

Our Goal:

Improve access to buildings, spaces, services and education to support and enable quality of life.

Issues / Options

As prescribed under section 190 of the *Local Government Act 1989* there is no requirement for Council to publish a public notice for any of the proposed property licences. Public

notices are only required where the licence is for a period of more than 10 years, the rental return is more than \$50,000 per year or the market value of the rental return is more than \$50,000 per year.

The three kindergarten properties have been considered under our *Council Property Leasing Policy 4.2* (the *Policy*) as satisfying the definitions and conditions of a licence. Each licence will give the licensee a right to occupy the property (not exclusively), but it does not create any interest in that land to the licensee. This promotes the greatest community benefit and value from a Council facility through encouraging multi-use of facilities and tailoring the services provided by tenants to best suit the community.

The licensee under *the Policy* is considered a Group 1 - Community Service category, which is fully subsidised.

The licences in this report are very specific and have been developed to meet unique service requirements. The kindergarten licence has been adapted from a template that is being used across Victoria.

Although *the Policy* has been in operation for a number of years there have been very few licences prepared for community services.

Each licence in this report has a Service Agreement in addition to the Licence Agreement. The difference between these agreements can be described as:

- A Licence Agreement outlines the Occupier's and Council's responsibilities for the facility, and external playgrounds/gardens.
- A Service Agreement outlines the Occupier's and Council's responsibilities in relation to service provision and expectations.

The Service Agreement for kindergartens outlines Council's responsibilities in early years planning and its expectations of the licensee to provide space for other early year's services, meeting requirements around compliance and participating in the development of the local early years sector.

Proposal

It is proposed that a property licence be signed and sealed with Glastonbury Community Services for each of the three kindergartens. Cluster management of kindergartens has been an important goal supported by Council over a number of years.

Financial and Other Resource Implications

The Policy mentions that improvements insured by Council under a lease agreement will either be reimbursed by the tenant or considered as part of the rental structure. There is no mention in the Policy for the reimbursement from tenants under a licence agreement.

Previous leases with kindergartens have not resulted in Council being reimbursed for the cost of insuring improvements on the leased premises.

The licensee does not have a vested interest in the land, nor does it have exclusive usage rights, and is required to meet Council expectations within the Service Agreement. None of these conditions apply to a lease.

Council has committed to supporting this licensee and acknowledges their contribution to local people through their community services.

To reflect these differences between leases and licences there has been no requirement placed into the respective licences for the licensee to reimburse Council for insuring improvements.

This will have a zero impact on the current arrangements of Council insuring improvements on land as these insurances are currently being paid by Council. The insurance net cost to Council for the three properties is approximately \$1,700 per year.

In accordance with *the Policy* the minimum rental is \$1 per annum for each property as it has been determined that the licensee is considered to be in the Group 1 – Community Service category.

Risk Management & Compliance Issues

Each licence considers multiple risk issues, including general risks around public liability insurance and maintenance requirements and specific risks within kindergartens around working with children checks and compliance with approvals to operate as a kindergarten.

Environmental and Climate Change Considerations

The environmental and climate change considerations for kindergartens is the upkeep of grounds and the usage of power and water.

Community Engagement

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected would be collaboration and includes ongoing conversations with Glastonbury on improvements to the early year's sector and opportunities within their licenced properties.

Implementation

Once the kindergarten licences have been signed and sealed copies will be provided to Glastonbury Community Services for their process of signing and sealing. Copies will be kept by Glastonbury Community Services and Council.

Conclusion

The opportunity to implement cluster management within three kindergartens on Council land will support future early year's services and ensure compliance and good governance.

These licence agreements ensure that facilities on Council land are used in a manner consistent with the intention of *the Policy*.

Attachments

- 1. Licence Agreement 19 Dunoon Street, Colac Glastonbury Community Services
- 2. Licence Agreement 5 Gilmartin Street, Colac Glastonbury Community Services
- 3. Licence Agreement 1 Polwarth Street, Colac Glastonbury Community Services

Recommendation

That Council executes the licence agreements between Colac Otway Shire Council and Glastonbury Community Services by signing and sealing the licence agreements for the kindergartens at 19 Dunoon Street, Colac, 5 Gilmartin Street, Colac and 1 Polwarth Street, Colac for a period of 3 years and at a rental charge of \$1 per annum for each property.

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# OM132509-6 COMMUNITY HOUSE LICENCE AGREEMENTS WITH GELLIBRAND COMMUNITY GROUP INC.

AUTHOR:	Greg Fletcher	ENDORSED:	Rick Morrow
DEPARTMENT:	Corporate & Community Services	FILE REF:	F12/828

#### **Purpose**

The purpose of this report is for Council to approve the signing and sealing of a licence agreement with Gellibrand Community Group Inc. for a community house at 5 Main Road, Gellibrand subject to a planning permit being approved.

#### **Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

# Background

The Gellibrand Community House (GCH) has been operating out of a property in Fry's Road, Kawarren for a number of years. The Department of Human Services has recently determined that the site is not suitable for a community house. There have been no GCH activities or worker for approximately six months. The GCH Committee have inspected the unused maternal and child health centre in Gellibrand and believe it is ideal for their requirement of an office and small meeting place for 2-3 mornings a week. General activities run by the GCH would be held in other local venues.

The GCH Committee is currently working on an application to obtain a planning permit from Council to be able to operate out of this building. The property licence for GCH to operate out of this building will not be signed, sealed or dated until a planning permit is granted.

#### Council Plan / Other Strategies / Policy

A Place to Live and Grow is a community where people feel cared for and supported; where buildings and spaces facilitate creativity, social activity and enrichment of life, and people have access to gain the skills and education needed to reach their potential.

#### Our Goal:

Improve access to buildings, spaces, services and education to support and enable quality of life.

# **Issues / Options**

As prescribed under section 190 of the *Local Government Act 1989* there is no requirement for Council to publish a public notice for the proposed property licence. Public notices are only required where the licence term is more than 10 years, the rental return is more than \$50,000 per year or the market value of the rental return is more than \$50,000 per year.

This property has been considered under our *Council Property Leasing Policy 4.2* (the *Policy*) as satisfying the definitions and conditions of a licence. The licence will give the licensee a right to occupy the property (not exclusively), but it does not create any interest in that land to the licensee. This promotes the greatest community benefit and value from a Council facility through encouraging multi-use of facilities and tailoring the services provided by tenants to best suit the community.

In accordance with *the Policy* the minimum rental is \$1 per annum for each property as it has been determined that the licensee is considered to be in the Group 1 – Community Service category.

In addition, our *Council Support to Neighbourhood Houses Policy 6.4* identifies the Gellibrand Community House and recognises and supports the benefits it provides to local communities in relation to Council's role in facilitating the development and strengthening of local communities. *Policy 6.4* mentions that, where possible, Council supports the provision and maintenance of facilities at peppercorn rental to neighbourhood houses according to lease documentation.

The licence in this report is very specific and has been developed to meet unique service requirements. It has been adapted from a previous community venture licence.

Although *the Policy* has been in operation for a number of years there have been very few licences prepared for community services.

The licence in this report has a Service Agreement in addition to the Licence Agreement. The difference between these agreements can be described as:

- A Licence Agreement outlines the Occupier's and Council's responsibilities for the facility, and external playgrounds/gardens.
- A Service Agreement outlines the Occupier's and Council's responsibilities in relation to service provision and expectations.

The Service Agreement for the community house clearly indicates that our maternal and child health service may need to recommence services at the centre, if required in the future.

#### **Proposal**

It is proposed that a property licence be signed and sealed with the Gellibrand Community House committee to support strengthening opportunities for the Gellibrand community. This will be subject to a planning permit being obtained by the committee for the use of the building.

#### **Financial and Other Resource Implications**

The Policy mentions that improvements insured by Council under a lease agreement will either be reimbursed by the tenant or considered as part of the rental structure. There is no mention in *the Policy* for the reimbursement from tenants under a licence agreement.

The licensee does not have a vested interest in the land, nor does it have exclusive usage rights, and is required to meet Council expectations within the Service Agreement. None of these conditions apply to a lease.

Council has committed to supporting this licensee, either specifically or generally, and acknowledges their contribution to local people through their community services.

To reflect these differences between leases and licences there has been no requirement placed into the licence for the licensee to reimburse Council for insuring improvements.

This will have a zero impact on the current arrangements of Council insuring improvements on land as the insurance is currently being paid by Council. The insurance net cost to Council for this property is approximately \$200 per year.

As determined by the Policy the minimum rental is \$1 per annum.

#### **Risk Management & Compliance Issues**

The licence considers multiple risk issues, including general risks around public liability insurance and maintenance requirements.

#### **Environmental and Climate Change Considerations**

There are no environmental or climate change considerations with respect to this issue.

### **Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected would be collaboration and includes an ongoing interest with the community house and the opportunity to provide a maternal and child health service within the building, if and when required.

## Implementation

The licence for the Gellibrand Community House will only be signed and sealed following the granting of a planning permit. When a planning permit is issued the licence will be forwarded to the Gellibrand Community Group Inc. to sign. Copies will be kept by Gellibrand Community Group Inc. and Council.

#### Conclusion

The need for a community house in local communities is recognised and supported by Council, especially when an existing community house needs to be relocated.

This licence and service agreement provides not just an occupier/landlord relationship but a partnership approach where expectations between each party are clearly understood.

This licence agreement ensures that facilities on Council land are used in a manner consistent with the intention of *the Policy*.

#### **Attachments**

 Licence Agreement - 5 Main Road, Gellibrand - Community House - Gellibrand Community Group Inc.

#### Recommendation

That Council subject to Gellibrand Community Group Inc. receiving statutory planning approval, executes a licence agreement between Colac Otway Shire Council and Gellibrand Community Group Inc. by signing and sealing the licence agreement for a Community House to operate from the Maternal and Child Health Centre at 5 Main Road, Gellibrand for a period of 3 years and at a rental charge of \$1 per annum.

# **INFRASTRUCTURE AND SERVICES**

	ITEM		
INFRASTRUCTURE AND SERVICES			
OM132509-7	ROAD MANAGEMENT PLAN REVIEW		

## OM132509-7 ROAD MANAGEMENT PLAN REVIEW

AUTHOR:	Adam Lehmann	ENDORSED:	Rob Small
DEPARTMENT:	Infrastructure & Services	FILE REF:	11/95398

#### **Purpose**

The purpose of this report is to seek Council's endorsement of the revised draft of Council's Road Management Plan and to place the document on public exhibition for further comment.

#### **Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

#### Background

In accordance with the *Road Management Act 2004* and the *Road Management (General)* Regulations 2005, Council is required to conduct a review of its Road Management Plan within the period of six months after each general election (or by the next 30 June).

Council adopted its Road Management Plan Version 2.0 at its Ordinary Meeting of 24 June 2009.

The purpose of the Road Management Plan is to establish a management system for the implementation of Council's road management functions based on policy and operational objectives that are within the available resources.

The Plan sets the standard of service and defines the level of risk that is considered reasonable for the road related assets that are maintained by Council for the benefit of the community. These road related assets include roads, kerbs, footpaths, signage, traffic management devices and stormwater drains.

The Road Management Plan does not apply to new works. These types of projects are considered separately as part of Council's annual capital works budget process.

# Council Plan / Other Strategies / Policy A Planned Future

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

#### Our Goal:

Facilitate the growth, liveability and development of the shire and encourage innovation and efficiency in the local economy.

The review of the Road Management Plan is in direct response to the requirements of both the Road Management Act 2004 and the Road Management (General) Regulations 2005. Sub-regulation (3)(b) requires that "each incoming Council must review its road management plan during the same period as it is preparing its Council Plan".

The Road Management Act 2004 states the requirement to publicly notify of Council's intention to commence a review of the Road Management Plan within 6 months of a new Council.

# **Issues / Options**

In conducting the review of its Road Management Plan, Council must ensure that the standards in relation to and the priorities to be given to, the inspection, maintenance and repair of the roads and classes of roads to which the Plan applies are appropriate.

The review included involvement by other key areas of Council and examined key principles within the existing Road Management Plan relating to:

- Council's Municipal Public Road Register
- Legislative compliance under the Road Management Act 2004
- Suitability of inspection frequencies
- Service level standards
- Road and footpath hierarchies
- Risk exposure to Council.

General changes have been made to the current Road Management Plan to reflect operational arrangements which have been implemented since its initial adoption. The intent of the revised Plan and its adherence to the requirements of the *Road Management Act 2004* does not differ from the original Road Management Plan. Details of the changes made to the revised draft of the Road Management Plan are detailed in the attached report, and are summarized in the table below.

Issue	Outcome	
General review of Road Management Plan Service Levels	Service levels have been reviewed to ensure that they are reasonable and deliverable. There has been no change to existing maintenance standards, response times, or inspection frequencies. Maintenance standards for 'Minor' or limited use roads have been defined.	
Review of Road Hierarchy	'Fire access' roads and limited use roads have been defined to provide greater clarity around function and standards.	
Update to Footpath Hierarchy	The footpath hierarchy has been revised to ensure alignment with other footpath related strategies.	
Updates to the Public Road Register and hierarchy plans	The Municipal Public Road Register has been reviewed and updated to ensure that it accurately describes the public roads which Council is responsible for managing. A set of Criteria has been developed in order to establish what should be a 'public road'.	
Definitions of road and road related assets	The Road Management Act 2004 clearly defines road assets and road related assets. The Road Management Plan has been updated to ensure service delivery is aligned with the intent of the Act.	

#### **Proposal**

It is proposed that Council endorses the revised Road Management Plan and places the document on public exhibition for a period of six (6) weeks. This consultation will follow the requirements of Council's Community Engagement Policy and s223 of the *Local Government Act 1989*.

#### Financial and Other Resource Implications

The Road Management Plan requires Council to clearly specify its levels of service which can be achieved within existing levels of funding. The Act requires that an authority must achieve full compliance with these standards. It is therefore critical that suitable funding levels are sustained within Council's budget for all operational and maintenance activities identified within the Plan.

#### **Risk Management & Compliance Issues**

The Road Management Plan is Council's risk management plan for roads that outlines the inspection regimes, defines the type and size of defects to be remediated and the relative response times to remediate those defects.

Providing the service levels outlined in the Plan are completed in accordance to the documented standards Council has a reasonable legal defence to any public liability claims. The levels of service outlined in the Plan set the minimum standards to which Council will maintain its road assets.

#### **Environmental and Climate Change Considerations**

The Road Management Plan sets maintenance requirements that can require the removal of vegetation within the road reserve. All trimming and removal of native vegetation is conducted in accordance with Council's Agreement with the Department of Environment and Primary Industries for the Removal of Native Vegetation for the Maintenance of Public Roads. This Agreement provides exemptions under clause 52.17-6 of the Victorian Planning Provisions.

#### **Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

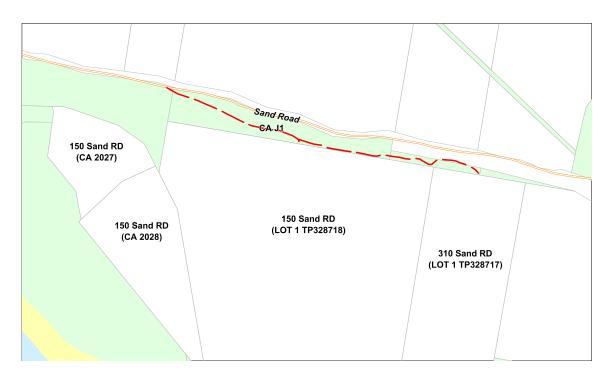
The method selected was to inform and consult. An invitation to make comment on the proposed review of Council's current Road Management Plan was advertised in the Victoria Government Gazette on 30 May 2013 and in the Colac Herald on 27 May 2013.

One submission was received through the process of public consultation which was heard at the Special Council Meeting held on the 11 September 2013. The information which was distributed at the Special Council Meeting by the submitter has been provided to Councillors via a separate memorandum.

A summary of this submission is provided as follows:

#### Issue

The submission relates to the inclusion of an access track which provides practical access to separate parcels addressed as 150 Sand Road, Glenaire. At present this property does not have legal access as it does not have direct abuttal to Sand Road. Sand Road is considered to be a public road and is included on Council's Municipal Public Road Register. The party in this instance is seeking to have the access track as shown dashed on the locality plan below declared as a public road and hence included on Council's Municipal Road Register.



The track itself is not constructed to any specific standard and traverses unreserved crown land. The track also provides access to a neighbouring parcel of land addressed as 310 Sand Road.

## Response

Following further legal advice, Council is not required to include this track on its Municipal Public Road Register as it is not deemed to be a 'public road' for the purposes of the *Road Management Act 2004 (RMA)*.

#### Section 19 of the RMA provides:

(1) A road authority must keep a register of public roads specifying the public roads in respect of which it is the coordinating road authority.

Section 17 of the RMA relevantly provides:

- (1) A road is a public road if it is:
- (a) a freeway; or
- (b) an arterial road; or
- (c) declared under section 204(1) of the Local Government Act 1989; or
- (2) The relevant coordinating road authority for a public road specified in subsection (1)(a), (1)(b), (1)(d), (1)(d), (1)(db), (1)(f) or (1)(g) must register the public road on its register of public roads.
- (5) The removal of a public road from the register of public roads or the non-inclusion of a road on the register of public roads does not affect the status of the road as a public highway or affect the right of public use of the public highway.

As there is no direct evidence that this track has been declared as a public highway previously by Council pursuant to section 204(1) of the *Local Government Act 1989*, the track does not fall within the definition of a 'public road' in section 17 of the RMA.

Section 107 RMA provides:

A road authority does not have a statutory duty or a common law duty to perform road management functions in respect of a public highway which is not a public road or to maintain, inspect or repair the roadside of any public highway (whether or not a public road).

Section 107 was inserted into the RMA in 2004 in response to the decision of the High Court in *Brodie v Singleton Shire Council* [2001] 206 CLR 512 that determined that the highway rule was no longer part of the common law of Australia. That rule had protected highway authorities from liability for nonfeasance, that is, for non-performance of their road management functions.

The second reading of the Road Management Bill was heard by the Victorian Legislative Assembly on 4 March 2004. The Minister for Agriculture at the time explained the background for the introduction of section 107 and relevantly provided:

"The nonfeasance immunity was unsatisfactory for the reasons set out in the majority judgment of the High Court. The distinction between poor performance, or misfeasance, and non-performance, or nonfeasance, was sometimes hard to draw, and this made the outcome of litigation uncertain in such cases. In short, the rule was uncertain, unworkable and unfair.

But the new common-law position also poses significant practical problems for the efficient management of the road network. The government accepts the principle that a road authority should be liable for not maintaining its roads to a reasonable standard, but those standards need to be certain in practice. They must also reflect the policies and priorities of the particular road authority across its whole range of functions, as determined through the normal processes of democratic government.

The bill therefore seeks to clarify, in relation to road management functions, the boundary between policy decisions, which are subject to the principles of administrative law, and operational failings, which may be the subject of negligence actions.

Clause 107 provides that a road authority does not have a statutory or a common-law duty to perform road management functions in relation to a public highway that is not a public road or in relation to roadside areas. The reason for this is that road authorities should devote their resources to the roadways and pathways that actually form part of the public road network.

The community cannot afford, and road authorities should not be required, to maintain as roads all land over which the public may have a right of way."

Accordingly, section 107 was inserted into the RMA to clarify Council's position in terms of liability for negligence and should be read and understood in that context.

The interpretation of section 205 of the *Local Government Act 1989* (LGA) also requires a contextual understanding. Section 205 of the LGA provides:

- (1) A Council has the care and management of -
  - (a) all public highways vested in the Council; and

- (b) all roads that are the subject of a declaration under section 204(2); and
- (c) all public highways on Crown land and roads vested in a Minister; and
- (d) all roads that the council has agreed to have the care and management of.
- (2) This section is subject to the Road Management Act 2004.

Section 205(2) makes it clear that the section should be read subject to the provisions of the RMA.

The RMA provides for the specific requirements of roads which must be included in the Council's Register of Public Roads. The Track does not fall within those requirements and therefore, notwithstanding the provision regarding "care and maintenance", Council is not required to include this track on its Municipal Public Road Register.

That being said however, Council has an obligation to ensure that legal access is provided to all properties. As the situation presently stands the parcels of land described as CA 2027, CA 2028, Lot 1 TP328718 and Lot 1 TP328717 and as shown on the locality plan shown previously do not have legal access. Council must take steps to have this anomalous situation resolved. It is understood that in previous planning matter dealings in relation to 150 Sand Road, the Department of Environment and Primary Industries (DEPI) have given an indication that they are prepared to proclaim a road across the unreserved crown land, described as Crown Allotment J1, Parish of Aire. This would provide for legal access to the property and it is intended that this be further pursued with DEPI in conjunction with the effected property owners. Once a road is proclaimed, Council would be then required to regard the access track as a public road and include it on its Municipal Public Road Register. Until this is resolved, the status of the access track should remain as is to avoid any increased liability on Council. Although the submission received relates to the formalisation of access to 150 Sand Road, it is also clear that legal access is also required to be provided to 310 Sand Road, Glenaire. This will be included in the scope of future discussions with DEPI.

#### **Implementation**

Following Council's consideration of the revised Road Management Plan, Council officers will commence the public awareness process by placing copies of the document in Colac and Apollo Bay at accessible locations and make the public aware that the Plan is available for comment through notices in the local print media. A minimum of six weeks (6) will be given for lodgement of written submissions which will be considered in accordance with s223 of the *Local Government Act 1989*.

Council officers will also seek to engage with DEPI and the relevant land owners with the aim of resolving the issues of the provision of legal access to both 150 Sand Road and 310 Sand Road. The access track which links these properties to Sand Road will only be considered a public road following the successful declaration of a road across the previously described crown allotment.

#### Conclusion

Council's Road Management Plan is an important document both in terms of providing road based services to the community and minimising the risk of public liability claims.

It is also important that Council act to ensure that legal access is provided to those parcels which are addressed as 150 Sand Road and 310 Sand Road and are presently landlocked.

#### **Attachments**

- 1. Road Management Plan
- 2. Records of Amendment

# Recommendation(s)

#### That Council:

- 1. Endorses the draft revised Road Management Plan and places the document on public exhibition for comment following section 223 of the Local Government Act 1989.
- Does not consider the access track which services 150 Sand Road, Glenaire as a public road for the purposes of the Road Management Act 2004 at the present time.
- 3. Does not include the access which services 150 Sand Road, Glenaire on its Municipal Public Road Register at the present time.
- 4. Instructs Council officers to:
  - a) Commence discussions with officials from the Department of Environment and Primary Industries and the relevant landowners with a view to securing legal access to both 150 Sand Road and 310 Sand Road, Glenaire;
  - b) Following the appropriate legal access being declared, includes the access track which services both 150 Sand Road and 310 Sand Road, Glenaire on Council's Municipal Public Road Register; and
  - c) Writes to the parties providing a submission to Council's review of its Road Management Plan advising them of Council's resolution.

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SUSTAINABLE PLANNING AND DEVELOPMENT

ITEM					
SUSTAINABLE P	SUSTAINABLE PLANNING AND DEVELOPMENT				
OM132509-8	DRAFT TOURISM DIRECTIONAL SIGNAGE POLICY				
OM132509-9	RED ROCK REGION COMMUNITY INFRASTRUCTURE PLAN				
OM422500 40	ENDODOEMENT OF FINAL ODEAT COURT COACT DECIONAL				
OM132509-10	ENDORSEMENT OF FINAL GREAT SOUTH COAST REGIONAL GROWTH PLAN				
OM132509-11	PLANNING SCHEME AMENDMENT C74 (APOLLO BAY				
OW132309-11	SETTLEMENT BOUNDARY & URBAN DESIGN REVIEW)				
OM132509-12	REVIEW OF LOCAL LAW NUMBER 2				
OM132509-13	GREAT OCEAN ROAD REGIONAL TOURISM BOARD				

OM132509-8 DRAFT TOURISM DIRECTIONAL SIGNAGE POLICY

AUTHOR:	Mike Barrow	ENDORSED:	Doug McNeill
DEPARTMENT:	Sustainable Planning & Development	FILE REF:	F11/3417

Purpose

The purpose of this report is to seek endorsement of the draft Colac Otway Shire Tourism Directional Signage Policy and to seek consent to present the draft policy for public exhibition for a period of not less than six (6) weeks.

Declaration of Interests

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

Background

Colac Otway Shire is required to manage the installation and control of tourist directional signage under its obligations as a coordinating road authority pursuant to section 66 of the Road Management Act 2004 (the 'Act'). VicRoads is the relevant coordinating authority for all freeways and declared arterial roads whilst Local Government is the relevant coordinating authority for municipal roads.

The VicRoads Tourism Signing Guidelines 2009 provide a comprehensive guide to the roles and responsibilities, requirements and obligations and the rules and processes that relate to signing for tourism attractions and services. These guidelines were produced following an extensive period of public consultation with the tourism industry and other key stakeholders while ensuring that the basic principles of traffic management and road safety were taken into consideration.

Council currently refers to the VicRoads Tourism Signing Guidelines when assessing applications for signage, but does not have a clear policy in relation to the management of signs including the rationalisation or removal of signs.

Over time there has been a proliferation of signage which has caused significant visual clutter and presents a potential risk for motorists. This is against the principles of the Tourism Signing Guidelines which seeks to assist motorists.

It is in the interest of both Colac Otway Shire and VicRoads that a consistent approach is taken in relation to the management and installation of tourism signs. It is also of benefit to visitors in providing clear and consistent directional signage to township attractions, hospitality and accommodation services.

Council Plan / Other Strategies / Policy A Planned Future

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

Our Goal:

Facilitate the growth, liveability and development of the shire and encourage innovation and efficiency in the local economy.

Issues / Options

Council refers to the VicRoads Tourism Signing Guidelines when assessing applications for new signage however it does not have a policy in relation to the management of existing tourist directional signage. The attached draft policy will reinforce the use of the VicRoads Tourism Signing Guidelines for applications and provide guidance on the appropriate treatment and management of existing signs.

The third edition of the VicRoads Tourism Signing Guidelines was released in February 2009 following considerable consultation with a large range of stakeholders from the tourism industry including Tourism Victoria, Regional and Local Tourism Associations and tourism operators. The Guidelines ensure that, where possible, the interests of the tourism industry are met whilst at the same time upholding the basic principles of traffic management and road safety. The draft Colac Otway Shire Tourism Directional Signing Policy will reinforce this commitment to road safety and traffic management while supporting the tourism industry.

Whilst both VicRoads and Colac Otway Shire act as coordinating authorities for various aspects of the road network within the Shire boundaries, it would be reasonable to assume that motorists are unable to recognise the difference. With this in mind, it should be seen as a priority that a consistent approach of all roads and the management and installation of tourist directional signage be adopted.

The policy will:

- Define the type of tourism signage used within the Colac Otway Shire
- Encourage the use of standardised signs and symbols that comply with the relevant Australian Standards for signs
- Determine the effectiveness of signs by rationalising their use
- Identify facilities that will qualify for directional signage through an application process
- Provide administration guidelines that define permit requirements.

Current practices have inadvertently led to the proliferation of signage on roadsides and at intersections which create visual clutter and in some circumstances creates a potential hazard for motorists rather than assisting them.

Council has three options. The first option is to endorse the draft policy as it has been presented and consent to the policy being placed on public exhibition for a period of six (6) weeks.

The second option is not to endorse the draft policy and to direct Council officers to make amendments. Council should provide guidance as to the amendments that it requires to be made to the policy should it elect this option.

The third option is to not endorse the draft policy.

The first option is the preferred option as it ensures that Council continues to meet its obligations under the Act, and provides clear and concise direction to the installation and management of tourism directional signage. It also ensures that Council will have a clear policy should it be required to remove or consolidate signs.

Proposal

It is proposed that the draft Policy be endorsed and released for public exhibition for a period of six (6) weeks to provide opportunity for tourism operators and the general public to review and make comment on the Policy. It is anticipated that following the consultation period a final Policy will be submitted to Council for adoption.

Financial and Other Resource Implications

There would be no cost to Council arising from the endorsement, or the adoption of this policy as the costs of providing and installing the signage is borne by the business operator. Should Council require rationalisation, an appropriate budget would need to be provided.

Risk Management & Compliance Issues

All signs are required to be produced in accordance with the VicRoads Tourism Signing Guidelines February 2009 with reference made to Australian Standard AS1742.6 and the VicRoads Traffic Engineering Manual Vol 2 for detailed guidance on sign design. The installation of signs is the responsibility of the business owner requiring the sign, and is subject to further approval by Council's Infrastructure and Services Department.

Environmental and Climate Change Considerations

There are no environmental or climate change considerations for this policy.

Community Engagement

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected would be inform and consult and include receiving submissions from the public relating to the draft policy. These submissions will then be considered, with amendments made to the draft policy where applicable.

In addition to this, the policy has been developed with input from key stakeholders including VicRoads and the tourism industry as well as Council's Infrastructure and Services Department including CosWorks.

Implementation

Once adopted, the Tourism Directional Signage Policy will be used to assess any new applications for directional tourism signage within the Shire. It will provide direction to the overall management of tourism directional signs relating to attractions and services for visitors within the Shire. It also provides guidance for possible audits and rationalisation of current signage should funding for this purpose be available.

Officers will immediately place the draft policy upon public exhibition for a period of 6 weeks.

Conclusion

Council is required to manage tourism directional signage on municipal roads under its obligations pursuant to the Act and currently does not have a policy to guide this management. A policy relating to the installation and management of tourism directional signage which utilises the current VicRoads guidelines will provide clear and consistent guidance and ensure that Council can meet its obligations under the Act.

Clear policy will ensure that only signs that provide additional assistance to motorists are allowed on roadsides and that visual clutter is minimised along roadsides.

Attachments

1. Tourism Directional Signing Policy - 2013

Recommendation

That Council endorses the draft Tourism Directional Signage Policy and releases it for public exhibition for a period of 6 weeks.

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# OM132509-9 RED ROCK REGION COMMUNITY INFRASTRUCTURE PLAN

| AUTHOR:     | Mike Barrow                        | ENDORSED: | Doug McNeill |
|-------------|------------------------------------|-----------|--------------|
| DEPARTMENT: | Sustainable Planning & Development | FILE REF: | F11/3291     |

#### **Purpose**

The purpose of this report is to seek Council endorsement of the final Red Rock Region Community Infrastructure Plan.

#### **Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

# Background

The Red Rock Progress Association (RRPA) was formed in 2011 with the aim of creating a unified approach to community issues for the townships of Cororooke, Alvie, Warrion, Coragulac and the surrounding localities.

Council supported a proposal in 2011 from the RRPA to Council's Small Town Improvement Program for funding for the development of a Community Infrastructure Plan for the region.

Over 30 community members attended a community meeting where the RRPA introduced the project. Local issues were discussed and noted and a comprehensive list of desired infrastructure improvements was compiled. This list was then distributed to the local community to rank in order of importance.

Local consultant Lisa Stafford was engaged to collate the information that had already been gathered by the community, investigate further the local landscape and context and propose innovative and affordable approaches. Landscape design plans were prepared for the overall region, as well as specific plans for Cororooke, Alvie (including the Red Rock Reserve) and Warrion.

The plan was then provided to the community for feedback and further input, which was then incorporated into the plan. Following this a public meeting was held to outline the plan and receive further feedback. The final draft including the report was then provided for the Progress Association to review and provide final comment on.

On 26 June 2013, Council endorsed the draft Red Rock Region Community Infrastructure Plan for public exhibition for a period of six weeks. Four submissions were received and suggestions made in these submissions have been included in the final Plan.

# Council Plan / Other Strategies / Policy A Planned Future

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

#### **Issues / Options**

The Red Rock Region Community Infrastructure Plan outlines the future direction of the development of community infrastructure throughout the Red Rock Region and the townships within it. The plan will guide investment in the communities through programs such as Council's Small Town Improvement Program as well as providing the strategic justification for funding from external sources for larger projects.

The development of the plan has included extensive consultation with the community and key stakeholders with input provided on a number of occasions. The plan represents a collaborative effort between the RRPA and Colac Otway Shire.

It should be noted that during the development of this plan, dairy processor Fonterra announced the closure of the Cororooke facility in late 2013. There are a number of implications for the township and the area which will need to be monitored and considered in the near future. The plan notes this and suggests further consultation between Fonterra and Colac Otway Shire in terms of the potential uses for the current site.

The four submissions received dealt with infrastructure and services not included in the Plan such as the Maternal Child Health Centre at Cororooke and the Kindergarten at Coragulac. All suggestions made in the submissions have been included.

#### Council has two options:

Option 1. Endorse the final Red Rock Region Community Infrastructure Plan.

Option 2. Not endorse the Red Rock Region Community Infrastructure Plan and direct officers to conduct further processes to finalise the Plan.

Option 1 is the preferred option as the plan has been developed over 18 months taking into consideration Colac Otway Shire policies and strategies in respect to community infrastructure and the views of the community.

#### **Proposal**

It is proposed that Council endorses the Red Rock Region Community Infrastructure Plan.

#### **Financial and Other Resource Implications**

Projects from the Red Rock Region Community Infrastructure Plan would be proposed for consideration through Council's annual Small Town Improvement Program. This is a competitive program which allocates \$80,000 towards infrastructure projects within the small towns in the Shire for which Progress Associations put forward proposals each year. This program and subsequent projects that arise from it are coordinated by the Economic Development Unit.

Some projects from the plan would also be eligible for external funding from State and Federal sources. These will be investigated as opportunities arise.

## Risk Management & Compliance Issues

There are no risk management or compliance issues arising from this report.

### **Environmental and Climate Change Considerations**

The plan includes several potential projects that involve environmental considerations including but not limited to the removal of vegetation and works in sensitive areas. These projects would be fully investigated prior to implementation with all appropriate permits and measures taken to ensure that the impact on the environment is minimised.

#### **Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected would be to inform. The Plan will be promoted via a media release and Council's website and Facebook page.

#### **Implementation**

Shire officers will advise the RRAA of the adoption of the Plan and continue to work with the Association in regards to future funding applications under the Small Towns Improvement Program.

#### Conclusion

During 2010 and 2011 Council Officers had many discussions with people living in Cororooke, Alvie, Warrion, Coragulac and surrounding localities about the need for community and recreation infrastructure. The Red Rock Progress Association (RRPA) was formed and applied under the Small Town Improvement Program (STIP) for funding to complete a Community Infrastructure Plan for these and the other settlements in the district.

The Red Rock Region Community Infrastructure Plan outlines a vision for a range of opportunities for development in the Red Rock Region while ensuring that each township retains its own individual identity. The Plan will play an important role in achieving funding for the projects from both a local level for the smaller projects to a State and Federal level for larger scale projects.

The project included extensive consultation including six weeks on public exhibition. No significant issues were raised in relation to the draft plan, and minor suggested changes have been included in the final version presented to Council for endorsement.

#### **Attachments**

- 1. Community Infrastructure Plan Red Rock Region September 2013 0 Pages
- Appendices Red Rock Region CIP

0 Pages

### Recommendation(s)

That Council endorses the Red Rock Region Community Infrastructure Plan.

# OM132509-10 ENDORSEMENT OF FINAL GREAT SOUTH COAST REGIONAL GROWTH PLAN

| AUTHOR:     | Doug McNeill                       | ENDORSED: | Rob Small |
|-------------|------------------------------------|-----------|-----------|
| DEPARTMENT: | Sustainable Planning & Development | FILE REF: | 11/96724  |

## Purpose

To provide Councillors with information about the development of the Great South Coast Regional Growth Plan and to seek endorsement of the plan as the region's strategic framework for growth and land use planning.

#### **Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

#### Background

The Great South Coast Regional Growth Plan (RGP) is one of eight regional growth plans being developed across Victoria. Together with the Metropolitan Planning Strategy (MPS), the plans will form the basis of the State Government's vision for Victoria. Unlike the G21 RGP in 2012 which was undertaken by a project team employed by G21 using a State Government grant and local council contributions, the GSC RGP (as with all other RGPs across the State) is being prepared directly by officers of the Government.

#### Regional Growth Plans seek to:

- Provide an understanding of growth and change at a regional scale
- Identify opportunities to capitalise on the region's competitive advantages, opportunities and strengths
- Identify a framework for strategic land use and settlement planning
- Establish directions for managing and supporting future sustainable growth and change
- Spatially identify key employment and urban growth locations
- Consider broad infrastructure requirements to support regional growth
- Identify important regional environmental, economic, community and cultural resources to be preserved, maintained or developed
- Provide a regional context to future investment, strategies and local planning policy and decision making
- Translate and integrate emerging state-wide regional land use planning policy.

The Great South Coast RGP has been developed in partnership between local government, state agencies and authorities. This includes the Corangamite Shire Council, Glenelg Shire Council, Moyne Shire Council, Southern Grampians Shire Council and Warrnambool City Council. Colac Otway Shire is included in the G21 Regional Growth Plan (for Greater Geelong and surrounding municipalities), but given its membership of the Great South Coast regional group and strong economic and community links to the Great South Coast region, the Council has also provided input into this plan.

The plan has been developed over a two year period to allow for extensive consideration of the issues affecting the region, existing strategies, drivers of future change and the views of stakeholders and the community. The development of the plan has included the following key stages:

- 1) Project establishment
- 2) Data review
- 3) Establishment of the plan's strategic directions public consultation in November 2012
- 4) Preparation of the draft regional growth plan public consultation in June 2013
- 5) Preparation of the final regional growth plan

The Great South Coast RGP responds to and gives effect to the directions established in the Great South Coast Regional Strategic Plan 2010 which represents regional aspirations and sets an agenda for regional development and long term strategic planning.

# Council Plan / Other Strategies / Policy A Planned Future

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

#### Our Goal:

Facilitate the growth, liveability and development of the shire and encourage innovation and efficiency in the local economy.

# **Issues / Options**

The Great South Coast RGP will be the region's contribution to the State Government's vision for Victoria, along with other RGPs and the Melbourne Metropolitan Planning Strategy. It identifies the region's strengths and opportunities, with strategic directions for growth and to manage change. It is to be given effect by an implementation plan, updates to planning schemes and further investment in the region.

All councils in the Great South Coast region have been represented on the plan's governance groups and have had a significant input into the direction and content of the plan. This includes the plan's Project Steering Committee which includes Council CEOs.

Public consultation has occurred in November-December 2012 and June-July 2013, with submissions being considered by the Project Steering Committee and subsequently informing refinements to the plan. Public consultation indicated broad support for the Plan's principles and key directions. Submissions were largely supported with refinements and further information added to the plan regarding regional tourism and cultural assets, environmental risk, growth opportunities throughout the region and infrastructure to support industry growth.

To give effect to the Plan and its strategic directions for growth and change, the short-term implementation priorities include:

- Amending planning schemes to include key elements of the plan
- Developing a detailed implementation plan focusing on infrastructure planning to identify investment priorities and guide the timing of delivery
- Where required, facilitating further detailed work and investigations as identified in the plan.

The final plan has been endorsed by the plan's Project Steering Committee and when endorsed by all councils in the region, the plan will be submitted to the Minister for Planning for approval.

A copy of the Great South Coast RGP is included as Attachment 1 and is supported by a Background Report which is included in Attachment 2 (detailed data and information on the plan's development).

The Plan includes maps, future directions, strategies and actions in relation to the following matters:

- **Regional economy** including commercial and industrial activity, rural land use, agriculture, energy, natural resources, and tourism.
- **Environment and heritage** including key environmental assets (such as landscapes, habitat, water and soils), cultural heritage and natural hazards and risks.
- **Living in the region** including identifying the regional urban settlement network, liveability, rural and coastal living and planning for large and smaller settlements.
- **Infrastructure** including transport networks, social infrastructure, energy, communications water and waste.

The Great South Coast RGP consolidates key elements in a regional growth map, which summarises regional directions for settlements, primary growth corridors, tourism, transport, infrastructure and the environment.

The Great South Coast RGP identifies opportunities for encouraging and accommodating growth and managing change over the next 30 years by:

- Capturing the key drivers and challenges to growth in the region
- Identifying key principles and directions to guide future planning and decisions (please see table below)
- Identifying that economic opportunities will underpin growth and prosperity, including industry productivity and diversification
- Supporting a population target of 142,000 for the region by 2041, to meet the needs of industry, sustain settlements and services and to support an otherwise ageing population
- Identifying two primary growth corridors for population and economic growth, capitalising on the region's competitive advantages, opportunities and strengths
- Supporting the role, growth and connections of settlements including Warrnambool, Colac, Portland and Hamilton
- Outlining the land and infrastructure issues that may impact growth
- Being an enabling document that facilitates growth, building on and aligning with supporting strategies and studies.

# The RGP's principles and key directions for growth are:

| Principle 1                                                                                              | Key directions of principle 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Strengthen the region's economy through increased industry diversification, innovation and development   | <ul> <li>Increase the region's contribution to the nation's food production.</li> <li>Support agriculture as a primary source of economic prosperity.</li> <li>Support higher value add and diversification of existing industries.</li> <li>Foster opportunities for investment in infrastructure, innovation and research.</li> <li>Encourage appropriate local energy production and tourism development.</li> <li>Identify economic opportunities for the region's environmental, cultural heritage, landscape and marine assets.</li> <li>Support growth along two key corridors: east-west (Princes Highway) and north-south (Henty Highway).</li> </ul> |
| Principle 2                                                                                              | Key directions of principle 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Attract more people to the region                                                                        | <ul> <li>Promote liveability as a key attribute of the region.</li> <li>Build on the diversity of lifestyle choices within the region.</li> <li>Facilitate a range of affordable housing options across the region.</li> <li>Provide for sufficient residential land to support population growth, particularly around Warrnambool.</li> <li>Attract, develop and retain a skilled workforce.</li> </ul>                                                                                                                                                                                                                                                       |
| Principle 3                                                                                              | Key directions of principle 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Enhance our liveability<br>through improved health,<br>education and standards<br>of living              | <ul> <li>Provide access to health and education to further improve liveability and grow the region's population.</li> <li>Cater for demographic changes and the impact this will have on residents' ability to access key services.</li> <li>Sustainably manage environmental assets that underpin lifestyle choices and the attractiveness of the region.</li> </ul>                                                                                                                                                                                                                                                                                          |
| Principle 4                                                                                              | Key directions of principle 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Build on our network of<br>towns and the roles<br>played by them                                         | <ul> <li>Manage urban development and rural residential development to support existing communities, realise efficient service/infrastructure provision and manage impacts on other land uses.</li> <li>Avoid settlement growth in areas of high environmental or scenic value and also areas of high risk from natural hazards.</li> <li>Reinforce the role and connections of Warrnambool as the region's regional city, Hamilton and Portland as regional centres and other district towns.</li> </ul>                                                                                                                                                      |
| Principle 5                                                                                              | Key directions of principle 5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Manage and utilise our strategic assets and support agricultural productivity                            | <ul> <li>Encourage the development of marine infrastructure to support economic development of marine assets.</li> <li>Sustainably manage key agricultural land.</li> <li>Grow food production related industries.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Principle 6                                                                                              | Key directions of principle 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Sustainably manage our natural, cultural and environmental assets                                        | <ul> <li>Tourism opportunities will be enabled, where appropriate, around cultural heritage and natural environments where impacts and risks from natural hazards can be managed. Identify and facilitate opportunities for improved connections, water management and response to natural hazards.</li> <li>Identify potential economic opportunities and risks resulting from climate change.</li> <li>Sustainably manage and enhance the features of the region that attract development, agriculture, residents and tourists.</li> </ul>                                                                                                                   |
| Principle 7                                                                                              | Key directions of principle 7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Enhance equity of access to infrastructure, facilities and services                                      | <ul> <li>Provide well-located, flexible and accessible social infrastructure.</li> <li>Recognise that the entire region needs to be serviced by infrastructure, facilities and services. Adopting a network of settlements approach will assist in achieving this aim.</li> <li>Improve equity and access through the enhanced telecommunications and broadband internet availability.</li> </ul>                                                                                                                                                                                                                                                              |
| Principle 8                                                                                              | Key directions of principle 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Strengthen connections to other regions                                                                  | <ul> <li>Develop transport and infrastructure connections</li> <li>Cross-regional relationships between settlement networks are understood and developed</li> <li>Develop the eastern area of the region and integrate it with G21 region</li> <li>Integrate cross-regional tourism routes and assets.</li> </ul>                                                                                                                                                                                                                                                                                                                                              |
| Principle 9                                                                                              | Key directions of principle 9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Ensure that the land and infrastructure needed to support growth is identified and appropriately planned | <ul> <li>Manage the impact from major projects on regional infrastructure and surrounding land.</li> <li>Supply sufficient and appropriate industrial land to support economic development.</li> <li>Investigate and prioritise infrastructure needs to facilitate economic development and population growth in settlements.</li> <li>Maintain and enhance key infrastructure including the Port of Portland and direct transport links from production, processing and markets.</li> </ul>                                                                                                                                                                   |

Importantly, the GSC RGP reflects the key directions of the adopted G21 RGP, and in particular the growth of Colac to a population of 20,000. It also supports the priority of upgraded transport links along the Princes Highway corridor between Warrnambool and Geelong/Melbourne to support growth in the region.

# **Proposal**

It is proposed that Council endorses the final Great South Coast Regional Growth Plan, and notifies the Planning Minister of its resolution.

# **Financial and Other Resource Implications**

The GSC RGP has been developed within a budget supported by a State Government grant through the Department of Transport, Planning and Local Infrastructure (DTPLI).

The DTPLI will prepare the amendment that introduces the Regional Growth Plan into planning schemes, however this will not include MSS reviews that will be required to bring local planning into alignment with the RGP. Colac Otway Shire will undertake this as part of a broader review of its MSS in the future.

Councils, regional groups and other agencies may use the plan to seek future funding and investment in infrastructure or other planning which supports the directions of the plan.

# **Risk Management & Compliance Issues**

There are no risk or compliance issues arising from the RGP.

# **Environmental and Climate Change Considerations**

Environment and climate change issues have been considered as appropriate through the development of the RGP, and these are described in the final RGP report and Background Report.

# **Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected would be inform and include advising the community of Council's decision through a media release, and via information provided on Council's web site.

The plan has been under development since June 2011. Stakeholders and the broader community have been involved at various stages of the plan's development.

Attachment 3 details the consultation and engagement undertaken and provides a summary of submissions and responses at the broad public consultation phases of the project. This has included public consultation on the Plan's strategic directions in November-December 2012 and on the draft RGP in June-July 2013. Generally, consultation and engagement has included website, brochures, newsletters, face-to-face meetings, workshops, and advertisements placed in locally circulating newspapers across the region.

These processes provided an extensive range of feedback and suggestions which have assisted in the Plan's development and refinement. The Project Steering Committee consisting of Council CEOs and senior officers of State Government and agencies guided the development of the RGP. This was supported by a Project Partnership Team also representing officers from relevant stakeholder agencies and councils.

# **Implementation**

Officers will advise the State Government of Council's decision upon resolution by Council.

#### Conclusion

The GSC RGP has been through a thorough process of development which has included a number of opportunities for engagement with the public and through the direct input of officers. The Plan recognises and reflects the directions of the adopted G21 RGP, and appropriately represents the interests of the Colac Otway Shire from a regional perspective. On this basis, it is recommended that Council endorses the GSC final RGP.

#### **Attachments**

- 1. GSC Regional Growth Plan Final Draft September 2013
- 2. GSC Regional Growth Plan Background Report September 2013
- 3. GSC Regional Growth Plan Consultation and Engagement Report September 2013

# Recommendation(s)

# That Council:

- 1. Endorses the Great South Coast Regional Growth Plan as endorsed by the Great South Coast Regional Growth Plan Project Steering Committee on 16 August 2013;
- 2. Notes the Consultation Report and the Background Report to the Great South Coast Regional Growth Plan;
- 3. Requests the Minister for Planning to approve the Great South Coast Regional Growth Plan as endorsed; and
- 4. Requests the Minister for Planning to support the development of an implementation plan and consult with Great South Coast councils on the regional growth plan's introduction into planning schemes.

# OM132509-11 PLANNING SCHEME AMENDMENT C74 (APOLLO BAY SETTLEMENT BOUNDARY & URBAN DESIGN REVIEW)

| AUTHOR:     | Don Lewis                          | ENDORSED: | Doug McNeill |
|-------------|------------------------------------|-----------|--------------|
| DEPARTMENT: | Sustainable Planning & Development | FILE REF: | F13/4500     |

# **Purpose**

To update Council on the preparation of Amendment C74 to the Colac Otway Planning Scheme, which implements the recommendations of the *Apollo Bay Settlement Boundary and Urban Design Review 2012*. The report also seeks Council's endorsement to include in this amendment the rezoning of land known as Investigation Area 1 that is supported by the review, and to amend the existing planning controls over the adjoining Marriners Vue land to ensure consistency with planning controls across both sites.

## **Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

# Background

Council considered the *Apollo Bay Settlement Boundary and Urban Design Review 2012* ('the Review') at its meeting on 27 June 2012 and resolved to adopt the Review, seek authorisation to prepare a planning scheme amendment to implement its recommendations and consider the urban design initiatives as part of future budget processes.

The following is a brief history of the review:

- The Review was instigated after the refusal by the Minister for Planning of the Great Ocean Green proposal, in order to consider other residential development options for the growth of Apollo Bay;
- A number of investigation areas (Figure 1) were reviewed. These comprised:
  - 42 hectares of land north of Mariners Vue and Pisces Caravan Park
  - 2) 28 hectares north and south of Montrose Avenue
  - 3) 6.3 hectares south of Seymour Crescent
  - 4) 1.8 hectares north of the Ocean Park Drive estate
  - 5) 1.5 hectares bound by Cawood Street, Great Ocean Road, Pascoe Street and the shopping centre (reviewed only in the context of possible Business 1 zoning)
- The only significant area that was supported by the Review for residential development was Investigation Area 1 (6280 and 6230 Great Ocean Road, Apollo Bay). Others were found to be unsuitable due to environmental constraints such as landslip and flooding.

The 2012 officer report to Council acknowledged the recommendation in the Review to rezone Investigation Area 1, which had been informed in part by a number of technical assessments that were submitted by the landowner during the Review. However, the officer position at the time was to implement the new strategy into the planning scheme as a first priority and to leave it to the discretion of the landowner to initiate a future amendment to rezone their land at a time of their choosing.

The primary landowner of Investigation Area 1 has lodged with Council the following technical assessments:

- Residential Land Market in Apollo Bay April 2010
- Submission to the Apollo Bay Settlement Boundary Review 2011
- Service Availability Report 2011
- Great Ocean Road, Visual Impact Assessment Report 2011
- Great Ocean Road, Historical Archaeological Report 2011
- Geomorphic Assessment 2011
- Draft Cultural Heritage Management Plan 2011
- Traffic Engineering Assessment 2010
- Planning Assessment 2010
- Flora and Fauna Survey Assessment 2010
- Stormwater Assessment 2011.

Whilst these documents have yet to be formally assessed, it is considered the technical assessments adequately address the relevant planning issues of the land to support the rezoning. They confirm the need to restrict urban development below the 40 metre contour line (consistent with the Review), and to revegetate the upper slopes of the land above the 40 metre contour. The development of this land would provide the boundary to the northern expansion of Apollo Bay along the coast, and be consistent with the new settlement boundary edge at Wild Dog Creek recommended by the Review.

Council has received funding from the Department of Transport, Planning and Local Infrastructure (DTPLI) Rural Planning Flying Squad to implement the recommendations of the Review into the planning scheme, and engaged Isis Planning to undertake this work.

During the preparation of the amendment, discussions had been held with the developers of the land known as Marriners Vue, the unsubdivided residential zoned land behind Pisces Caravan Park and fronting Marriners Lookout Road, concerning future subdivision of their land in line with the existing Development Plan Overlay 4 (DPO4). The DPO4 had been applied through Amendment C17 in 2009 when the land was rezoned, and requires the subdivision pattern to reflect a concept plan for development dating back more than 10 years. It was generally agreed in those discussions that the existing controls did not reflect the current market conditions in Apollo Bay (the tourist accommodation proposed in the centre of the site for example), nor best practice in terms of subdivision design, and that a revised DPO Schedule should be developed for the land through this amendment, providing appropriate links to the potential development to the north.

The developers of the Mariners Vue Estate agreed to review the planning controls applying to that land and in particular to:

- Update the requirements of the Development Plan Overlay Schedule 4 to best practice
- Apply the same Design and Development Overlay Schedule 10 to the Mariners Vue land as to Investigation Area 1 with some site specific provisions.



Figure 1 – Apollo Bay Settlement Boundary & Urban Design Review investigation areas

# Proposed Amendment C74

Amendment C74 proposes to introduce the recommendations from the *Apollo Bay Settlement Boundary and Urban Design Review 2012* into the Colac Otway Planning Scheme by:

- Amending Clause 21.03-3 (Apollo Bay and Marengo) to update the Apollo Bay, Marengo and Skenes Creek Framework Plan by confirming the new settlement boundary location and adding references to new urban design initiatives
- Amending Clause 21.07 to add the Apollo Bay Settlement Boundary and Urban Design Review 2012 as a reference document
- Amending Schedule 5 of the Design and Development Overlay (Apollo Bay Town Centre) to update the urban design requirements
- Rezoning the northern part of the Apollo Bay industrial estate to the Industrial 3 Zone.

This report also seeks authorisation for the following planning scheme changes to be incorporated into the amendment:

- For land at 6280 and 6230 Great Ocean Road, Apollo Bay:
  - Rezoning 22.7 hectares of land below the 40m contour to a residential zone
  - Applying Schedule 5 of the Development Plan Overlay to guide the orderly subdivision and development of the land
  - Applying Schedule 10 of the Design and Development Overlay to the residential component of the site.

- For land at Lots 1 and 2 LP 137842 Marriners Lookout Road (the Marriners Vue site which is currently in the Residential 1 Zone with a Development Plan Overlay 4 (DPO4)):
  - Amending Schedule 4 of the Development Plan Overlay (Marriners Vue Development Area) as a result of the review of its content and structure, and to require an internal road connection to the adjoining land to the north
  - Applying Schedule 10 of the Design and Development Overlay to the site, reflecting similar controls to the land being rezoned to the north.

# Council Plan / Other Strategies / Policy A Planned Future

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

# Our Goal:

Facilitate the growth, liveability and development of the shire and encourage innovation and efficiency in the local economy.

# **Issues / Options**

Council has already resolved to implement the recommendations of the *Apollo Bay Settlement Boundary and Urban Design Review 2012*. The purpose of this report is to resolve to include the residential rezoning of land at 6280 and 6230 Great Ocean Road as part of this implementation amendment, as it is consistent with the direction of the strategy.

Given the 14-16 year residential land supply identified in the 2012 Review for Apollo Bay and Marengo, there is also an argument that Council should be rezoning the land to ensure that it maintains a land supply of more than 15 years, consistent with state planning policy, particularly as it will take several years from the time that an amendment is commenced, to the delivery of lots on the ground. The benefit of undertaking the rezoning together with the amendment implementing the Review, is that the cost of processing the amendment will be largely paid for by the Rural Planning Flying Squad, and the developer will pay for all panel and amendment costs. There is therefore significant efficiency in officer time and direct cost savings associated with joining the amendment processes.

A range of site specific technical assessments have sufficiently addressed all of the relevant strategic issues, including view assessment, geomorphic/land slip, services, traffic, stormwater, flora and fauna and cultural heritage, to allow Council to support the re zoning.

As a result of a full review of all documentation it is now considered appropriate to:

- Implement the new strategy into the planning scheme
- Rezone to residential the Investigation Area 1, north of Pisces Holiday Park
- Apply a Development Plan Overlay to guide the subdivision of the site
- Apply the Design and Development Overlay to guide the development of new residential lots.

# The options for Council are to either:

- Proceed with the 2012 resolution of Council to just implement the new strategy and await a new amendment request from the landowner to rezone land in Investigation Area 1
- Implement the new strategy with a rezoning that is consistent with that new strategy, including the residential rezoning of 6280 and 6230 Great Ocean Road, Apollo Bay

 Proceed with options 1 or 2 with a review of the planning controls affecting the Marriners Vue site.

It is considered that even with rezoning of the land at 6280 and 6230 Great Ocean Road, Apollo Bay, it will take some time before development of that and sale of lots would be possible, and would not result in an oversupply of residential land for Apollo Bay.

The decision to update the Development Plan and Framework Plan for the Marriners Vue site will avoid the need for a separate amendment in the future and more importantly, provide the developers with more flexibility to prepare a future planning application for subdivision that reflects current market demand and housing preferences in Apollo Bay, as well as best practice subdivision design. In addition, both Marriners Vue and the Investigation Area 1 site will be subject to similar planning controls that support linkages between both sites.

# **Proposal**

It is proposed that Council includes the rezoning of Investigation Area 1 (land at 6280 and 6230 Great Ocean Road, Apollo Bay) as part of the amendment that implements the recommendations of *Apollo Bay Settlement Boundary and Urban Design Review 2012*, and that the existing planning controls applying to the adjoining Marriners Vue site are reviewed and updated.

# **Financial and Other Resource Implications**

The State Government Rural Council Flying Squad has provided funds to Council to engage a consultant planner to prepare Amendment C74 to the Colac Otway Planning Scheme. The inclusion of this land in the amendment will be budget neutral. Should Council support the rezoning of land at 6280 and 6230 Great Ocean Road, the developer has agreed to pay the panel and amendments costs incurred by Council. As noted earlier, joining the amendments together should have an efficiency saving for officer time and directly save costs that would have otherwise been incurred by Council for a panel hearing if one is necessary.

# **Risk Management & Compliance Issues**

There is minimal risk in Council not including the land at 6280 and 6230 Great Ocean Road (Investigation Area 1) as part of the amendment. There is no obligation to include this rezoning, however it is logical to consider the rezoning of land alongside the consideration of a new strategy that supports its rezoning.

#### **Environmental and Climate Change Considerations**

The land is elevated above the 5m threshold which would trigger the need for a Coastal Hazard Vulnerability Assessment (CHVA) and therefore is not subject to flooding or impacts from future sea level rise. A CHVA report was submitted by the developer for consideration by Council.

#### **Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected is 'consult', and will include a mail out of the Notice of Amendment to affected land owners, notices in the Colac Herald and Apollo Bay News Sheet. Any submitters would have the opportunity to make a presentation to a Panel that would be appointed by the State Government to advise Council on the final amendment.

# Implementation

Following receipt of authorisation from the Planning Minister, exhibition of the amendment is expected to occur in early 2014.

# Conclusion

Council has already considered and adopted the *Apollo Bay Settlement Boundary and Urban Design Review 2012* at its June 2012 meeting. The purpose of this report is to seek Council support to include in the amendment the rezoning of land in Investigation Area 1 to avoid a separate future amendment for the site. The *Apollo Bay Settlement Boundary and Urban Design Review 2012* supports its rezoning. The amendment also provides an opportunity to update existing planning controls at the Marriners Vue site with support from the developers of the site.

It is now recommended that the proposed changes outlined in this report be considered as part of the single amendment.

# **Attachments**

Nil

# Recommendation(s)

# That Council:

- 1. Includes the residential rezoning of land at 6280 and 6230 Great Ocean Road, Apollo Bay (Investigation Area 1) situated below the 40m contour as part of Amendment C74 that implements the recommendations of the Apollo Bay Settlement Boundary and Urban Design Review 2012.
- 2. Includes the updating of the existing Development Plan and Framework Plan applying to the Marriners Vue site (Development Plan Overlay 4), and the introduction of a Design and Development Overlay over that land as part of Amendment C74.

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# OM132509-12 REVIEW OF LOCAL LAW NUMBER 2

| AUTHOR:     | Stewart Anderson                   | ENDORSED: | Doug McNeill |
|-------------|------------------------------------|-----------|--------------|
| DEPARTMENT: | Sustainable Planning & Development | FILE REF: | F11/3291     |

# **Purpose**

The purpose of this report is to explain actions taken to review Local Law Number 2 with a particular focus on clause 129.1 that relates to the keeping of animals and to seek Council's endorsement for the adoption of a revised Local Law Number 2.

#### **Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

# Background

A motion was passed at the Council Meeting held in September 2011 for a Steering Committee to be formed to oversee the review of Local Law Number 2 – *General Local Law - 2005*. Council resolved that Councillor Stephen Hart would be its representative on the Local Law Review Steering Committee.

Legislation requires Council to review its Local Laws every 10 years. Council deliberately started this Local Law review process well before the sunset period to allow enough time for the process to be done carefully. The objective of the review was to ensure that the three Local Laws remain relevant to the general expectations of the community. The community was informed that the review process was being undertaken and invited to make initial comments on the Local Laws in November 2011.

At Council's Statutory Meeting of 7 November 2012, Council resolved that Councillor Michael Delahunty would be the new councillor representative on the Local Law Review Steering Committee.

At the Council meeting held on 27 March 2013, Council endorsed the Draft Local Law Number 2 to be released for public comment for a period of six weeks. Council also requested that a further report be provided to it following an analysis of the consultation process.

Subsequent to Council endorsing the release of the Draft Local Law for public comment in March 2013 media releases were issued advising the public of the main changes made to the Local Law and inviting comment for a six week period from 12 April 2013 to 24 May 2013. Copies of the Draft Local Law were also placed at Council offices, public libraries and on Council's website.

Under section 223 of the *Local Government Act 1989* the Council must consider all the public submissions. Accordingly, all submissions received were afforded the opportunity to be heard at the Special Council Meeting being held on 12 June 2013.

Twelve submissions were received that identified issues relating to Local Law Number 2. There was only one submitter that made a request to be heard by Council at the Special Meeting on 12 June 2013. A report was provided to Council in preparation for the Special Meeting that provided more detailed analysis of the submissions received and the associated consultation process.

All submissions received in relation to the Draft Local Law were carefully considered and assessed by the Local Law Review Steering Committee and presented for discussion at the Special Council Meeting held on 12 June 2013. The major issues identified in the submissions regarding Local Law Number 2 related to:

- The number and type of animals that are permitted relative to land size
- Events and the application of the local law on private property
- The provisions for open air burning relative to fire prevention activity.

Resulting from the Special Council Meeting held 12 June 2013, the Local Law Review Steering Committee made further amendments to address these issues and met with key stakeholders to ensure their concerns had been addressed. The revised Local Law Number 2 went before the Ordinary Council Meeting seeking endorsement on 28 August 2013.

# Council Plan / Other Strategies / Policy

**Good Governance** means we care about and are responsive to the community, encourage democratic participation and involve people in decisions that affect them. We strive for excellence in financial management and council services, and always look for better ways to do things.

#### Our Goal:

Ensure transparency of governance practices, the capability of our organisation and effective resource management.

# **Issues / Options**

At the Ordinary Council Meeting held on 28 August 2013 it was resolved:

"That Local Law No.2 be deferred, with a particular focus on clause 129.1, so that Councillors can give their suggestions to Council officers, and that it be brought back to a later meeting."

On 11 September 2013 members of the Local Law Review Steering Committee attended a Council workshop to discuss the content of clause 129.1 relating to the keeping of animals and the content of the associated suggestions sent to Council officers by Councillors.

The suggestions sent to Council officers raised the following issues:

- The restrictions on farm/livestock type animals (e.g. horses and sheep) in the smaller towns
- When the law comes in will permits be automatically issued to people who have higher numbers of animals that have not been causing a nuisance or health hazard
- People being reluctant to apply for relevant permits because their animals are not registered.

The restrictions placed on the number of farm/livestock were discussed on many occasions by the Local Law Steering Committee. The table in section 129.1 shown below was developed to recognise the rural character of Colac Otway Shire by having different animal numbers for different land sizes.

The land size categories help recognise the different expectations of residents for keeping of livestock in Colac to those of residents in towns such as Beeac. Most blocks in Colac are less than 0.25 ha while most blocks in Beeac are between 0.25ha and 1ha. Therefore a permit would be required in most blocks in Colac for livestock while up to 8 sheep or 4 goats could be kept on most properties in Beeac without the need to get a permit.

Officers do not support the proposition of only applying the requirements to urban areas of Colac and Apollo Bay, as this would create inequities in the smaller towns where smaller lots exist and where keeping of animals could equally have nuisance impacts on neighbours. The requirement to obtain a permit for keeping of certain animals on smaller lots, regardless of location, provides Council the opportunity to consider the appropriateness on a case by case basis.

|   | Animal                              | Property Size<br>up to .25 (ha)                                                                                                                  | Property Size .25<br>(ha) to 1(ha) | Property Size<br>1 (ha) and above                                      |
|---|-------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|------------------------------------------------------------------------|
| а | Dogs                                | 3                                                                                                                                                | 4                                  | 5 (other than dogs<br>kept for working<br>stock/primary<br>production) |
| b | Cats                                | 3                                                                                                                                                | 4                                  | 5                                                                      |
| С | Poultry                             | 10                                                                                                                                               | 20                                 | No Permit Required                                                     |
| d | Roosters                            | Permit Required                                                                                                                                  | Permit Required                    | No Permit Required                                                     |
| е | Pigeons                             | 10                                                                                                                                               | 20                                 | No Permit Required                                                     |
| f | Sheep or Goats                      | Permit Required                                                                                                                                  | 8                                  | No Permit Required                                                     |
| g | Cattle/Horses & other large animals | Permit Required                                                                                                                                  | 4                                  | No Permit Required                                                     |
| h | Pigs                                | Permit Required                                                                                                                                  | Permit Required                    | No permit required                                                     |
| i | Reptiles                            | Subject to the issuing of a license by the Department of Environment and Primary Industries (DEPI) or relevant authority                         |                                    |                                                                        |
| j | Bees                                | Subject to hives being licensed with the Department of Environment and Primary Industries (DEPI) and complying with the Apiary Code of Practice. |                                    |                                                                        |

If the revised Local Law Number 2 is adopted the permits for animals would be issued free of charge where necessary unless the animals have been causing a nuisance or health hazard. Council has taken a very rigorous approach to raising awareness of the need to register animals and to enforcing domestic animal registration. The fact that these new permits will be issued free of charge means they are not likely to deter anyone from registering their animal which they are already legally required to do.

After discussion in relation to these issues at the Councillor Workshop held on 11 September 2013 there was general support for the intent behind Section 129.1 on the following basis:

- The wording in Section 129.1 be altered to make it clear that compliance will only be undertaken where the conditions of Section 128 are being breached;
- The Local Law Procedure Document be amended to explain that this section of the Local Law is to be implemented on the basis of complaints being made to Council where the conditions of Section 128 are being breached.

Section 128 sets out the general conditions for keeping animals as shown below.

"Unless permitted under a Planning Scheme applicable to the land, an owner or occupier of land must not keep or allow to be kept on that land, and any other person must not keep or allow to be kept on the land, any animal, bird, reptile or bee in such a manner as to:

- be offensive; or
- be dangerous; or
- be injurious to health; or
- · cause a nuisance

and the area in which the animal, bird or reptile is kept must be secure and maintained in a clean and sanitary condition."

The intent of Section 129 is to provide clearer parameters on how animals can be kept on land of a certain size to prevent the issues set out in Section 128 from occurring. To ensure this link is made Section 129.4 has been added to the attached version of Local Law Number 2 to make it clear that permits will be issued to people who have, or are seeking more than the prescribed number of animals stipulated in Section 129.1, unless it is considered that the keeping of the animals would not comply with Section 128.

It is proposed that the Local Law Procedure Document also be amended to make it clear that Section 129 of Local law Number 2 will be administered in the following manner:

- Matters will be investigated only when complaints are made to Council or where there are clear breaches of Section 128
- Where there are no breaches of Section 128, permits will be issued free of charge at this stage
- Where there are no breaches of Section 128, an educative approach will be taken to try to get the animals kept in a more appropriate manner
- Enforcement measures will only be taken when breaches of Section 128 (e.g. dangerous dogs) are sustained and educative measures have failed.

#### Proposal

That Council:

- 1. Makes the attached local law: Local Law No.2 2013 General Local Law
- 2. Advertises in the Government Gazette and local media the making of: Local Law No.2 2013 General Local Law
- 3. Forwards a copy of: Local Law No.2 2013 General Local Law to the Minister for Local Government.

It is also proposed that the Local Law Procedure Document be amended to make it clear that Section 129 of Local Law Number 2 will be administered in an appropriate manner.

## Financial and Other Resource Implications

There are limited financial issues associated with the making of Local Law 2.

The limits on the number of animals' people can keep without getting a permit is expected to create a slight increase in workload for Local Laws Officers but this will be managed within existing resource capacity. There will be no fee charged to applicants for a permit as required for this aspect of the Local Law at this stage.

# Risk Management & Compliance Issues

There are no significant risk management issues associated with the making of Local Law Number 2. The Local Law review has been conducted well before the 10 year sunset period

applies to ensure there was ample time to effectively complete all the steps required. There was significant consultation with major stakeholders during the development process and the relevant public consultation period of six weeks was applied.

# **Environmental and Climate Change Considerations**

There are no major environmental considerations associated with the making of Local Law Number 2.

# **Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected was to consult with the community and included seeking written comment on the Draft Local Law. Council Officers were also available to meet with members of the community upon request to discuss any issues they may have had.

As previously stated, the Draft of Local Law was released for a six week public comment period in March. Media releases were issued advising the public of the main changes made to the local laws and inviting comment. Copies of the Draft Local Law were placed at Council Offices, public libraries and on the Council website.

Under section 223 of the *Local Government Act 1989*, the Council must consider all the public submissions. Accordingly, all submissions received were afforded the opportunity to be heard at the Special Council Meeting being held on 12 June 2013.

It is worth highlighting that the community was informed that the review process was to be undertaken and invited to make initial comments on the Local Law in November 2011. This enabled consideration to be given to some issues in the preparation of the first draft of the revised Local Law in March 2012.

# Implementation

If the recommendation made in the report is supported, Local Law Number 2 will be forwarded for notification in the Victoria Government Gazette and Public Notices will be placed in the Local Paper. Copies of the sealed Local Law will be sent to the Minister for Local Government and copies will be made available on Council's website and customer service centres.

#### Conclusion

Council has undertaken a rigorous and timely review of Local Law 2. All written submissions were carefully considered by the Local Law Steering Committee and subject to discussion at the Special Council Meeting on 12 June 2013. All written public submissions have been considered carefully by the Local Law Review Steering Committee and a detailed written response will be provided to each submitter after Council considers the recommendations in this report.

# **Attachments**

1. General Local Law - Local Law Number 2 - September 2013

# Recommendation(s)

#### That Council:

- 1. Makes the following local law: Local Law No.2 2013 General Local Law effective from 25 September 2013.
- 2. Advertises in the Government Gazette and local media the making of: Local Law No.2 2013 General Local Law
- 3. Forwards a copy of: Local Law No.2 2013 General Local Law to the Minister for Local Government.
- 4. Amends the Local Law Procedure Document to stipulate that Section 129 of Local Law Number 2 be administered in the following manner:
  - a. Matters will be investigated only when complaints are made to Council or where there are clear breaches of Section 128.
  - b. Where there are no breaches of Section 128, permits will be issued free of charge.
  - c. Where there are no breaches of Section 128, an educative approach will be taken to try to get the animals kept in a more appropriate manner.
  - d. Enforcement measures will only be taken when breaches of Section 128 are sustained and educative measures have failed.

# OM132509-13 GREAT OCEAN ROAD REGIONAL TOURISM BOARD

| AUTHOR:     | Mike Barrow                        | ENDORSED: | Doug McNeill |
|-------------|------------------------------------|-----------|--------------|
| DEPARTMENT: | Sustainable Planning & Development | FILE REF: | F11/3291     |

# **Purpose**

The purpose of this report is to seek Council's endorsement of the formation of and participation in the Great Ocean Road Regional Tourism Board (RTB).

#### **Declaration of Interests**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

# **Background**

During 2007/08 Tourism Victoria undertook a review of Regional Tourism that included extensive consultation with industry and Local Government stakeholders. The review resulted in the release in December 2008 of the State Government Regional Tourism Action Plan (RTAP) 2009 – 2012.

The key focus of the RTAP is to establish Regional Tourism Boards (RTBs) to address the following areas:

- Improve Regional Industry Structures
- Improve supply and quality of regional tourism experiences
- Increase consumer demand for regional tourism experiences
- Address skills, service standards and environmental sustainability.

The method of determining the structure of the RTB was to be through an Implementation Committee consisting of Local Government and Tourism Industry representatives with Tourism Victoria. Over a period of months and many meetings, discussion of a number of proposed options were considered by the Implementation Committee. The Implementation Committee was not able to come up with an option supported by the whole Committee. To resolve the matter it was agreed that an Interim Great Ocean Road RTB be set up representative of the municipalities and peak industry bodies in the region. This Board was charged with the preparation of a draft Strategic Business Plan for the establishment, strategic objectives, priorities, governance and operation of a Great Ocean Road RTB.

In December 2012, the Interim RTB delivered its final report. The majority of Great Ocean Road regional councils did not endorse this report. The most significant reason was the failure to propose a structure for the board and an operational model on which the respective regional councils could agree and the failure of Tourism Victoria to provide a satisfactory financial model to sustain the Board's operations.

Colac Otway Shire Council adopted the following resolution:

"That Council does not endorse the Great Ocean Road Tourism Interim Regional Tourism Board, Report to Stakeholders' Dec 2012 and writes to Tourism Victoria with the following recommendations:

- That Local Government funding contributions are set at current levels and costs to Council do not increase. Any increase over these levels be through collective negotiation with the member Councils along with associated levels of service increases.
- That all staff of current regional tourism organisations within the municipalities subject to the agreement) be seconded to the new structure without loss of entitlements.
- That the CEO be appointed through an independent open and competitive recruitment process.
- That Colac Otway Shire retains the Colac and Great Ocean Road Visitor Information Centre at Apollo Bay and their respective staff.
- That Colac Otway Shire retains the Tourism Development Officer position.
- That, if established, the RTB undergo a process to evaluate the benefits of discarding the traditional membership subscriptions model of industry and that it consults with member municipalities before a final recommendation is made.
- That if established the RTB, in response to local demand, strengthen the Great Ocean Road brand by limiting its use to appropriate areas within the wider region e.g. Surf Coast, Colac Otway and Corangamite Shires and allocate substantial funds for the marketing of the Great Ocean Road/Otways region.
- That the overall funding model be adjusted to allow for a decrease in the City of Greater Geelong's contribution to a level that excludes their events and marketing budget.
- That this shortfall in the budget be made up through an increased contribution by Tourism Victoria."

Following the rejection of the Interim Board report, Tourism Victoria proposed a further process involving the CEOs of the local governments in the Great Ocean Road region, the CEO of Tourism Victoria and the Chairperson of the Interim Regional Tourism Board to reach an agreement. While there were a number of structural changes to the earlier proposed model the key factor was the offer of \$500,000 per annum from Tourism Victoria over the next three years. The group agreed to maintaining current municipal contributions in the first year and on the importance of negotiating an equitable model of funding over the next three years. They also agreed to equitable local government representation on the new RTB whether it be a Councillor or Council Officer.

The resolution of these matters enabled an amended list of recommendations for the establishment of a new Great Ocean Road RTB to be proposed for Council endorsement. Officers put a report to the August meeting of Council to support this agreement, but the item was deferred given uncertainty at that time about the position of City of Greater Geelong, Golden Plains Shire and Queenscliffe.

Since the agreement, and the deferral of the item at the August meeting, the City of Greater Geelong Council has adopted a recommendation to support a separate and independent partnership with Golden Plains Shire and the Borough of Queenscliffe to form the Great Geelong and Bellarine Regional Tourism Board. On 6 September 2013, the City of Greater Geelong Council resolved the following:

## "That Council:

1. Supports and directs its financial resources to the establishment of a new regional tourism board for Greater Geelong and the Bellarine.

- 2. Continues the partnership with the Borough of Queenscliffe, Golden Plains Shire and the tourism industry, in accordance with Council's Tourism Policy, and enter into a Memorandum of Understanding to establish a new incorporated association to progress and grow the Tourism Industry.
- 3. Notes that the Memorandum of Understanding will be based on the retention of the successful partnership model with Council allocating its resources to staffing, administration, visitor services and business events and industry through membership, sponsorship and buy in funding the delivery of the business and marketing plans
- 4. Seeks to have Tourism Victoria and other State Government Agencies recognise and financially support the establishment, development and ongoing works of the Greater Geelong Bellarine Regional Tourism Board as per the Victorian Government Regional Tourism Action Plan.
- 5. Informs Geelong Otway Tourism Inc. that it intends to support the proposed Regional Tourism Board for Greater Geelong and the Bellarine and as such will in accordance with Council's current Memorandum of Understanding with Geelong Otway Tourism transition Council's financial, staffing, administrative and other support to the new proposed entity.
- 6. Recognises that the proposed Regional Tourism Board for Greater Geelong and the Bellarine will enter into partnerships, marketing alliances and other cooperative arrangements with the Great Ocean Road Regional Tourism Board and other destinations for the mutual benefit of the industry and to deliver tourism programs that match the needs of visitors."

This outcome was not entirely unexpected as it was proposed as one of the early options in the process. It was not supported at that stage because Tourism Victoria made it clear that it would only provide funding support to one RTB in the Great Ocean Road Region.

It would be a matter for Tourism Victoria whether it recognises the proposed Greater Geelong and Bellarine Regional Tourism Board but Council officers have been emphatically informed by Tourism Victoria that it will only provide funding to the Great Ocean Road Regional Tourism Board, and that funding would be \$500,000 per annum.

Corangamite Shire, Moyne Shire and Warrnambool City Councils have confirmed endorsement of the Great Ocean Road RTB. Surf Coast Shire has indicated support subject to final confirmation at its September 2013 Council meeting. Glenelg Shire Council will receive a report to its September 2013 Council meeting not recommending endorsement.

# Council Plan / Other Strategies / Policy A Planned Future

Creates an attractive shire with quality buildings and spaces, accessible travel and transport, and a community that has the services and facilities it needs now and in the future; supports a prosperous economy where trade, manufacturing and business activity flourishes.

#### Our Goal:

Facilitate the growth, liveability and development of the shire and encourage innovation and efficiency in the local economy.

#### **Issues / Options**

As indicated above the likely final result for Council endorsed participation in the Great Ocean Road RTB is five municipalities – Colac Otway, Surf Coast, Corangamite, and Moyne Shires and Warrnambool City Council.

The impact of this is primarily a loss of financial support. As the table above indicates for 2013/14 the estimated contribution of City of Greater Geelong, Borough of Queenscliffe, Golden Plains and Glenelg Shire would be \$990,552. This assumes that Glenelg had actually contributed or had committed to contributing this amount. Glenelg Shire has not participated in any regional tourism structure since the demise of Discovery Coast Tourism some years ago.

The remaining amount available to the Great Ocean Road RTB for 2013/14 based on Council retaining its current level of financial consultation is \$491,000 plus the Tourism Victoria commitment of \$500,000. This financial loss of four LGAs is significant however with a smaller region to service and the opportunity to construct a new operational model for regional service delivery, the amount of \$991,000 should be sufficient. It should also be remembered that the RTB will earn significant funds through tourism industry membership subscriptions and corporate sponsorship, estimated to be approximately \$250,000 per annum. Regional Development Victoria has also indicated that it would fund the new RTB Strategic Plan.

Taking into account the agreement to reach a balanced and equitable contribution model for local government it is expected that there would be some change in the contribution of Colac Otway Shire over the next three years. CPI increases would also apply. It is recommended that Council includes a resolution that no change should be made by the new RTB in the financial contribution model without full endorsement by the participating Councils.

There will be a loss of intellectual capital, corporate knowledge and tourism and government networks that would have been transferred to the Great Ocean Road RTB from Geelong Otway Tourism, however the report to City of Greater Geelong Council indicates a strong desire to work cooperatively across regional boundaries and to share systems such as membership management.

Taking into account the original proposal by the Interim Great Ocean Road RTB, the amendments agreed by the CEOs, the CEO of Tourism Victoria and the Chairperson of the Interim Great Ocean Road RTB and the likely outcome of the new RTB to be made up of Colac Otway, Surf Coast, Corangamite, and Moyne Shires and Warrnambool City Council, the following recommendations are presented for Council's consideration:

- 1. That a new Regional Tourism Organisation (RTO) and Board be established for the geographic area of South West Victoria incorporating the Local Government Areas (LGA's) of Surf Coast, Colac Otway, Corangamite, Warrnambool, Moyne Shires.
- 2. That the RTB be established as a Company Limited by Guarantee with the LGA Councils as its shareholders.
- 3. That the name of the RTB be Great Ocean Road Regional Tourism Ltd (GORRT) to represent the geographic reach of the region beyond the Great Ocean Road.
- 4. That the board of Great Ocean Road Regional Tourism Ltd be as follows:
  - a) LGA x 5 with one representative per LGA Councillors or Officers
  - b) Industry/Skill based x 5
  - c) Independent Chair x 1
  - d) Tourism Victoria, Parks Victoria and Regional Development Victoria be invited to nominate a senior executive as ex officio representatives
  - e) The independent Chair and industry/skill based Directors be appropriately remunerated
  - f) All positions to be for 3 years with 3 members retiring annually to provide for continuity and renewal. Skill and industry positions to be appointed via an

expression of interest process. The Independent Chair to be appointed by Tourism Victoria in consultation with Local government shareholders.

- 5. That the CEO be appointed through an independent open and competitive recruitment process.
- 6. That a stakeholder group be established including representatives of all Local Government Areas Surf Coast, Colac Otway, Corangamite, Warrnambool, and Moyne. That the representative be either a Councillor or Officer.
- 7. That a formal 3 year memorandum of Understanding between Great Ocean Road Regional Tourism Ltd and its shareholders/stakeholders (performance based) be negotiated.
- 8. That the local government contributions remain at the current rate for the first year and progressing to an equitable balance between all local government partners over the next three years. CPI increases will apply.
- 9. That GORRT make no change to the local government financial contribution model without full endorsement of the participating Council.
- 10. That GORRT prepare a Strategic Business Plan for the region, based on the vision, mission, objectives and strategic goals developed by the Interim Regional Tourism Board. The plan to incorporate the Great Ocean Road Destination Management Plan and the progressive preparation of Tourism Destination Plans for the regions' specific local destinations.
- 11. That the core roles of GORRT be:
  - a) Strategic tourism planning for the development, marketing and management of the region.
  - b) Cooperative marketing for the region and its destinations.
  - c) Identification and facilitation of infrastructure, product and industry development priorities and initiatives for the region and specific destinations, in collaboration with stakeholders.
  - d) Advocacy for the sustainable tourism development, marketing and management of the region.
  - e) Discretionary tourism development, marketing and management functions, services and projects for LGA shareholders as delegated and agreed.
  - f) Prepare and maintain a risk management plan for the region and its destinations
- 12. That Colac Otway Shire retains the Colac and Great Ocean Road Visitor Information Centre at Apollo Bay and their respective staff.
- 13. That Colac Otway Shire retains the Tourism Development Officer position.
- 14. That Shipwreck Coast Tourism be wound up and its functions, funding contributions and staffing without loss of entitlements be transferred to the Regional Tourism Board.
- 15. That GORRT undergo a process to evaluate the benefits of discarding the traditional membership subscriptions model of industry and that it consults with member municipalities before a final recommendation is made.
- 16. That GORRT, in response to local demand, strengthen the Great Ocean Road brand by limiting its use to appropriate areas within the wider region e.g. Surf Coast, Colac Otway and Corangamite Shires and allocate substantial funds for the marketing of the Great Ocean Road/Otway's region.
- 17. That GORRT prepares a 3-year Operational Business Plan for 2013-16 based on the staffing and funding outcomes as determined by its foundation shareholders, Tourism Victoria cooperative marketing funding and industry contributions. The Business Plan to include a management and staffing organisation plan.

- 18. That GORRT negotiate formal strategic alliance agreements with Tourism Victoria, Parks Victoria, Regional Development Victoria, G21, Great South Coast, neighbouring Regional Tourism Organisations and the Victoria Tourism Industry Council.
- 19. That GORRT negotiate cooperative agreements with Local Tourism Organisations regarding industry contributions/ membership funding share arrangements to encourage business participation and support at the local level. The agreements to also facilitate destination development, community participation and communication. This may include regular "Regional Tourism Forums".

Currently the Council representative on the Interim RTB is the Manager of Economic Development. Due to the resignation of Mike Barrow from his position Council needs to formally nominate a new representative. It is recommended that Council nominate the position of Economic Development Manager rather than the person occupying that position with the following additional recommendation:

20. That Council formally nominate the Manager Economic Development as its representative to the GOR RTB, with that person to serve as a representative on the Interim Board until the new RTB is established, with the General Manager of Sustainable Planning and Development an alternate representative as required.

Council has two options. The first option is to adopt the above recommendations endorsing the formation of and participation in the Great Ocean Road RTB.

The second option is to not endorse the agreement or the recommendations listed above and direct Council Officers in an alternative direction.

The first option is the preferred option as it includes the:

- Recommendations of the Interim RTB that were not contested by Colac Otway Shire or other regional Councils.
- Agreement reached between the regional Council CEOs, the CEO of Tourism Victoria and the Chairperson of the Interim RTB, noting that Geelong, Golden Plains, Queenscliffe and Glenelg are not participating.
- Resolutions of Council that articulate the specific requirements of Council in respect
  to regional and local staffing, ownership of the VICs, a process for consideration of
  future industry revenue raising and strengthening efforts in marketing that section of
  the Great Ocean Road region that is actually on the Great Ocean Road.

## **Proposal**

That Council endorses the formation of and participation in the proposed Great Ocean Road Regional Tourism Board subject to the recommendations contained in the Issues/Options section.

# Financial and Other Resource Implications

There are no financial resource implications related to this report in the 2013/14 financial year. Local government contributions are to remain at the current rate for the first year and then move to a new formula over the following two years. CPI increases will apply. As noted earlier in the report, the new Interim Board will need to negotiate an equitable model for the financial contributions of the different shires to the Council's satisfaction. The contribution for 2013/14 would be \$75,000.

# **Risk Management & Compliance Issues**

There are no risk management or compliance issues related to this report or any action from the report.

# **Environmental and Climate Change Considerations**

There are no environmental or climate change considerations related to this report or any action from the report.

# **Community Engagement**

The community engagement strategy follows the recommendations of the Colac Otway Shire Council Community Engagement Policy of January 2010, which details five levels of engagement – inform, consult, involve, collaborate and empower.

The method selected would be 'Inform' in the initial stage of providing information about Council's decision.

Once the new Board begins to operate there would be further engagement with the community as to be determined by the Board.

# Implementation

It is proposed that Council writes to the Chief Executive of Tourism Victoria and the Chairperson of the Interim RTB to advise of Council's resolution.

# Conclusion

The tourism industry is an important emerging industry for Colac Otway Shire producing \$116m in direct economic output. It provides direct employment for 693 people and the economic multiplier effect of tourism is another 937 indirect jobs.

While Colac Otway Shire holds some of the most scenic sections of the Great Ocean Road, one of Australia's key international attractions and the beauty of the Otways with its forest walks, waterfalls and historic townships, most of our tourism operations are small or micro businesses.

It has long been recognised in the tourism industry that independent business marketing can have only limited effect and that cooperative action is the only way to achieve market impact.

The State Government 'Regional Tourism Action Plan' recognises the importance of regional structures and directed tourism organisations, and the need for local government in the Great Ocean Road region to cooperate in the development of a new organisation that would encompass the entire region.

The process to establish the new regional body has been protracted with firstly an Implementation Committee, then an Interim Board and finally an agreement reached through a meeting of regional CEOs, the CEO of Tourism Victoria and the Chairperson of the Interim Regional Tourism Board. The agreement overcame the final barriers to Council endorsement of the Great Ocean Road Tourism Board.

While the City of Greater Geelong, Borough of Queenscliffe, and Golden Plains Shire have decided to form a RTB of their own, and Glenelg Shire Council is unlikely to join the new GORRT Board, the Great Ocean Road RTB remains a viable model with funding from the remaining six municipalities and Tourism Victoria. The amount of \$500,000 per annum for three years promised to the RTB by Tourism Victoria will be allocated solely to the RTB and will not be shared with the proposed Great Geelong and Bellarine RTB.

# **Attachments**

Nil

# Recommendation(s)

That Council endorses the formation of and participation in the proposed Great Ocean Road Regional Tourism Board and the recommendations as follows:

- 1. That a new Regional Tourism Organisation (RTO) and Board be established for the geographic area of South West Victoria incorporating the Local Government Areas (LGA's) of Surf Coast, Colac Otway, Corangamite, Warrnambool, Moyne Shires.
- 2. That the RTB be established as a Company Limited by Guarantee with the LGA Councils as its shareholders.
- 3. That the name of the RTB be Great Ocean Road Regional Tourism Ltd (GORRT) to represent the geographic reach of the region beyond the Great Ocean Road.
- 4. That the board of GORRT be as follow:
  - a) LGA x 5 with one representative per LGA Councillors or Officers
  - b) Industry/Skill based x 5
  - c) Independent Chair x 1
  - d) Tourism Victoria, Parks Victoria and Regional Development Victoria be invited to nominate a senior executive as ex officio representatives.
  - e) The independent Chair and industry/skill based Directors be appropriately remunerated.
  - f) All positions to be for 3 years with 3 members retiring annually to provide for continuity and renewal. Skill and industry positions to be appointed via an expression of interest process. The Independent Chair to be appointed by Tourism Victoria in consultation with Local government shareholders.
- 5. That the CEO be appointed through an independent open and competitive recruitment process.
- 6. That a stakeholder group be established including representatives of all Local Government Areas Surf Coast, Colac Otway, Corangamite, Warrnambool and Moyne. That the representative be either a Councillor or Officer.
- 7. That a formal 3 year Memorandum of Understanding between GORRT and its shareholders/stakeholders (performance based) be negotiated.
- 8. That the local government contributions remain at the current rate for the first year and progressing to an equitable balance between all local government partners over the next three years. CPI increases will apply.
- 9. That GORRT make no change to the local government financial contribution model without full endorsement of the participating Council.
- 10. That GORRT prepare a Strategic Business Plan for the region, based on the vision, mission, objectives and strategic goals developed by the Interim Regional Tourism Board. The plan to incorporate the Great Ocean Road Destination Management Plan and the progressive preparation of Tourism Destination Plans for the region's specific local destinations.
- 11. That the core roles GORRT be:
  - a) Strategic tourism planning for the development, marketing and management of the region.

- b) Cooperative marketing for the region and its destinations.
- c) Identification and facilitation of infrastructure, product and industry development priorities and initiatives for the region and specific destinations, in collaboration with stakeholders.
- d) Advocacy for the sustainable tourism development, marketing and management of the region.
- e) Discretionary tourism development, marketing and management functions, services and projects for LGA shareholders as delegated and agreed.
- f) Prepare and maintain a risk management plan for the region and its destinations.
- 12. That Colac Otway Shire retains the Colac and Great Ocean Road Visitor Information Centre at Apollo Bay and their respective staff.
- 13. That Colac Otway Shire retains the Tourism Development Officer position.
- 14. That Shipwreck Coast Tourism be wound up and its functions, funding contributions and staffing without loss of entitlements be transferred to the Regional Tourism Board.
- 15. That GORRT undergo a process to evaluate the benefits of discarding the traditional membership subscriptions model of industry and that it consults with member municipalities before a final recommendation is made.
- 16. That the RTB, in response to local demand, strengthen the Great Ocean Road brand by limiting its use to appropriate areas within the wider region e.g. Surf Coast, Colac Otway and Corangamite Shires and allocate substantial funds for the marketing of the Great Ocean Road/Otway's region.
- 17. That GORRT prepares a 3-year Operational Business Plan for 1023-16 based on the staffing and funding outcomes as determined by its foundation shareholders, Tourism Victoria cooperative marketing funding and industry contributions. The Business Plan to include a management and staffing organisation plan.
- 18. That GORRT negotiate formal strategic alliance agreements with Tourism Victoria, Parks Victoria, Regional Development Victoria, G21, Great South Coast, neighbouring Regional Tourism Organisations and the Victoria Tourism Industry Council.
- 19. That GORRT negotiate cooperative agreements with Local Tourism Organisations regarding industry contributions/membership funding share arrangements to encourage business participation and support at the local level. The agreements to also facilitate destination development, community participation and communication. This may include regular "Regional Tourism Forums".
- 20. That Council formally nominate the Manager Economic Development as its representative to the GOR RTB, with that person to serve as a representative on the Interim Board until the new RTB is established, with the General Manager of Sustainable Planning and Development an alternative representative as required.

# **GENERAL BUSINESS**

| ITEM        |                                     |  |
|-------------|-------------------------------------|--|
| OM132509-14 | ASSEMBLY OF COUNCILLORS             |  |
| OM132509-15 | MINUTES FROM YOUTH COUNCIL MEETINGS |  |

# OM132509-14 ASSEMBLY OF COUNCILLORS

| AUTHOR:     | Rhonda Deigan | ENDORSED: | Rob Small |
|-------------|---------------|-----------|-----------|
| DEPARTMENT: | Executive     | FILE REF: | CLF11/6   |

#### Introduction

The Local Government Act 1989 (the Act) requires that records of meetings, which constitute an Assembly of Councillors, be tabled at the next practicable meeting of Council and incorporated in the minutes of the Council meeting.

## **Definition**

An "assembly of Councillors" is a defined term under section 3(1) of the *Local Government Act 1989*.

It is a meeting at which matters are considered that are intended or likely to be the subject of a Council decision or the exercise of a delegated authority and which is either of the following:

- A meeting of an advisory committee where at least one Councillor is present; or
- A planned or scheduled meeting that includes at least half the Councillors and at least one Council officer.

If a meeting fits either of these types, the procedures applying to an assembly of Councillors must be complied with, irrespective of any name or description given to the committee or meeting.

# **Advisory Committees**

Section 3(1) of the Act defines an advisory committee to be any committee established by the Council, other than a special committee, that provides advice to:

- the Council; or
- a special committee; or
- a member of Council staff who has been delegated a power, duty or function of the Council under section 98.

#### **Councillor briefings**

One type of meeting that is clearly an assembly of Councillors is the type of regular meeting, commonly referred to as a "Councillor Briefing" or similar name where Councillors and staff meet to discuss issues that are likely to come before Council for decision.

As part of decision making processes at Colac Otway, it is essential that Councillors are briefed on a range of issues which come before Council for consideration. As a means of providing this information, Assembly of Councillors briefings are conducted.

Assemblies are also attended by Council Officers, and sometimes other specific advisors, to provide Councillors with a detailed knowledge and understanding of issues under consideration to a level of detail that would inhibit timely decision-making, that would not be possible in an open council meeting, where decision-making related debate is governed by strict meeting procedures.

While these meetings have no authority to make Council decisions, they are generally assemblies of Councillors and subject to conflict of interest disclosures.

# What records are to be kept

Section 80A of the Act requires that a record must be kept of an Assembly of Councillors which lists:

- the names of all Councillors and members of Council staff attending;
- the matters considered;
- conflict of interest disclosures made by a Councillor (if any are made); and
- whether a Councillor who has disclosed a conflict of interest leaves the assembly.

It is a requirement that the record of an assembly is to be reported to the next practicable ordinary meeting of Council and be incorporated in the minutes of that Council meeting.

# **Assemblies of Councillors**

The following Assemblies of Councillors have been held:

| • | Friends of Colac Botanic Gardens                | 8 August 2013      |
|---|-------------------------------------------------|--------------------|
| • | Councillor Workshop                             | 21 August 2013     |
| • | Colac Livestock Selling Centre                  | 23 August 2013     |
| • | Councillor Briefing Session                     | 28 August 2013     |
| • | Audit Committee Chairperson's Report to Council | 4 September 2013   |
| • | Councillor Workshop                             | 11 September 2013. |

## Attachments

- 1. Friends of Colac Botanic Gardens 8 August 2013
- 2. Councillor Workshop 21 August 2013
- 3. Colac Livestock Selling Centre 23 August 2013
- 4. Councillor Briefing Session 28 August 2013
- 5. Audit Committee Chairperson's Report to Council 4 September 2013
- 6. Councillor Workshop 11 September 2013

# Recommendation(s)

That Council notes the Assembly of Councillors reports for:

| • | Friends of Colac Botanic Gardens                | 8 August 2013      |
|---|-------------------------------------------------|--------------------|
| • | Councillor Workshop                             | 21 August 2013     |
| • | Colac Livestock Selling Centre                  | 23 August 2013     |
| • | Councillor Briefing Session                     | 28 August 2013     |
| • | Audit Committee Chairperson's Report to Council | 4 September 2013   |
| • | Councillor Workshop                             | 11 September 2013. |
|   |                                                 |                    |

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OM132509-15 MINUTES FROM YOUTH COUNCIL MEETINGS

| AUTHOR: | Rhonda Deigan | ENDORSED: | Rob Small |
|-------------|---------------|-----------|-----------|
| DEPARTMENT: | Executive | FILE REF: | CLF11/6 |

It has been previously agreed to by Council that the minutes of Youth Council meetings should be included in the Council agenda once any confidential items have been identified and the minutes have been confirmed by the Committee.

Attached are the minutes of Youth Council meetings held on:

- 12 August 2013
- 26 August 2013
- 9 September 2013.

Attachments

- 1. Minutes Youth Council 12 August 2013
- 2. Minutes Youth Council 26 August 2013
- 3. Minutes Youth Council 9 September 2013

Recommendation(s)

That Council notes the minutes arising from Youth Council meetings held on:

- 12 August 2013
- 26 August 2013
- 9 September 2013.

IN COMMITTEE

Recommendation

That pursuant to the provisions of Section 89(2) of the Local Government Act, the meeting be closed to the public and Council move "In-Committee" in order to deal with:

| SUBJECT | REASON | SECTION OF ACT |
|---|--|--------------------------------|
| Confidential Memo & Emails
for Consideration - Audit
Committee Chairperson's
Report to Council | this matter deals with
personnel matters; AND this
matter deals with
contractual matters; AND
this matter may prejudice
the Council or any person | Section 89 (2) (a) (d) (h) |
| Report from Delegate to
Other Bodies - Audit
Committee Minutes | this matter deals with personnel matters; AND this matter deals with contractual matters; AND this matter deals with legal advice; AND this matter may prejudice the Council or any person | Section 89 (2) (a) (d) (f) (h) |
| Proposed Rates Recovery
Sales - Update | this matter may cause personal hardship of any resident or ratepayer; AND this matter deals with legal advice; AND this matter may prejudice the Council or any person | Section 89 (2) (b) (f) (h) |

AGENDA – 25/09/13 Page 104



ORDINARY COUNCIL MEETING WEDNESDAY, 25 SEPTEMBER 2013 ATTACHMENTS

PAGE NO.

| CHIEF EXECUTION | VE O | FFICER | | | | |
|----------------------------------|------|---|-------|--|--|--|
| OM132509-2 | Oath | of Office | | | | |
| Attachment | :1: | Oath of Office - Cr Frank Buchanan3 | | | | |
| CORPORATE AND COMMUNITY SERVICES | | | | | | |
| OM132509-3 | Guar | antee of Community Loans Policy | | | | |
| Attachment | :1: | Policy No 16.4 Guarantee of Community Loans 5 | | | | |
| OM132509-4 | Grea | t Ocean Road Closure for Events Guidelines Review | | | | |
| Attachment | 1: | Draft "Guidelines for Considering the Closure of the Great Ocean Rotto Conduct Events" 11 | ad | | | |
| OM132509-5 | Kind | ergarten Licence Agreements with Glastonbury Community Serv | /ices | | | |
| Attachment | :1: | Licence Agreement - 19 Dunoon Street, Colac - Glastonbury Common Services | unity | | | |
| Attachment | 2: | Licence Agreement - 5 Gilmartin Street, Colac - Glastonbury Commu
Services | unity | | | |
| Attachment | 3: | Licence Agreement - 1 Polwarth Street, Colac - Glastonbury Commu
Services 81 | ınity | | | |
| OM132509-6
Group Inc. | Com | munity House Licence Agreements with Gellibrand Community | | | | |
| Attachment | 1: | Licence Agreement - 5 Main Road, Gellibrand - Community House - Gellibrand Community Group Inc113 | | | | |

INFRASTRUCTURE AND SERVICES

| OM132509-7 | Road | d Management Plan Review | |
|--------------------|-------|--|-----|
| Attachmen | t 1: | Road Management Plan | 125 |
| Attachmen | t 2: | Records of Amendment | 193 |
| SUSTAINABLE | PLAN | INING AND DEVELOPMENT | |
| OM132509-8 | Draft | t Tourism Directional Signage Policy | |
| Attachmen | t 1: | Tourism Directional Signing Policy - 2013 209 | |
| OM132509-9 | Red | Rock Region Community Infrastructure Plan | |
| Attachmen | t 1: | Community Infrastructure Plan - Red Rock Region - September 2013 | 215 |
| Attachmen | t 2: | Appendices Red Rock Region CIP | 231 |
| OM132509-10 | Endo | orsement of Final Great South Coast Regional Growth Pla | n |
| Attachmen | t 1: | GSC Regional Growth Plan - Final Draft - September 2013 | 257 |
| Attachmen | t 2: | GSC Regional Growth Plan - Background Report - September | |
| Attachmen | t 3: | GSC Regional Growth Plan - Consultation and Engagement | |
| | | Report - September 2013 | 451 |
| OM132509-12 | Revi | ew of Local Law Number 2 | |
| Attachmen | t 1: | General Local Law - Local Law Number 2 - September 2013 | 493 |
| GENERAL BUS | INESS | 3 | |
| OM132509-14 | Asse | embly of Councillors | |
| Attachmen | t 1: | Friends of Colac Botanic Gardens - 8 August 2013 | 553 |
| Attachmen | t 2: | Councillor Workshop - 21 August 2013 | 556 |
| Attachmen | t 3: | Colac Livestock Selling Centre - 23 August 2013 | 557 |
| Attachmen | t 4: | Councillor Briefing Session - 28 August 2013 | 560 |
| Attachmen | t 5: | Audit Committee Chairperson's Report to Council - 4 September 2013 | 561 |
| Attachmen | t 6: | Councillor Workshop - 11 September 2013 | 562 |
| OM132509-15 | Minu | ites from Youth Council Meetings | |
| Attachmen | t 1: | Minutes - Youth Council - 12 August 2013 | 563 |
| Attachmen | t 2: | Minutes - Youth Council - 26 August 2013 | 566 |
| Attachmen | t 3: | Minutes - Youth Council - 9 September 2013 | 569 |



Oath of Office

Local Government Act 1989 - SECT 63(1)

i will undertake the duties of the office of Councillor in the best interests of the people in the municipal district of the Colac Otway Shire and faithfully and impartially carry out the functions, powers, authorities and discretions vested in me under the *Local Government Act 1989* or any other Act to the best of my skill and judgment.

| Full Name: FRANCIS DAMIEN BUHBAHAN | 44 |
|------------------------------------|----|
| Signed: | |
| Before Me: | |
| Rob Small, Chief Executive Officer | |
| Dated:28/ 08 /2013 | |



COUNCIL POLICY

| Council Policy Title: | Guarantee of Community Loans |
|--------------------------|----------------------------------|
| Council Policy ref. no: | 16.4 |
| Responsible Department: | Corporate and Community Services |
| Date of adoption/review: | |

1. INTRODUCTION

The intent of this policy is to specify the necessary criteria for approval of loan guarantees for community organisations, whilst limiting Council's exposure to potential loss.

2. PURPOSE

The policy provides a framework for the approval of a Council Loan or for Council to act as a Loan Guarantor for community organisations that wish to self-fund capital asset projects on Council owned or controlled property

3. SCOPE

The policy is applicable to community organisations applying for Council for a loan or for Council to be guarantor on a loan secured to self-fund capital asset projects on Council owned or controlled property

4. OBJECTIVE

- A mechanism to fund community assets on land that is owned or controlled by Council that will vest in or ultimately be controlled by Council.
- A means of supporting local communities and sporting organisations to self-fund capital asset projects.
- A funding solution that enables the community organisation to manage the resultant loan agreement directly with the lending institution.
- Proposals for loan guarantees are required to satisfy the criteria identified in the
 policy as well as being the subject of a report to Council with a formal decision of
 Council required. Satisfaction of the criteria does not guarantee approval as all
 approvals are still at the discretion of Council.

5. POLICY

As a guiding principal, Council will not undertake to provide Guarantees for loans or other borrowings taken out by community or other organisations with Colac Otway unless there are exceptional reasons and benefits to the community in doing so. In all circumstances, Council should only consider provision of a loan, or act to guarantee a commercial loan, where Council has ownership of the Asset that the project for the proposed loan or loan guarantee relates to, as well as the asset being on Council owned or controlled property

5.1 In considering applications or control to guarantee community projects, the following issues and factors are to be considered:

Benefits

- Benefit derived by Colac Otway citizens from the proposal.
- Capacity for the facility to be used by the broader community at times when it is not required for that organisation's purposes.
- Where the proposal satisfies an identified need in the community.

Risks

- Ability of the organisation to meet repayments of any borrowings undertaken and the likelihood of Council having to absorb debt.
- Any impact the proposal may have on Council's budget in respect of revenue streams or operating expenditure such as grants, building maintenance etc.
- Ability of the organisation to manage the proposal to ensure effective completion of project.
- 5.2 Council's preference will <u>generally</u> be to provide loan guarantees, rather than to loan funds directly to a community organisation.
- 5.3 Council may set a maximum limit of outstanding loans and/or outstanding loan guarantees in order to ensure that Council does not have excessive debt exposure and potential liabilities.
- 5.4 The provision of loans by Council, or an agreement by Council to act as guarantor for a commercial loan to a community organisation will only be considered where the purpose of the loan is in keeping with the strategic community outcomes identified in the Council Plan.
- 5.5 Council reserves the right to consider each application on its merits taking into account such issues as (but not limited to):
 - i) Purpose of loan.
 - ii) Circumstances resulting in the request for Council to lend funds, or to act as a Guarantor for a commercial loan, to a Community organisation
 - iii) Potential impact on community, Council and its ratepayers.
 - iv) Any contributions made by the organisation.
 - v) Past record in terms of payment of debts, rental fees and performance under any agreements with Council.
 - vi) Any other factors considered relevant by Council such as business plans, membership numbers and structure, growth projections and management.

- 5.6 Subject to clauses 5.1 to 5.4 above, Council will only consider an application by a community organisation to loan or guarantee loan funds to that organisation in the following circumstances:
 - 5.6.1 The application must clearly detail the aims, objectives, components and value (financial and otherwise) of the relevant project and its compliance with the provisions of this policy.
 - 5.6.2 The application must demonstrate the organisation's capacity to manage the project within the established budget and timeframes.
 - 5.6.3 The purpose of the application must be for the renewal or upgrade of community assets, including the provision of new community infrastructure where Council has ownership of the Asset that the project for the proposed loan or loan guarantee relates to, as well as the asset being on Council owned or controlled property
 - 5.6.4 The assets referred to in clause 5.6.3 must be situated on lands owned and/or managed by Colac Otway Shire.
 - 5.6.5 The assets must have the capacity to deliver a demonstrable financial return to Council and/or the community organisation (and to Council specifically in the event of default).
 - 5.6.6 The application must be for no more than one-third of the total value of the asset improvement works, with the community organisation being able to clearly demonstrate its capacity to meet the remaining project costs as well as loan servicing costs associated with any arrangement entered into with Council.
 - 5.6.7 Where the application is for Council to guarantee a loan from a third-party provider, the community organisation must be able to demonstrate that the third-party provider has approved the loan subject to Council acting as guarantor and that the term of the loan is for a period not exceeding ten years.
- 5.7 In the case of applications for loan funding from Council, any such arrangements agreed to by Council will be strictly on commercial borrowing terms and will be secured against the relevant community asset.
- 5.8 In the case of applications for Council to guarantee a loan for a community organisation from a third-party provider, such an arrangement will be secured against future revenue streams of the improved asset, at least to the value of works and funds outstanding in the event of default.
 - Council is to agree to a community organisation entering into any further debt arrangements during the term of the loan. Any other proposed debt arrangements need to be clearly documented as part of the application to Council.
- 5.9 All arrangements agreed to by Council to loan funds to, or guarantee a loan for, a community organisation will also be subject to inclusion in Council's Annual Financial Statements.

- 5.10 An agreement between Council and the lending authority will be sought regarding procedural steps to be followed in the event of a loan default. Such issues to include:
 - Communication between bank/financial institution and Council of any non-payment of loan instalments;
 - The right for Council to continue with the loan repayment schedule rather than lump sum payment; and
 - The procedure used by the bank/financial institution prior to calling upon the guarantee, including the giving of initial notification of intent and the provision of an agreed time period of rectification.

5.11 Approval Process

The community organisation is to submit a written request to Council. The request should provide the following details:

- a) a detailed project brief;
- b) outline of the benefit being provided to the community;
- c) community support for the project;
- d) governance and membership details of the organisation;
- e) details of the loan amount and proposed loan term;
- f) other funding arrangements;
- g) audited financial statements for the community organisation for the previous three (3) years; and
- h) projected profit and loss, cash flow and balance sheet for the term of the loan.
- 5.12 Following Council approval for Council to lend funds or to act a Guarantor for a Commercial loan the community organisation is required to:
 - Enter into a formal Loan Agreement with Council if the Council lends funds directly to the organisation.
 - If Council acts as a Guarantor to a commercial loan then the organisation is to support any necessary amendments to the loan guarantee documentation to the satisfaction of Council. Council reserves the right to review and amend the loan guarantee documentation in order to minimise exposure from "generic" loan guarantee documents issued by lending institutions.
 - Provide Council with bi-annual loan statements that demonstrate the status of loan repayments as well as immediately notify Council in the event that any repayments are in default of the loan schedule.
 - Provide Council with bi-annual profit and loss, cash flow and balance sheet statements every six (6) months.
 - Provide Council with minutes of the annual general meeting plus annual audited financial statements that have been approved by the Organisation Such Minutes and audited financial statements to be provided to Council within two months from the end of the financial year.

6 IMPLEMENTATION AND REVIEW

The Manager, Finance and Customer Services shall be the responsible officer for ensuring applications for Loan Guarantees meet the requirements of this policy and shall be responsible for reviewing this policy and providing advice to Council on the application of this policy.

This policy will be subject to periodic review.

ADOPTED/AMENDMENT OF POLICY

| Policy Review Date | Reason for Amendment |
|--------------------|----------------------|
| | |
| | |









Guidelines for considering the closure of the Great Ocean Road to conduct events (September 5 2013 Draft)

Background

The Great Ocean Road is one of Victoria's principal tourist routes and one of the world's most famous coastal drives. While principally a tourist road, it provides an equally important role in providing access for residents and business within the coastal towns and villages that abut it.

Given the roads iconic nature, events on the Great Ocean Road attract large numbers of participants, bringing with it an economic benefit to the region, particularly during the off peak tourist season.

Unregulated closures of the Great Ocean Road, for the purposes of conducting events, will impact on the access and mobility of residents and the region's ability to attract tourists, resulting in adverse flow on effects to communities and business.

VicRoads, Victoria Police, Municipalities and the community recognise that whilst major events provide economic and tourism benefits to the region, a balance must be struck to maintain access and mobility for these communities.

The objective of these guidelines is to provide a framework and a consistency in the approach for considering requests for the closure of the Great Ocean Road for the purpose of conducting events that impact upon both municipalities of Surf Coast and Colac Otway Shires through the closure of the Great Ocean Road.

These guidelines have been developed in collaboration with VicRoads, Surf Coast Shire, Colac Otway Shire and Victoria Police, incorporating extensive consultation with the affected communities along the Great Ocean Road.

Definitions

Closure

| Great Ocean Road | For the purpose of these Guidelines the Great Ocean Road shall be |
|------------------|---|
| | considered as the section of road between the two townships of Anglesea and |
| | Apollo Bay (from O'Donohue Road, Anglesea to Cawood St, Apollo Bay). |

<u>Event</u> The types of events covered by this Guideline include; triathlons, fun runs, marathons, community sporting events, cycling, motoring and other events.

Road works are not classified as events for the purpose of this document. An event is one that is classified to operate during day time hours, (maximum of 8 hours) during the low season, May 1- 31 October.

Where public traffic is restricted from travelling in one or both directions of the Great Ocean Road for a duration of greater than 20 minutes.

Note:

- Closure does not include hold and release type management.
- Closures in townships where a reasonable detour is available will not be classified as closures for the purpose of this document.
- One day is defined as no greater than 8 hours.

<u>Inland Route</u>

Roads providing a connection between the Princes Highway and the Great Ocean

<u>Steering Committee</u> Organisations represented on the steering committee; VicRoads, Surf Coast Shire,

Colac Otway Shire and Victoria Police. VicRoads is the secretariat of the Steering

Committee.

<u>Low Season</u> For the purposes of this document, the low season is defined between the dates of

1 May and 31 October.

Yearly Calendar year not financial year.

Approval Authority

Within the meaning of the Road Management Act 2004, VicRoads is the Responsible Road Authority for the Great Ocean Road and in accordance with the Road Safety Act 1986 Section 99B, has authorising powers to issue a permit for the closure of the Great Ocean Road for a non-road activity.

Victoria Police provide permission for an event to be held on a road in accordance with the Road Safety (Traffic Management) Regulations 2009. (Part 3 – Activities on Roads)

Closures will only be approved with the agreement of the Steering Committee.

Municipal Event Policies

These guidelines are to be used in conjunction with existing municipal event policies. Suitability of events should be considered by both municipalities in accordance with their own existing Event Policies/Strategic Plans.

In assessing events, impacts on neighbouring municipalities should be considered and appropriate community and stakeholder engagement undertaken.

Contact either Surf Coast Shire 03 5261 0600 or Colac Otway Shire 5232 9400 to determine the co-ordinating municipality.

Number of events permitted yearly

The number of events permitted to conduct a closure of the Great Ocean Road shall be no greater than two per year and must be in the low season.

In the context of these guidelines any request to conduct an additional event would be considered as an exception.

Every six years an additional permit may be issued to accommodate the Great Victorian Bike Ride outside of the low season.

Duration of events

The duration of a closure of the Great Ocean Road for an event shall be limited to no greater than 8 hours in one day with rolling opening times strongly encouraged to minimise community disruptions. Times will be staged and sections clearly advertised.

Events with a closure duration of greater than one day will not be considered.

Event Bid Process

The Steering Committee will consider interest from suitable event organisers to conduct events on the Great Ocean Road. The method for selecting events will be via a formal competitive bid process.

The Steering Committee appreciates the significant workload involved in preparing and running an event for the first time, and the length of time to develop sustainable events. Due to this, events proposed to run on an annual basis will be considered more favourably.

The Steering Committee will consider providing in-principle support to events for up to a three year period. Event organisers will be required to submit bids based on a set of criteria including but not limited to:

- Regional and local benefits (as per Benefits section)
- Proven event organisation experience.
- Financial capacity and event sustainability.

Whilst in-principle support may be provided for a three year period, event support will be reviewed on an annual basis to ensure events adhere to the application process and benefits detailed in their submission.

Low Season Event Timing May 1 - October 31

Closures are to be restricted to the low season between 1 May and 31 October. Support for events in the low season is a key element of the relevant State Government Departments.

Events will not be considered that involve closures of the Great Ocean Road during school holidays, public holidays or long weekends.

The duration of closures should be kept to a minimum and conducted at times that minimise their impact on traffic.

Road Closures

Each event is to be considered on an individual basis in relation to the location of closures on the Great Ocean Road and any other closures on the wider network related to the event (eg: inland routes). The closure of inland routes should be avoided where ever possible or co-ordinated in such a way to minimise any adverse impacts. Events that minimise closures, particularly in regard to inland routes, will be considered more favourably.

Type of Event

The types of events to be considered as warranting closure of the Great Ocean Road shall be limited to events of International, National or State significance where coverage of the event and participation is available to a wider audience, and must be able to demonstrate significant benefits to the local communities.

The event must demonstrate a capacity to support, enhance and reflect community values including health and well-being and State and Local Government policies.

Events that allow the general public to access and participate in the event will be considered more favourably than closed or restricted events that do not allow this participation.

However, events able to generate a wider community participation and ancillary participation outside of the direct event shall not preclude the event from being considered.

Approval Lead Time

The Steering Committee shall establish a calendar of approved events for an 18 month rolling period on the Great Ocean Road – based on the competitive bid process.

Event proposals are required to take into consideration enough lead time to provide consultation and approvals for events.

Event Benefits

It is acknowledged that some events may impose inconvenience in local access to the community. Documentation shall be provided to the Steering Committee from the applicant via the coordinating municipality to enable an assessment of the benefits and the impacts flowing from the Event. The Steering Committee will review the balance of the impacts/benefits in relation to State and Local Government policies regarding:

Social: Community identity and pride can be generated through tourism. A positive sense of community identity can be reinforced and tourism can encourage local communities to maintain their traditions and identity. Events can bring communities together, provide opportunities to fundraise and facilitate community strengthening activities. Events promote a region's liveability. Events can in some instances contribute financially to local infrastructure improvements. However, events that impact on access can have detrimental social impacts. Event

organisers will need to consider and provide evidence of how their event provides social returns that outweigh social impacts.

Economic: Major events stimulate business and create jobs. Increased spending in the community generated from visitors or tourism businesses can directly and indirectly promote the viability of local businesses.

Tourism operators can play a role in highlighting the broad prosperity that tourism can bring to a community and will contribute to a greater understanding and respect for the value of tourism.

Events bring many visitors to our region, which is particularly important in the low season. An important aspect of major events utilising the Great Ocean Road is that they create awareness of the region and encourage repeat visitation.

The closure of the Great Ocean Road can impact on local business trade. Event organisers will need to identify how local businesses can receive benefits from the event and provide evidence that the benefits to the area outweigh the impacts.

Environmental: benefits may include providing financial or in-kind support for the conservation of the local environment and natural resources will enhance the reputation of any tourism business. Tourism, particularly ecotourism, can place a greater focus on the conservation of natural resources through the recognition of their importance to visitor experiences and their economic value to the local community.

The overall benefits to the affected communities must be demonstrated via an independent assessment. The event organiser will need to provide the independent assessment prior to approval. Each Council will provide a list of preferred suppliers. For the event to be considered, the benefits of both municipalities must be demonstrated in the event proposal.

Risk Management and Agency/Community Capacity

A risk assessment must be undertaken in accordance with ISO 31000:2009, and provided as part of the Event Application. This risk assessment must include a risk matrix covering all likely issues.

Each municipality's Event Policies/Strategic Plan requirements need to be considered.

An evaluation must be undertaken to ascertain the ability and level of support available from the agencies for the event. It must also identify the impacts on the local community should the event require the use of local essential services.

The event should aim to be self-sufficient and demonstrate no impact on existing local services that cannot be managed (eg: medical, logistical, infrastructure, crowd management, traffic management, emergency management, access etc.). This must also be considered by the event applicant as a part of the Event Application.

Environmental Impact

An assessment of the environmental impact the event will have on the local environment must be considered and included with the submission of the Event Application.

The co-ordinating Road Authority or Municipality may impose a bond in accordance with Section 99B of the Road Safety Act (1986) or through municipal event plans to recover costs involved in cleaning up after an event where this hasn't been carried out appropriately by the organiser.

Each municipality may introduce an event bond to ensure the environmental impacts are minimised by each event. (Refer to the Shire Event Policy and Event Management Plan for further details).

Communication Plan

Following in principle approval, a draft communication plan for notification of traffic disruption on the Great Ocean Road will need to be developed and approved by the Steering Committee 6 months prior to the proposed Event date.

The draft communication plan will outline the process that will be undertaken to consult with all affected communities.

Event organisers are to coordinate a pre event community meeting and a debrief post event in the township most affected by the road closure as agreed by the Steering Committee. Municipalities are able to assist with database information. Event organisers will cover the costs of facility hire and other associated costs. Event organisers must liaise with the Steering Committee to structure the format of both meetings.

Typical expectations for additional community consultation include information mail outs and community signage and other promotional information such as media articles, letters, posters, and associated websites.

Event Debrief

Where an event is approved and completed, an independent assessment will be carried out every year of the impacts/benefits to the broader community of the event and its outcomes shall be undertaken with a summary provided to the Steering Committee within 3 months following the event at a Debrief Meeting.

If an event organiser wishes to run an event on an annual basis, any matters raised in the Event Debrief must be included in the Risk Management Plan and mitigated appropriately. If this is not completed to the satisfaction of the Steering Committee, the in principle agreement to the Event shall be revoked.

Confidentiality

Until such time as in principle approval is formally provided, the Event Application or the Event shall remain confidential.

Review

These guidelines will be reviewed by the Steering Committee in 2018.

Date / /

Community Services Licence Licensed Area: 19 Dunoon Street, Colac

Colac-Otway Shire Council and

Glastonbury Community Services

Contents

| Sche | dule | | 1 | | |
|------|------------|--|---|--|--|
| 1. | Definit | tions | 2 | | |
| 2. | Licenc | Licence | | | |
| 3. | Payme | Payments by the Licensee | | | |
| | 3.1 | Payment of Licence Fee | 3 | | |
| | 3.2 | Rates and Taxes | | | |
| | 3.3 | Services | | | |
| | 3.4 | Costs and Duty | | | |
| | 3.5 | Interest on Late Payments | | | |
| | 3.6 | No Deduction or Right of Set-off | | | |
| 4. | GST | GST | | | |
| | 4.1 | Definitions | 4 | | |
| | 4.2 | GST Exclusive | 4 | | |
| | 4.3 | Increase in Consideration | 4 | | |
| | 4.4 | Payment of GST | 4 | | |
| | 4.5 | Tax Invoice | 4 | | |
| | 4.6 | Reimbursements | | | |
| | 4.7 | Adjustment events | 5 | | |
| 5. | Repair | Repairs, Alterations and Damage | | | |
| | 5.1 | Repairs and Maintenance | 5 | | |
| | 5.2 | Failure to Repair and Maintain | | | |
| | 5.3 | Alterations and Works | 5 | | |
| | 5.4 | Defacing Licensed Area | 5 | | |
| | 5.5 | Occupational health and safety | | | |
| | 5.6 | Notice of Damage | 6 | | |
| 6. | Insura | Insurance | | | |
| | 6.1 | Insurances to be effected by the Licensee | 6 | | |
| | 6.2 | Licensee's Property | 6 | | |
| | 6.3 | Condition in Policies | | | |
| | 6.4 | Payment and Production of Policies | | | |
| | 6.5 | Not Invalidate Policies | | | |
| | 6.6 | Other Insurance | 7 | | |
| 7. | Comm | Community Services Use | | | |
| | 7.1 | Permitted Use and Permitted Hours | | | |
| | 7.2 | Illegal Purpose | | | |
| | 7.3 | No Warranty | | | |
| | 7.4 | Hours of Use | | | |
| | 7.5
7.6 | Compliance with Laws | | | |
| | 7.6
7.7 | Nuisance and NoiseLicences and Permits | | | |
| | 7.7
7.8 | Security | | | |
| | 7.0
7.9 | Keys | | | |
| | 7.10 | Signs | | | |
| | 7.10 | Heavy Equipment and Inflammable Substances | | | |
| | 7.12 | No Smoking | | | |
| | 7.13 | Vehicles | | | |
| | 7.14 | Emergency Procedures | | | |
| | 7.15 | Playground Equipment | | | |
| | 7.16 | Television and Radio | | | |
| | 7.17 | Endanger Licensed Area | | | |
| | | | | | |

| | 7.18 | Licensee's Employees | | |
|-----------|---|---|----|--|
| | 7.19
7.20 | Liquor Licence | | |
| | 7.20 | Gaming Licence | | |
| | 7.22 | Reporting Requirements | | |
| | 7.23 | Licensee Membership | | |
| | 7.24 | Animals | | |
| | 7.25 | Auction Sales | | |
| 8. | Release | ease and Indemnity1 | | |
| | 8.1 | Release | 12 | |
| | 8.2 | Indemnity | | |
| 9. | Assignm | nent and Sub-Licensing | 11 | |
| 10. | Entry by | the Council | 11 | |
| 11. | Council's Consent1 | | | |
| 12. | Licensee's obligations at the end of this Licence | | 12 | |
| | 12.1 | Licensee's Obligations | 12 | |
| | 12.2 | Licensee's Property Left in Licensed Area | 12 | |
| 13. | Determin | nation of Licence | 12 | |
| | 13.1 | Re-entry | 12 | |
| | 13.2 | Damages following Determination | | |
| | 13.3 | Essential Terms | 13 | |
| 14. | Destruct | ion or Damage of Licensed Area | 13 | |
| | 14.1 | Reduction in Licence Fee | | |
| | 14.2 | Reinstatement of Licensed Area | | |
| | 14.3 | Licensee's Right of Termination | 13 | |
| 15. | Overhold | ding | 13 | |
| 16. | Grant of | Licence only | 14 | |
| 17. | General | | 14 | |
| | 17.1 | Incorporated Associations | | |
| | 17.2 | Notices | | |
| | 17.3 | Entire Understanding | | |
| | 17.4 | Waiver | _ | |
| | 17.5 | Additional Clauses | | |
| 18. | Interpret | ation | | |
| | 18.1 | Governing Law and Jurisdiction | | |
| | 18.2 | Persons | | |
| | 18.3 | Joint and Several | | |
| | 18.4
18.5 | Legislation | | |
| | 18.6 | Severance | | |
| | 18.7 | Number and Gender | | |
| Execution | | Trumber and Condo | | |
| | • | itional Clauses | | |
| | | ntenace Schedule | | |
| Annexur | e C: Serv | rice Agreement | 27 | |

Schedule

1. Date of this Licence: The day of 2013

2. Council: Colac-Otway Shire Council (ABN 32 430 819 755) of

2-6 Rae Street, Colac 3250

3. The Licensee: Glastonbury Community Services

(ABN 98 057 582 733) of 222 Malop Street, Geelong

3220

4. Land: The whole of the land contained in certificate of title

volume 8438 folio 453

5. Licensed Area The whole of the Land and buildings known as 19

Dunoon Street, Colac

6. Term: Three (3) years (as consistent with Council's Property

Leasing Policy 4.2)

7. Commencement Date:

8. Community Services Use: Kindergarten and Child Care

9. Licence Fee: \$1 per annum payable in advance upon signing of the

licence

10. Hours of Use As determined by Planning Guidelines

11. Additional Clauses As set out in Annexure A

Community Services Licence

Dated / /

Parties

The Council

The Licensee

The Parties Agree

1. Definitions

In this Licence, unless expressed or implied to the contrary:

Additional Clauses means the clauses (if any) specified in Item 11.

Annexure means an annexure to this Licence.

Commencement Date means the date specified in Item 7.

Community Services Use means the use specified in Item 8 of the Schedule.

Council means the Council specified in Item 2 and includes the Council's successors and assigns and where it is consistent with the context includes the Council's employees and agents.

Council's Fixtures includes all those fittings, fixtures, and chattels contained in the Licensed Area at the Commencement Date (if any) or installed by the Council during the Term.

Hours of Use means the hours of use specified in Item 10, or such other hours of use as the Council and the Licensee agree in writing from time to time.

Item means an item in the Schedule.

Land means the land specified in Item 4.

Licence Fee means the amount specified in Item 9.

Licensed Area means the land specified in Item 5 including any buildings and pavilions on the land and the Council's Fixtures.

Licensee means the Licensee specified in Item 3 and includes the Licensee's successors and assigns and where it is consistent with the context includes the Licensee's employees, agents, invitees and persons the Licensee allows on the Licensed Area.

Maintenance Schedule means the maintenance schedule attached to this Licence as Annexure C.

OHS Act means the Occupational Health and Safety Act 2004 (Vic).

OHS Law means the OHS Act, the OHS Regulations, and any other occupational health and safety law, regulation or by-law that applies to work being carried out on the Licensed Area.

OHS Regulations means the Occupational Health and Safety Regulations 2007 (Vic).

Principal Contractor means the position of principal contractor referred to in Chapter 5 of the OHS Regulations.

Schedule means the Schedule at the front of this Licence.

Service Agreement means the service agreement attached to this Licence as Annexure D.

Term means the term specified in Item 6 and includes any extension or overholding.

2. Licence

The Council grants a licence to the Licensee to use the Licensed Area in common with the Council and persons authorised by the Council for the Term starting on the Commencement Date, subject to the terms of this Licence.

3. Payments by the Licensee

3.1 Payment of Licence Fee

The Licensee must pay the Licence Fee to the Council in the manner specified in Item 9.

3.2 Rates and Taxes

The Licensee must pay all rates, taxes (including land tax assessed on the basis that the Licensed Area is the only land owned by the Council) and all other charges and levies separately assessed in connection with the Licensed Area (Rates and Taxes). If the Rates and Taxes are not separately assessed for the Licensed Area, the Licensee must pay or refund to the Council the proportion of the Rates and Taxes that the area of the Licensed Area bears to the total lettable area assessed within 14 days of receipt of a written notice from the Council.

3.3 Services

The Licensee must pay for all services in connection with the Licensed Area including electricity, gas, water, garbage collection and telephone (**Services**). Where the Licensed Area is not separately metered, the Licensee must at the discretion of the Council pay to the Council the proportion of the charges for the Services that the area of the Licensed Area bears to the total area assessed within 14 days of receipt of a written notice from the Council.

3.4 Costs and Duty

The Licensee must pay to the Council within 7 days of demand the Council's costs (including charges on a solicitor-own client basis) incurred as a result of a breach of this License by the Licensee.

3.5 Interest on Late Payments

The Licensee must pay to the Council on demand interest at the rate per annum equal to the rate for the time being fixed under section 2 of the *Penalty Interest Rates Act* 1983 (Vic) on any money payable by the Licensee under this Licence and remaining unpaid for 7 days. Interest will be computed from the date on which such payment became due.

3.6 No Deduction or Right of Set-off

The Licensee must pay all amounts due under this Licence to the Council without deduction or right of set-off.

4. GST

4.1 Definitions

In this clause:

- 4.1.1 words and expressions that are not defined in this Licence but which have a defined meaning in the GST Law have the same meaning as in the GST Law;
- 4.1.2 GST Law has the meaning given to that term in the A New Tax System (Goods and Services Tax) Act 1999.

4.2 GST Exclusive

Except as otherwise provided by this clause, all consideration payable under this Licence in relation to any supply is exclusive of GST.

4.3 Increase in Consideration

If GST is payable in respect of any supply made by a supplier under this Licence (**GST Amount**), the recipient will pay to the supplier an amount equal to the GST payable on the supply.

4.4 Payment of GST

Subject to clause 4.5 the recipient will pay the GST Amount at the same time and in the same manner as the consideration for the supply is to be provided under this Licence.

4.5 Tax Invoice

The supplier must provide a tax invoice to the recipient before the supplier will be entitled to payment of the GST Amount under clause 4.4.

4.6 Reimbursements

If this Licence requires a party to reimburse an expense or outgoing of another party, the amount to be paid or reimbursed by the first party will be the sum of:

- 4.6.1 the amount of the expense or outgoing less any input tax credits in respect of the expense or outgoing to which the other party is entitled; and
- 4.6.2 if the payment or reimbursement is subject to GST, an amount equal to that GST.

4.7 Adjustment events

If an adjustment event occurs in relation to a taxable supply under this Licence:

- 4.7.1 the supplier must provide an adjustment note to the recipient within 7 days of becoming aware of the adjustment; and
- 4.7.2 any payment necessary to give effect to the adjustment must be made within 7 days after the date of receipt of the adjustment note.

5. Repairs, Alterations and Damage

5.1 Repairs and Maintenance

- 5.1.1 The Licensee must carry out the obligations which are described in the Maintenance Schedule (Annexure C) as being the responsibility of the Licensee.
- 5.1.2 Council must carry out the obligations which are described in the Maintenance Schedule (Annexure C) as being the responsibility of the Council.

5.2 Failure to Repair and Maintain

If the Licensee does not carry out any repairs, maintenance or other works required under this Licence within 14 days of receiving written notice from the Council, the Council may enter the Licensed Area to carry out such repairs, maintenance and works at any reasonable time after giving the Licensee reasonable notice. The cost of all such repairs, maintenance and works must be paid by the Licensee to the Council on demand.

5.3 Alterations and Works

The Licensee must obtain the prior written consent of the Council before carrying out any alterations or works on the Licensed Area (including but not limited to the removal of trees or shrubs). The Licensee must ensure that any alterations or works on the Licensed Area are carried out:

- 5.3.1 strictly in accordance with plans and specifications approved by the Council (and such approval may be given or withheld at Council's absolute discretion);
- 5.3.2 in a proper and workmanlike manner;
- 5.3.3 to the Council's reasonable satisfaction and in accordance with the Council's reasonable requirements; and
- 5.3.4 in accordance with all rules and requirements of any authorities having jurisdiction over the Licensed Area.

5.4 Defacing Licensed Area

The Licensee must not deface or damage the Licensed Area (including drilling holes in the Licensed Area) except where approved by the Council in accordance with clause 5.3.

5.5 Occupational health and safety

For the purposes of the OHS Law, the Licensee agrees that:

- 5.5.1 the Licensee has sole management and control of the Licensed Area and has sole responsibility for ensuring that the Licensed Area and the means of entering and leaving them are safe and without risks to health;
- 5.5.2 Council appoints the Licensee as Principal Contractor in respect of any works to be carried out by the Licensee in the Licensed Area to which an OHS Law applies;
- 5.5.3 the Licensee must carry out such works in accordance with the requirements of the OHS Law; and
- 5.5.4 Council authorises the Licensee to exercise whatever authority is necessary for the Licensee to discharge the responsibilities of the appointment under clause 5.5.2.

5.6 Notice of Damage

The Licensee must give the Council prompt written notice of any material damage to the Licensed Area or anything likely to be a risk to the Licensed Area or any person in the Licensed Area.

6. Insurance

6.1 Insurances to be effected by the Licensee

- 6.1.1 The Licensee must maintain insurance, in the name of the Licensee, and noting the interest of the Council with an insurer approved by the Council for public liability for the amount of \$20 million concerning one single event (or such greater sum as required by the Council).
- 6.1.2 The Licensee acknowledges that the insurance set out in clause 6.1.1 must extend to volunteers engaging in duties directly related to the Licensee's activities.

6.2 Licensee's Property

The Licensee must maintain insurance for its fixtures and fittings for the full replacement value.

6.3 Condition in Policies

The Licensee must ensure that the insurance policies effected by the Licensee contain a condition that the insurer will notify the Council at least 14 days before the policies lapse.

6.4 Payment and Production of Policies

The Licensee must pay all insurance premiums at least 14 days before the due date for payment and produce to the Council copies of the certificate of currency on or before each anniversary of the Commencement Date.

6.5 Not Invalidate Policies

The Licensee must not do anything which may make any insurance effected by the Licensee or the Council invalid or which may increase the insurance premiums. If the insurance premium increases, the Licensee must pay that increase.

6.6 Other Insurance

The Licensee must, at its cost, effect and maintain:

- 6.6.1 workers' compensation insurance for its employees; and
- 6.6.2 if required by Council, professional indemnity, and directors and officers liability, insurance,

to the reasonable satisfaction of Council.

7. Community Services Use

7.1 Permitted Use and Permitted Hours

The Licensee must use the Licensed Area for the Community Services Use specified in Item 8 and must not use the Licensed Area for any other purpose without the prior written consent of Council which may be granted or withheld by Council in its sole discretion.

7.2 Illegal Purpose

The Licensee must not use the Licensed Area for any illegal purpose or carry on a noxious or offensive activity on the Licensed Area.

7.3 No Warranty

The Licensee:

- 7.3.1 acknowledges that the Council does not represent that the Licensed Area is suitable for the Community Services Use; and
- 7.3.2 must make its own enquiries as to the suitability of the Licensed Area for the Community Services Use.

7.4 Hours of Use

- 7.4.1 The Licensee must only use the Licensed Area for the Community Services Use during the Hours of Use.
- 7.4.2 The Licensee may use the Licensed Area for the purpose of taking deliveries, cleaning, maintenance and meetings only outside of the Hours of Use.

7.5 Compliance with Laws

The Licensee must comply with all laws and any requirements of any authority in connection with the Licensed Area and the Licensee's use and occupation of the Licensed Area.

7.6 Nuisance and Noise

- 7.6.1 The Licensee must not do anything in connection with the Licensed Area which may:
 - (a) cause a nuisance or interfere with any other person; or
 - (b) be dangerous or offensive in the Council's reasonable opinion.

- 7.6.2 The Licensee must ensure that the level of noise emanating from the Licensed Area:
 - (a) does not cause a nuisance to other people; and
 - (b) is kept at a level that complies with all laws and regulations, including without limitation the *Environment Protection (Residential Noise) Regulations* 2008.

7.7 Licences and Permits

The Licensee must maintain all licences and permits required for the Licensee's use of the Licenseed Area and obtain the Council's prior written consent before varying any licence or permit or applying for any new licence or permit.

7.8 Security

The Licensee must keep the Licensed Area secure at all times when the Licensed Area is not being used by the Licensee.

7.9 Keys

- 7.9.1 If a key is required to access the Licensed Area, the Council's maintenance coordinator will provide the Licensee with the key to access the Licensed Area.
- 7.9.2 The Licensee may request in writing for extra keys to be issued. However, the Council has absolute discretion to decide on the number of keys that are ultimately issued to the Licensee.
- 7.9.3 The Licensee must:
 - (a) not make any copies of the keys issued to the Licensee;
 - (b) notify the Council within 24 hours of it becoming aware of any lost or stolen keys; and
 - (c) not install or remove any key cylinders or padlocks in the Licensed Area without obtaining the prior written consent of the Council.
- 7.9.4 The Licensee will be responsible for the cost incurred to install or remove any key cylinders or padlocks and to issue any new keys when at fault.
- 7.9.5 The Council may remove or install, at the Licensee's expense, and at any time, any key cylinders or padlocks that have been installed or removed without the Council's prior consent.
- 7.9.6 All keys need to be compatible with the master set held by Council's Infrastructure and Services Department.
- 7.9.7 The Licensee must pay to the Council on demand, when at fault:
 - (a) the costs incurred by the Council to replace any lost, stolen or damaged keys and lock barrels for the Licensed Area; and
 - (b) the costs incurred by the Council to issue any extra keys.

7.10 Signs

7.10.1 The Licensee must seek the prior written consent of the Council before displaying or affixing any signs, advertisements or notices to any part of the Licensed Area unless the signs, advertisements or notices relate to the Licensee's activities carried on at the Licensed Area.

7.10.2 The Licensee:

- (a) allows the Council to enter onto the Licensed Area to inspect the condition of any signs, advertisements or notices displayed or affixed to any part of the Licensed Area under this clause; and
- (b) must comply, at its own cost, with all reasonable directions of Council in relation to the maintenance, removal or replacement of such signs, advertisements or notices.

7.11 Heavy Equipment and Inflammable Substances

The Licensee must obtain the Council's prior written consent before bringing any heavy equipment or inflammable substances into the Licensed Area except to the extent to which it is consistent with the Community Services Use.

7.12 No Smoking

The Licensee must:

- 7.12.1 not permit the sale of tobacco products or tobacco related products;
- 7.12.2 not permit any smoking in the Licensed Area; and
- 7.12.3 display 'no smoking' signs in the Licensed Area if requested by the Council.

7.13 Vehicles

The Licensee must not permit any vehicles to be driven, parked or stopped at any place or time on any part of the Licensed Area except at such places and at such times for the purpose of services or works, or an educational activity.

7.14 Emergency Procedures

The Licensee must:

- 7.14.1 keep a first aid kit at the Licensed Area and replenish it when required;
- 7.14.2 establish and display an evacuation plan, and test the utility of any such evacuation plan, at regular intervals during each year; and
- 7.14.3 keep all emergency equipment fully replenished.

7.15 Playground Equipment

- 7.15.1 The Licensee must not construct or erect any fixed playground equipment at the Licensed Area without Council's prior written consent.
- 7.15.2 Any playground equipment on the Licensed Area must comply with Australian Standards AS1924.1 1981 and AS1924.2 1981, and industry best practice in

design, provision and maintenance, including the undersurfacing component contained in AS/NSZ4422-1996.

7.16 Television and Radio

The Licensee must not install any televisions, radios, music systems or other equipment in the Licensed Area which can be heard outside the Licensed Area without obtaining the prior written consent of the Council.

7.17 Endanger Licensed Area

The Licensee must not do or permit anything to be done in connection with the Licensed Area which in the opinion of the Council may endanger the Licensed Area or be a risk to any person or property.

7.18 Licensee's Employees

The Licensee must use all reasonable endeavours to ensure that the Licensee's employees, agents, contractors and invitees observe and comply with the Licensee's obligations under this Licence, where appropriate.

7.19 Liquor Licence

The Licensee must not apply for any licence or permit under the *Liquor Control Reform Act* 1998 (Vic) unless approved by Council for a single event.

7.20 Gambling

The Licensee must not apply for a licence or permit pursuant to the *Gambling Regulation Act* 2003 (Vic).

7.21 Gaming Licence

The Licensee must seek the prior written consent of the Council before applying for any licence under the *Gaming Machine Control Act* 1991 (Vic). The Council may withhold its consent or give its consent subject to such terms and conditions as Council may determine in its absolute discretion.

7.22 Reporting Requirements

The Licensee must give to the Council within 14 days of the Licensee's annual general meeting, a written report detailing:

- 7.22.1 the office bearers appointed to the Licensee, their duties and the length of term of the office of each office bearer; and
- 7.22.2 the activities conducted by the Licensee during the preceding year.

7.23 Licensee Membership

The Licensee will:

- 7.23.1 permit residents and ratepayers of the municipality to become members of the Licensee upon satisfying the Licensee's reasonable requirements for membership;
- 7.23.2 upon demand, inform Council of the number of members of the Licensee; and

7.23.3 within 7 days of demand, provide all necessary documents to the Council to verify the membership of the Licensee.

7.24 Animals

The Licensee must not allow any animals other than guide dogs, or for curriculum activities reasonably expected within an early years setting, to enter the Licensed Area.

7.25 Auction Sales

The Licensee must not conduct or allow to be conducted any auctions, garage sales, car boot sales, fetes or similar activities without the prior written consent of Council (which consent must not be unreasonably withheld).

8. Release and Indemnity

8.1 Release

The Licensee uses and occupies the Licensed Area at its own risk and releases the Council from all claims resulting from any damage, loss, death or injury in connection with the Licensed Area except to the extent that the Council is negligent.

8.2 Indemnity

The Licensee must indemnify and hold harmless the Council against all claims resulting from any damage, loss, death or injury in connection with the Licensed Area and the use and occupation of the Licensed Area by the Licensee except to the extent that the Council is negligent.

9. Assignment and Sub-Licensing

The Licensee must not deal with its interest in the Licensed Area including assigning this Licence to a new licensee or sub-licensing the Licensed Area to a new licensee without the prior written consent of the Council.

10. Entry by the Council

- 10.1 Subject to clause 10.3, the Council may enter the Licensed Area at any reasonable time after giving the Licensee reasonable notice to:
 - 10.1.1 inspect the Licensed Area;
 - 10.1.2 rectify any default by the Licensee under this Licence; or
 - 10.1.3 carry out any inspection, repairs, maintenance, works or alterations in the Licensed Area which the Council decides, or is required, to carry out by any law or authority.
- 10.2 The Council must use all reasonable endeavours to cause as little disruption as possible to the Licensee's use of the Licensed Area in exercising the Council's rights under this clause.
- 10.3 The Council may enter the Licensed Area at any time without giving notice to the Licensee in an emergency.

11. Council's Consent

Where consent is requested to be granted by the Council under this Licence, the Council may withhold its consent at its absolute discretion and, if it gives its consent, it may impose conditions as it deems necessary in its absolute discretion.

12. Licensee's obligations at the end of this Licence

12.1 Licensee's Obligations

At the end of this Licence, the Licensee must:

- 12.1.1 vacate the Licensed Area and give it back to the Council in a condition consistent with the Licensee having complied with its obligations under this Licence;
- 12.1.2 remove the Licensee's chattels and if required by the Council, remove all of the Licensee's fixtures and make good any damage caused by their removal; and
- 12.1.3 give to the Council all keys and other security devices for the purposes of obtaining access to the Licensed Area.

12.2 Licensee's Property Left in Licensed Area

Anything left in the Licensed Area at the end of this Licence will become the property of the Council and may be removed by the Council at the Licensee's cost and at the Licensee's risk.

13. Determination of Licence

13.1 Re-entry

The Council may re-enter the Licensed Area and determine this Licence if:

- 13.1.1 any part of the Licence Fee is in arrears for 14 days (whether or not the Council has demanded payment); or
- 13.1.2 the Licensee breaches this Licence and does not remedy the breach within 14 days of receipt of written notice from the Council; or
- 13.1.3 the Licensee is a corporation, and:
 - (a) an order is made or resolution is passed to wind up the Licensee;
 - (b) an order is made or a meeting is called for the appointment of an administrator, provisional administrator, liquidator or provisional liquidator, receiver, receiver and manager, or an inspector to the Licensee; or
 - (c) an administrator, provisional administrator, liquidator, provisional liquidator, receiver, receiver and manager, or inspector is appointed to the Licensee; or
 - (d) any act or event mentioned in section 461(1)(a) to (k) of the *Corporations Act* 2001 (Cth) occurs in relation to the Licensee.

13.2 Damages following Determination

If this Licence is determined by the Council, the Licensee agrees to compensate the Council for any loss or damage the Council suffers arising in connection with the Licensee's breach of this Licence including the loss of the benefit of the Licensee performing its obligations under this Licence up to the expiration of the Term.

13.3 Essential Terms

The essential terms of this Licence are clauses 3.1, 3.3, 3.5, 4, 5.1, 5.3, 6.1, 7.1, 7.5, 7.22, 7.23, 9, and 12 and any Additional Clause that is expressed to be an essential term. The breach of an essential term is a repudiation of this Licence.

14. Destruction or Damage of Licensed Area

14.1 Reduction in Licence Fee

If the Licensed Area, or any part of the Licensed Area is destroyed or damaged to the extent that the Licensee cannot use or have access to the Licensed Area (except if the Licensee causes or contributes to the destruction or damage, or the Council's insurer is not legally required to reinstate the Licensed Area because the Licensee caused or contributed to the destruction or damage) then the Council will reduce the Licence Fee by a reasonable amount depending upon the nature and extent of destruction or damage until the Licensee can use or have access to the Licensed Area.

14.2 Reinstatement of Licensed Area

If the Licensed Area, or any part of the Licensed Area is destroyed or damaged, the Council may, within 6 months from the date of such damage or destruction, give notice to the Licensee:

- 14.2.1 terminating this Licence, where the Council considers that the damage or destruction is such that repairing it is impracticable or undesirable; or
- that the Council will commence reinstatement of the Licensed Area to a condition where the Licensee can use or have access to the Licensed Area.

The Council does not have to reinstate the Licensed Area.

14.3 Licensee's Right of Termination

The Licensee may give written notice to the Council terminating this Licence where:

- 14.3.1 the Council does not give notice to the Licensee pursuant to clause 14.2; or
- 14.3.2 the Council does not commence reinstatement within 6 months of the date of damage or destruction.

The Council does not have to reinstate the Licensed Area and will not be liable to pay the Licensee any compensation.

15. Overholding

If the Licensee continues in occupation of the Licensed Area after the end of the Term, without objection by the Council:

- 15.1 the Licensee occupies the Licensed Area subject to the same terms and conditions as contained in this Licence;
- the Council or the Licensee may end this Licence during any period of overholding by giving 30 days written notice to the other party expiring at any time; and
- the Council may increase the monthly licence fee by giving the Licensee 1 month's written notice.

16. Grant of Licence only

The Licensee agrees with the Council that:

- the Licensee is not entitled to exclusive occupation of the Licensed Area;
- the Council may use, or permit other parties to use, the Licensed Area following consultation with the Licensee:
- this Licence does not create any estate or interest in the Licensed Area, other than a contractual right;
- this Licence does not constitute a lease at law and the Licensee will not claim before a court or tribunal that this Licence constitutes a lease at law; and
- in the event that a court or tribunal determines that this Licence is a lease at law, the Council may, at its option, terminate this Licence by written notice to the Licensee.

17. General

17.1 Incorporated Associations

If the Licensee is an incorporated association, the Licensee warrants that it is incorporated under the *Associations Incorporation Act* 1981 (Vic) and will at all times comply with the requirements of that Act.

17.2 Notices

Any notice required to be served under this Licence must be in writing and must be served by post, facsimile transmission or hand delivered to:

- 17.2.1 the Licensee at its address set out in this Licence, the Licensee's registered office address, the Licensed Area, or the last known address of the Licensee; and
- 17.2.2 the Council at its address set out in this Licence or any other address notified in writing to the Licensee by the Council.

17.3 Entire Understanding

This Licence contains the entire understanding between the parties as to the subject matter contained in it. All previous agreements, representations, warranties, explanations and commitments, expressed or implied, affecting this subject matter are superseded by this Licence and have no effect.

17.4 Waiver

If the Council accepts the Licence Fee or any other monies under this Licence (before or after the end of this Licence) or does not exercise or delays exercising any of the Council's rights under this Licence, it will not be a waiver of the breach of this Licence by the Licensee or of the Council's rights under this Licence.

17.5 Additional Clauses

This Licence is subject to the Additional Clauses. The Additional Clauses override any inconsistent provisions in this Licence.

18. Interpretation

18.1 Governing Law and Jurisdiction

This Licence is governed by and is to be construed in accordance with the laws of Victoria. Each party irrevocably and unconditionally submits to the non-exclusive jurisdiction of the Courts of Victoria and waives any right to object to proceedings being brought in those Courts.

18.2 Persons

In this Licence, a reference to a person includes a firm, partnership, association, corporation or other corporate body.

18.3 Joint and Several

If a party consists of more than one person, this Licence binds them jointly and each of them severally.

18.4 Legislation

In this Licence, a reference to a statute includes regulations under it and consolidations, amendments, re-enactments or replacements of any of them.

18.5 Clauses and Headings

In this Licence:

- 18.5.1 a reference to a clause, schedule or appendix is a reference to a clause, schedule or appendix in or to this Licence; and
- 18.5.2 headings and sub-headings are inserted for ease of reference only and do not effect the interpretation of this Licence.

18.6 Severance

In this Licence:

- 18.6.1 if a provision in this Licence is held to be illegal, invalid, void, voidable or unenforceable, that provision must be read down to the extent necessary to ensure that it is not illegal, invalid, void, voidable or unenforceable; and
- 18.6.2 if it is not possible to read down a provision as required in this clause, that provision is severable without affecting the validity or enforceability of the remaining part of that provision or the other provisions in this Licence.

18.7 Number and Gender

In this Licence, a reference to:

- 18.7.1 the singular includes the plural and vice versa; and
- 18.7.2 a gender includes the other genders.

Execution Page

This Licence is executed by the parties on the date specified in Item 1.

THE COMMON SEAL of Colac Otway Shire Council (ABN 32 430 819 755) is affixed in accordance with its Local Law No 4 The Common Seal of Glastonbury Community Services in accordance with its constitution

Signature of Chief Executive Officer Rob Small

Signature of Company Secretary Alexander Morrison

Signature of Director John Frame

Annexure A

Additional Clauses

1. Costs

Each party will be responsible for payment of their own costs in connection with the preparation and execution of this Licence.

2. Service Agreement

The Licensee acknowledges and agrees that:

- 2.1 it will only use the Licensed Area in accordance with the Service Agreement;
- 2.2 the terms of the Service Agreement may be amended annually by the Council provided that the Council consults with the Licensee and gives the Licensee prior written notice of such amendments;
- 2.3 if there is any inconsistency between the terms of this Licence and the Service Agreement, the terms of the Licence shall apply.

3. Approvals and Compliance

3.1 Definitions

In this Additional Clause 2:

Education and Care Act means the *Education and Care Services National Law Act* 2010 (Vic);

Education and Care Regulations means all regulations made under the Education and Care Act:

Education and Care Service has the meaning given to that term in the Education and Care Act:

Nominated Supervisor has the meaning given to that term in the Education and Care Act;

Regulatory Authority has the meaning given to that term in the Education and Care Act. As at the Commencement Date, the Regulatory Authority is the Secretary of the Department of Education and Early Childhood Development;

Serious Incident has the meaning given to that term in section 174 of the Education and Care Act; and

Show Cause Notice has the meaning given to that term in the Education and Care Act.

Words and expressions that are not defined in this Licence but which have a defined meaning in the Education and Care Act or the Education and Care Regulations have the same meaning as in the Education and Care Act or the Education and Care Regulations.

3.2 Application of Additional Clause

This Additional Clause 2 applies in relation to any Education and Care Service conducted at the Licensed Area as part of the Permitted Use.

3.3 Approval Requirements

Without limiting any of the Licensee's obligations under this Licence, the Licensee must obtain and maintain throughout the Term, all approvals required to engage in the Permitted Use at the Licensed Area, including, without limitation:

- 3.3.1 a provider approval to provide Education and Care Services, as required pursuant to Part 2 of the Education and Care Act (**Provider Approval**); and
- 3.3.2 a service approval to operate a kindergarten, as required pursuant to Part 3 of the Education and Care Act (**Service Approval**).

3.4 Licensee's Obligations

The Licensee must, at all times:

- 3.4.1 provide a copy of the Service Approval and the Provider Approval to the Licensor, on demand:
- 3.4.2 ensure that a Nominated Supervisor is appointed for the Education and Care Service;
- 3.4.3 without limiting clause 7.10, display on a visible part of the Licensed Area, the prescribed information in accordance with section 172 of the Education and Care Act; and
- 3.4.4 comply with the Service Approval, the Provider Approval, the Education and Care Act and the Education and Care Regulations.

3.5 Notification to Council

- 3.5.1 The Licensee must notify the Council of any complaint which the Licensee is required to report to the Regulatory Authority under the Education and Care Act, within 24 hours of reporting the complaint to the Regulatory Authority.
- 3.5.2 The Licensee must notify the Licensor of any Serious Incident which the Licensee is required to report to the Regulatory Authority under the Education and Care Act, within 24 hours of notifying the Regulatory Authority of the Serious Incident.
- 3.5.3 The Licensee must immediately notify the Licensor if a Show Cause Notice is served on the Licensee by the Regulatory Authority, or if the Licensee's Service Approval or Provider Approval is suspended (even if voluntarily), cancelled or surrendered.
- 3.6 This Additional Clause 2 is an essential term of this Licence.

4. Working with Children Checks

- 4.1 Without limiting clause 7.5, the Licensee must:
 - 4.1.1 ensure that all employees and volunteers who are required to apply for a Working with Children Check (**WWC**) under the *Working with Children Act* 2005 (Vic) (**WWCA**) have done so, before working with children at the Licensed Area;
 - 4.1.2 provide a copy of the WWC card of each of the Licensee's employees and volunteers working at the Licensed Area to the Council, on demand;

- 4.1.3 ensure that any employee or volunteer that is given a negative notice (within the meaning given to that term in the WWCA) does not work with children at the Licensed Area; and
- 4.1.4 subject to special condition 4.2, ensure that the information in any WWC of the Licensee's employees and volunteers which is provided to the Council, is kept confidential.
- 4.2 The Licensee agrees that the Council may disclose the information in any WWC of the Licensee's employees and volunteers for the purpose of administering or enforcing this Licence or if required by law.
- 4.3 This Additional Clause 4 is an essential term of this Licence.

5. Licensee's Environmental Obligations

The Licensee acknowledges that the Council is committed to participating in energy saving practices and agrees to act reasonably and responsibly in using water and appliances that consume energy at the Licensed Area.

6. Council Policy

The Licensee agrees that Council has the right to require the Licensee to comply with existing or new policies issued or amended by Council from time to time and notified in writing to the Licensee.

7. Personal Property Securities Act 2009

7.1 Definitions

In this Additional Clause 7:

- 7.1.1 **Council PPS Items** means any item of Personal Property which:
 - (a) is owned or leased by the Council; and
 - (a) is situated on the Licensed Area or the Land at any time during the term of this Licence:
- 1.1.2 **Licensee PPS Items** means any item of Personal Property which:
 - (a) is owned or leased by the Licensee;
 - (b) is situated on the Licensed Area or the Land at any time during the term of this Licence; and
 - (c) the Council has the right to require the Licensee to transfer ownership of that item to the Council, or the Licensee has the obligation to transfer ownership of that item to the Council, whether before or after the end of the term of this Licence.

but does not include any Council PPS Items;

- 1.1.3 **PPS Act** means the Personal Property Securities Act 2009 (Cth); and
- 1.1.4 words and expressions that are not defined in this Licence but which have a defined meaning in the PPS Act have the same meaning as in the PPS Act.

7.2 Licensee's obligations

The Licensee:

- 1.1.5 charges its interest in all Licensee PPS Items situated on the Licensed Area or the Land from time to time in favour of the Council, as security for the performance of the Licensee's obligations under this Licence, including but not limited to the Licensee's obligations to transfer ownership in the whole or any part of the Licensee PPS Items to the Council;
- 1.1.6 acknowledges and agrees that the charge granted by the Licensee under Additional Clause 7.2.1 constitutes the grant of a Security Interest which the Council is entitled to register under the PPS Act;
- 1.1.7 acknowledges that the grant of this Licence also constitutes the grant of a Security Interest in the Council PPS Items in favour of the Council, which interest the Council is entitled to register under the PPS Act; and
- 1.1.8 must do all things required by the Council from time to time (including, without limitation, signing any documents required by the Council) to enable the Council to register its above Security Interests under the PPS Act, and to otherwise perfect its Security Interest in the Licensee PPS Items and the Council PPS Items so that the Council's Security Interests have priority over any other Security Interests under the PPS Act in relation to the Licensee PPS Items and the Council PPS Items.

7.3 Security Interests

The Licensee:

- 1.1.9 warrants that it has not created a Security Interest in respect of any Council PPS Items on or prior to execution of this Licence; and
- 1.1.10 must not create a Security Interest in respect of any Council PPS Items or Licensee PPS Items in favour of any person other that the Council without the Council's prior written consent, which consent may be granted or withheld in the Council's absolute discretion.
- 7.4 Indemnity for breach of this Additional Clause

The Licensee must indemnify and hold harmless the Council against all claims, damages or loss incurred by the Council as a consequence of any breach by the Licensee of this Additional Clause.

7.5 Further obligations

The Licensee acknowledges and agrees that:

- 1.1.11 it has no right under the PPSA to receive a copy of any 'verification statement' or 'financing charge statement' (as those terms are defined in the PPSA); and
- 1.1.12 on the expiration or earlier termination of this Licence, the Licensee must sign (and procure any holder of a registered Security Interest to sign) any document that the Council considers necessary or desirable under or as a result of the PPS Act to discharge any registered Security Interests under the PPS Act in relation to the Licensee PPS Items and the Council PPS Items.

1.2 This Additional Clause prevails

In the event of any inconsistency between this Additional Clause and any other provision of this Licence, the provisions of this Additional Clause will prevail and that other provision will be read down and interpreted accordingly.

Annexure B

Maintenance Schedule

Schedule and Responsibilities for Occupier and Council of Kindergartens

| Item | Occupier's
Responsibility | Council's
Responsibility |
|---|--|---|
| Air Conditioning and
Heating Appliances | Service and repair when required. | Replacement of unit. |
| Building | Determine and document the specific need of the building relating to any requests to Council for building alterations. Consent is required from Council for any grant or funding that the occupier is seeking to upgrade, extend or modify the building. Prepare plans and obtain quotes for requests for minor improvements | Assess all requests submitted. Undertake works required to bring premises and surrounds to appropriate standards to meet the required regulations. This excludes items identified as the lessee's responsibility in this document. Preparation or approval of long-term development plans, design of major building alterations or major structural works. Undertake inspections as required to ensure asbestos safety, if applicable. |
| Cleaning | Keep premises in clean, sanitary
and fresh condition. | • Nil |
| Ceilings, Walls and
Skylights (internal) | Cost of repairs due to major or
continual misuse. Regular cleaning. | Major repair and/or replacement due to structural faults/age. |
| Curtains/Drapes/Blinds | Repair costs. Replacement costs. Supervision of installation of replacement items. Regular cleaning. | • Nil |
| Doors, (including cupboard doors) | Regular cleaning and repair of
internal/external doors due to major
or continual misuse. Minor adjustments. | Replacement due to age, structural fault. |

| Item | Occupier's
Responsibility | Council's
Responsibility |
|--|---|--|
| Electrical Wiring,
Fittings, and Lights | Additional or security lighting. Cost of repair and replacement of electrical wiring if damage is due to major or continual misuse. Repair and replacement of all light globes. Regular cleaning of all light fixtures. | Replacement of all building wiring from main supply to and including the switchboard. Replacement of light fittings. |
| Essential Safety
Measures (e.g. fire
extinguishers, exit
lights, etc) | Notification to Council of
maintenance or servicing issues. Not to interfere or obstruct essential
safety measures elements. | Undertake inspections, servicing, and maintenance of all specified essential safety measures as required under the relevant Building Regulations. Meet all costs associated with this function. |
| Fencing | Determine and document the specific need of the fencing relating to any requests to Council for fencing alterations. Provide specifications of fencing alterations required due to changes in standards or regulations. Repair fences. | Assess all requests submitted. Replacement of essential/ required fences to appropriate standards to meet the required regulations. This excludes items identified as the lessee's responsibility in this document. |
| Floor Surfaces and Coverings | All regular cleaning and
maintenance of floor coverings,
such as carpet and tiles. | Replace to essential areas when excessively worn or dangerous. |
| Fly Screens | Maintain and replace fly wire.Install additional fly screens. | ■ Nil |
| Garbage | Normal fee for service waste collection. | • Nil |
| Glass | Replace broken or cracked windows arising from misuse.Regular cleaning. | Replace due to breakage arising from structural fault, age. |
| Grounds | Keep all entry/exit areas clear and sweep regularly. Maintain all grounds associated with buildings by cutting the grass, minor pruning, replacing trees, bushes, and flowers if required. Remove dead foliage. Seek Council approval for any modification to the grounds. Maintenance of garden beds. Maintenance of garden hoses, and sprinklers, etc; Cleaning and weeding of pavement | Repair paths, driveways etc Replacement of essential pavement, driveway, and carpark areas; retaining walls and ramps. Trees lopped/pruned to meet security/safety requirements where considered dangerous |

| Item | Occupier's
Responsibility | Council's
Responsibility |
|--|---|---|
| | and driveway areas. | |
| Internal Appliances
e.g. Fans, Kettles,
Food Processors, etc | Replacement as required of minor
kitchen appliances. | ■ Nil |
| Keys and Locks | Repair and replacement of locks if
damaged through major or
continued misuse. | Replacement of lost or damaged keys as applies to Council's master key system. Supply of keys for user groups. Repair and replacement of locks as applies to Council's master key system. |
| Painting | Internal painting if damaged through
major or continued misuse or colour
scheme changes etc. | Internal and external for structural integrity reasons. |
| Permanent Fixtures | Regular cleaning of all fixtures. Repair and/or replace if damaged through major or continual misuse. | Replace when required the following items: Hot water service Sinks and toilets Verandas attached to the building |
| Pest Control | Keep all areas in a clean and
hygienic state. All pest control as required both
internal and external. | Pest control relating to structural items (e.g. woodborer and termites). |
| Playground Equipment and Adjacent Grounds | Determine and advise Council if a change to playground equipment and adjacent areas is required. Provide specifications to Council of changes to or which has been deemed required by the occupier. Install and maintain playground equipment to an approved standard | Assess all requests submitted. Undertake a playground equipment and adjacent grounds audit on a scheduled basis. Inform the Occupier of the audit outcome and the works required to maintain to an approved standard. |
| Plumbing | Cost of internal repair due to major or continued misuse. Replacement and repair of internal surface plumbing fittings such as toilet seats, taps and washers etc. | Replacement of damaged or corroded plumbing fittings, toilet bowls and cisterns. Repairs or works required for drainage purposes, including sewerage, drains, water pipes and pits. Replacement of gas pipes. |

| Item | Occupier's
Responsibility | Council's
Responsibility |
|---|---|---|
| Roof, skylight, external walls, spouting and downpipes | Cleaning of roof, external walls,
spouting, downpipes and guttering. | All maintenance and repair of the structure of the premises as required. |
| Signage | Maintain and replace all
internal/external signs relating to the
committee. | Identification signage to be provided
by Council where required. |
| Smoke Detectors | Install, repair and replacement of
battery operated smoke detectors. Includes battery replacement as
required. | Installation and maintenance of hard
wire system where required. |
| Telecommunication Systems (e.g. fax, photocopiers, telephones, etc) | Purchase, service and maintenance cost.Replacement costs. | • Nil |
| Vandalism | ■ Less than \$1000
(Subject to change based on Claims history) | More than \$1000 (Subject to change based on Claims history) |
| Whitegoods (e.g.
refrigerator,
dishwasher, etc) | Service and maintenance costs.Replacement costs. | • Nil |

Annexure C

SERVICE AGREEMENT

Background

There are 4 early years' facilities operating on Colac Otway Shire premises that house a number of programmes ranging from four year old kindergarten, long day care, playgroups, three year old kindergarten and other early learning services.

Service Agreement Rationale

This Service Agreement between Colac Otway Shire and Glastonbury Community Services is intended to further develop early years service provision and support for children (including their families) who attend early years services, especially kindergarten programmes.

This can be achieved by networking and working together on initiatives that can be provided to meet the needs of infants, young children and their families.

Council is responsible for developing an Early Years Plan, which does not focus solely on its own services, but recognises the need for optimal early years development throughout childhood. It is intended that kindergartens operating under a license and service agreement with Council have the opportunity to further develop their services and contribute to the early years service industry already operating within the Colac Otway municipality.

License and Service Agreements

License and service agreements provide direction, accountabilities and expectations for both parties in the delivery of kindergarten and early year's services. This can be described as:

- The License Agreement outlines the Occupier's and Council's responsibilities for the facility and external playgrounds/gardens.
- The Service Agreement outlines the Occupier's and Council's responsibilities in relation to service provision and expectations.

Services Agreement for Maximizing Use and Access

1. Usage Policy

The Licensee acknowledges and agrees that:

- 1.1. priority for use of the Licensed Area must be given to 4 year-old kindergarten groups and childcare provision. Council will consult and work with the Licensee if there is an opportunity to include additional early years support services within the Licensed Area;
- 1.2. the Licensee will work with Council to investigate alternative short and long term accommodation options to meet future service needs and demand;
- 1.3. in addition to 4 year-old kindergarten groups and childcare provision, the Licensed Area may be used for non profit service/groups for children and families from birth to 8 years;
- 1.4. the Licensed Area must not be used for any other use without the prior written consent of Council:

- 1.5. if the Licensee obtains the Council's prior written consent in accordance with clause 1.4 the Licensee must ensure that other groups using the Premises must:
 - 1.5.1 maintain current public liability insurance, which complies with provisions of clause of the Licence; and
 - 1.5.2 otherwise comply with the terms and conditions of the License; and
- 1.6. the Council agrees and acknowledges that, if the Licensee accommodates another service under clause 1.1 or obtains the Council's prior written consent in accordance with clause 1.4 the Licensee may charge and retain a reasonable fee from such other authorised users of the Premises.

2. Childcare and Kindergarten Services

The Licensee providing an integrated service model must:

- 2.1 deliver an accredited children's service that meets the requirements of the Australian National Quality Standards; and
- 2.2 provide a childcare and/or kindergarten service, which operates at, registered capacity. The only exception to this is when the demand for childcare and/or kindergarten places is lower than registered capacity.

3. Colac and Southern Otway's KEYS (Kids Early Years Services) Network and other Meetings

Council will:

- 3.1 help facilitate, attend and keep minutes for the respective KEYS Network Meetings. The purpose of the KEYS Network Meetings is to provide a forum for the consideration and discussion of matters of mutual interest to early years service providers, including kindergartens, and Council;
- 3.2 through the KEYS, Network Meetings, facilitate consideration and adoption of early years service approaches for the effective operation and management of early years services, including kindergartens, throughout the Municipality;
- 3.3 through collaboration develop and implement new strategies and projects that aim to improve early years services provision across the municipality; and
- 3.4 Where the need arises, or at least once per year, facilitate, attend and keep minutes of a meeting specifically held with a representative (an authorised representative of Glastonbury Community Services).

The Licensee must:

3.5 provide a representative in attendance for each local KEYS Network Meeting. In the event of consistent non-attendance of an authorised representative, Council reserves the right to consider the Licensee in breach of the terms and consideration of the Licence and Service Agreement.

4. Reporting Requirements

The Licensee must give to the Council:

- 4.1 by 30th November in each year a written report detailing:
 - 4.1.1 The Operating Hours of the Service for the next 12 months;
 - 4.1.2 A list of the groups, which will be using the premises for the next 12 months; and
 - 4.1.3 Quarterly data on the number of childcare places, and other appropriate service/program data that may be useful for Council's planning process.

4.2 Additionally:

- 4.2.1 The Licensee will ensure adequate records of income and expenditure are being kept and meet requirements of Council, State and Federal governments in relation to grants and reimbursements received.
- 4.2.2 Within 60 days of the Licensee's Annual General Meeting copy of the minutes of the Annual General Meeting, including an audited statement of assets and liabilities (balance sheet) profit and loss statement and cash flows statements.
- 4.2.3 A written report detailing the activities conducted by the Licensee during the preceding years and, where applicable, a list of the groups, which have used the licensed area, and a list of times at which the licensed area were used.
- 4.2.4 A list of the office bearers appointed to the Licensee, their duties and the length of term of the office of each office bearer.
- 4.2.5 The Licensee must provide details of any structural non-compliance, as a result from inspection by a regulatory authority, to Council within 14 days from receiving written notification.

5. Termination of the Service Agreement

Either the Licensee or the Council may terminate this service agreement by giving the other party three months notice in writing, or a shorter notice period if agreed by both parties. In the event of non-compliance with the terms and conditions of this agreement, Council may terminate the agreement. If the Council is considering termination of the agreement due to non-compliance, Council will provide 30 days notice in writing to the organisation representatives who are signatories to this agreement. If the Service Agreement is terminated, then Council may re-enter the Licensed Area and determine the Licence agreement.

Date

Community Services Licence Licensed Area: 5 Gilmartin Street, Colac

Colac-Otway Shire Council and

Glastonbury Community Services

Contents

| Sche | dule | | 1 | | |
|------|--------------|--|---|--|--|
| 1. | Definit | tions | 2 | | |
| 2. | Licenc | ce | 3 | | |
| 3. | Payme | Payments by the Licensee | | | |
| | 3.1 | Payment of Licence Fee | 3 | | |
| | 3.2 | Rates and Taxes | | | |
| | 3.3 | Services | | | |
| | 3.4 | Costs and Duty | | | |
| | 3.5 | Interest on Late Payments | | | |
| | 3.6 | No Deduction or Right of Set-off | | | |
| 4. | GST | GST | | | |
| | 4.1 | Definitions | 4 | | |
| | 4.2 | GST Exclusive | 4 | | |
| | 4.3 | Increase in Consideration | | | |
| | 4.4 | Payment of GST | | | |
| | 4.5 | Tax Invoice | | | |
| | 4.6 | Reimbursements | 4 | | |
| | 4.7 | Adjustment events | 5 | | |
| 5. | Repair | rs, Alterations and Damage | 5 | | |
| | 5.1 | Repairs and Maintenance | 5 | | |
| | 5.2 | Failure to Repair and Maintain | | | |
| | 5.3 | Alterations and Works | | | |
| | 5.4 | Defacing Licensed Area | | | |
| | 5.5 | Occupational health and safety | | | |
| | 5.6 | Notice of Damage | | | |
| 6. | Insura | nnce | 6 | | |
| | 6.1 | Insurances to be effected by the Licensee | 6 | | |
| | 6.2 | Licensee's Property | | | |
| | 6.3 | Condition in Policies | 6 | | |
| | 6.4 | Payment and Production of Policies | 6 | | |
| | 6.5 | Not Invalidate Policies | 6 | | |
| | 6.6 | Other Insurance | 7 | | |
| 7. | Comm | nunity Services Use | 7 | | |
| | 7.1 | Permitted Use and Permitted Hours | | | |
| | 7.2 | Illegal Purpose | | | |
| | 7.3 | No Warranty | | | |
| | 7.4 | Hours of Use | | | |
| | 7.5 | Compliance with Laws | | | |
| | 7.6 | Nuisance and Noise | | | |
| | 7.7
7.8 | Licences and Permits | | | |
| | 7.8
7.9 | Security | | | |
| | 7.9
7.10 | Keys
Signs | | | |
| | 7.10
7.11 | Heavy Equipment and Inflammable Substances | | | |
| | 7.11 | No Smoking | | | |
| | 7.12 | Vehicles | | | |
| | 7.13
7.14 | Emergency Procedures | | | |
| | 7.14 | Playground Equipment | | | |
| | 7.16 | Television and Radio | | | |
| | 7.17 | Endanger Licensed Area | | | |
| | | • | | | |

| | 7.18
7.19 | Licensee's Employees | |
|-----------|--|--|------|
| | 7.20 | Gambling | |
| | 7.21 | Gaming Licence | |
| | 7.22 | Reporting Requirements | |
| | 7.23 | Licensee Membership | |
| | 7.24 | Animals | |
| | 7.25 | Auction Sales | |
| 8. | | and Indemnity | |
| | 8.1
8.2 | ReleaseIndemnity | |
| 9. | Assignn | nent and Sub-Licensing | . 11 |
| 10. | Entry by | the Council | . 11 |
| 11. | Council | 's Consent | . 12 |
| 12. | License | e's obligations at the end of this Licence | . 12 |
| | 12.1 | Licensee's Obligations | . 12 |
| | 12.2 | Licensee's Property Left in Licensed Area | |
| 13. | Determi | nation of Licence | . 12 |
| | 13.1 | Re-entry | 12 |
| | 13.2 | Damages following Determination | |
| | 13.3 | Essential Terms | |
| 14. | Destruction or Damage of Licensed Area | | |
| | 14.1 | Reduction in Licence Fee | . 13 |
| | 14.2 | Reinstatement of Licensed Area | . 13 |
| | 14.3 | Licensee's Right of Termination | . 13 |
| 15. | Overhol | ding | . 13 |
| 16. | Grant of | Licence only | . 14 |
| 17. | General | | . 14 |
| | 17.1 | Incorporated Associations | |
| | 17.2 | Notices | |
| | 17.3 | Entire Understanding | |
| | 17.4
17.5 | WaiverAdditional Clauses | |
| | | | _ |
| 18. | - | tation | |
| | 18.1 | Governing Law and Jurisdiction | |
| | 18.2 | Persons | |
| | 18.3
18.4 | Joint and Several Legislation | |
| | 18.5 | Clauses and Headings | |
| | 18.6 | Severance | |
| | 18.7 | Number and Gender | |
| Execution | | | |
| | • | litional Clauses | |
| Annexu | re B: Mai | ntenace Schedule | 23 |
| Annexu | re C: Ser | vice Agreement | . 27 |

Schedule

1. Date of this Licence: The day of 2013

2. Council: Colac-Otway Shire Council (ABN 32 430 819 755) of

2-6 Rae Street, Colac 3250

3. The Licensee: Glastonbury Community Services

(ABN 98 057 582 733) of 222 Malop Street, Geelong

3220

4. Land: The whole of the land contained in certificate of title

volume 6781 folio 034 and certificate of title volume

9457 folio 502

5. Licensed Area The whole of the Land and buildings known as 5

Gilmartin Street, Colac Polwarth Street, Colac

6. Term: Three (3) years (as consistent with Council's Property

Leasing Policy 4.2)

7. Commencement Date:

8. Community Services Use: Kindergarten and Child Care

9. Licence Fee: \$1 per annum payable in advance upon signing of the

licence

10. Hours of Use As determined by Planning Guidelines

11. Additional Clauses As set out in Annexure A

Community Services Licence

Dated / /

Parties

The Council

The Licensee

The Parties Agree

1. Definitions

In this Licence, unless expressed or implied to the contrary:

Additional Clauses means the clauses (if any) specified in Item 11.

Annexure means an annexure to this Licence.

Commencement Date means the date specified in Item 7.

Community Services Use means the use specified in Item 8 of the Schedule.

Council means the Council specified in Item 2 and includes the Council's successors and assigns and where it is consistent with the context includes the Council's employees and agents.

Council's Fixtures includes all those fittings, fixtures, and chattels contained in the Licensed Area at the Commencement Date (if any) or installed by the Council during the Term.

Hours of Use means the hours of use specified in Item 10, or such other hours of use as the Council and the Licensee agree in writing from time to time.

Item means an item in the Schedule.

Land means the land specified in Item 4.

Licence Fee means the amount specified in Item 9.

Licensed Area means the land specified in Item 5 including any buildings and pavilions on the land and the Council's Fixtures.

Licensee means the Licensee specified in Item 3 and includes the Licensee's successors and assigns and where it is consistent with the context includes the Licensee's employees, agents, invitees and persons the Licensee allows on the Licensed Area.

Maintenance Schedule means the maintenance schedule attached to this Licence as Annexure C.

OHS Act means the Occupational Health and Safety Act 2004 (Vic).

OHS Law means the OHS Act, the OHS Regulations, and any other occupational health and safety law, regulation or by-law that applies to work being carried out on the Licensed Area.

OHS Regulations means the Occupational Health and Safety Regulations 2007 (Vic).

Principal Contractor means the position of principal contractor referred to in Chapter 5 of the OHS Regulations.

Schedule means the Schedule at the front of this Licence.

Service Agreement means the service agreement attached to this Licence as Annexure D.

Term means the term specified in Item 6 and includes any extension or overholding.

2. Licence

The Council grants a licence to the Licensee to use the Licensed Area in common with the Council and persons authorised by the Council for the Term starting on the Commencement Date, subject to the terms of this Licence.

3. Payments by the Licensee

3.1 Payment of Licence Fee

The Licensee must pay the Licence Fee to the Council in the manner specified in Item 9.

3.2 Rates and Taxes

The Licensee must pay all rates, taxes (including land tax assessed on the basis that the Licensed Area is the only land owned by the Council) and all other charges and levies separately assessed in connection with the Licensed Area (Rates and Taxes). If the Rates and Taxes are not separately assessed for the Licensed Area, the Licensee must pay or refund to the Council the proportion of the Rates and Taxes that the area of the Licensed Area bears to the total lettable area assessed within 14 days of receipt of a written notice from the Council.

3.3 Services

The Licensee must pay for all services in connection with the Licensed Area including electricity, gas, water, garbage collection and telephone (**Services**). Where the Licensed Area is not separately metered, the Licensee must at the discretion of the Council pay to the Council the proportion of the charges for the Services that the area of the Licensed Area bears to the total area assessed within 14 days of receipt of a written notice from the Council.

3.4 Costs and Duty

The Licensee must pay to the Council within 7 days of demand the Council's costs (including charges on a solicitor-own client basis) incurred as a result of a breach of this License by the Licensee.

3.5 Interest on Late Payments

The Licensee must pay to the Council on demand interest at the rate per annum equal to the rate for the time being fixed under section 2 of the *Penalty Interest Rates Act* 1983 (Vic) on any money payable by the Licensee under this Licence and remaining unpaid for 7 days. Interest will be computed from the date on which such payment became due.

3.6 No Deduction or Right of Set-off

The Licensee must pay all amounts due under this Licence to the Council without deduction or right of set-off.

4. GST

4.1 Definitions

In this clause:

- 4.1.1 words and expressions that are not defined in this Licence but which have a defined meaning in the GST Law have the same meaning as in the GST Law;
- 4.1.2 GST Law has the meaning given to that term in the A New Tax System (Goods and Services Tax) Act 1999.

4.2 GST Exclusive

Except as otherwise provided by this clause, all consideration payable under this Licence in relation to any supply is exclusive of GST.

4.3 Increase in Consideration

If GST is payable in respect of any supply made by a supplier under this Licence (**GST Amount**), the recipient will pay to the supplier an amount equal to the GST payable on the supply.

4.4 Payment of GST

Subject to clause 4.5 the recipient will pay the GST Amount at the same time and in the same manner as the consideration for the supply is to be provided under this Licence.

4.5 Tax Invoice

The supplier must provide a tax invoice to the recipient before the supplier will be entitled to payment of the GST Amount under clause 4.4.

4.6 Reimbursements

If this Licence requires a party to reimburse an expense or outgoing of another party, the amount to be paid or reimbursed by the first party will be the sum of:

- 4.6.1 the amount of the expense or outgoing less any input tax credits in respect of the expense or outgoing to which the other party is entitled; and
- 4.6.2 if the payment or reimbursement is subject to GST, an amount equal to that GST.

4.7 Adjustment events

If an adjustment event occurs in relation to a taxable supply under this Licence:

- 4.7.1 the supplier must provide an adjustment note to the recipient within 7 days of becoming aware of the adjustment; and
- 4.7.2 any payment necessary to give effect to the adjustment must be made within 7 days after the date of receipt of the adjustment note.

5. Repairs, Alterations and Damage

5.1 Repairs and Maintenance

- 5.1.1 The Licensee must carry out the obligations which are described in the Maintenance Schedule (Annexure C) as being the responsibility of the Licensee.
- 5.1.2 Council must carry out the obligations which are described in the Maintenance Schedule (Annexure C) as being the responsibility of the Council.

5.2 Failure to Repair and Maintain

If the Licensee does not carry out any repairs, maintenance or other works required under this Licence within 14 days of receiving written notice from the Council, the Council may enter the Licensed Area to carry out such repairs, maintenance and works at any reasonable time after giving the Licensee reasonable notice. The cost of all such repairs, maintenance and works must be paid by the Licensee to the Council on demand.

5.3 Alterations and Works

The Licensee must obtain the prior written consent of the Council before carrying out any alterations or works on the Licensed Area (including but not limited to the removal of trees or shrubs). The Licensee must ensure that any alterations or works on the Licensed Area are carried out:

- 5.3.1 strictly in accordance with plans and specifications approved by the Council (and such approval may be given or withheld at Council's absolute discretion);
- 5.3.2 in a proper and workmanlike manner;
- 5.3.3 to the Council's reasonable satisfaction and in accordance with the Council's reasonable requirements; and
- 5.3.4 in accordance with all rules and requirements of any authorities having jurisdiction over the Licensed Area.

5.4 Defacing Licensed Area

The Licensee must not deface or damage the Licensed Area (including drilling holes in the Licensed Area) except where approved by the Council in accordance with clause 5.3.

5.5 Occupational health and safety

For the purposes of the OHS Law, the Licensee agrees that:

- 5.5.1 the Licensee has sole management and control of the Licensed Area and has sole responsibility for ensuring that the Licensed Area and the means of entering and leaving them are safe and without risks to health;
- 5.5.2 Council appoints the Licensee as Principal Contractor in respect of any works to be carried out by the Licensee in the Licensed Area to which an OHS Law applies;
- 5.5.3 the Licensee must carry out such works in accordance with the requirements of the OHS Law; and
- 5.5.4 Council authorises the Licensee to exercise whatever authority is necessary for the Licensee to discharge the responsibilities of the appointment under clause 5.5.2.

5.6 Notice of Damage

The Licensee must give the Council prompt written notice of any material damage to the Licensed Area or anything likely to be a risk to the Licensed Area or any person in the Licensed Area.

6. Insurance

6.1 Insurances to be effected by the Licensee

- 6.1.1 The Licensee must maintain insurance, in the name of the Licensee, and noting the interest of the Council with an insurer approved by the Council for public liability for the amount of \$20 million concerning one single event (or such greater sum as required by the Council).
- 6.1.2 The Licensee acknowledges that the insurance set out in clause 6.1.1 must extend to volunteers engaging in duties directly related to the Licensee's activities.

6.2 Licensee's Property

The Licensee must maintain insurance for its fixtures and fittings for the full replacement value.

6.3 Condition in Policies

The Licensee must ensure that the insurance policies effected by the Licensee contain a condition that the insurer will notify the Council at least 14 days before the policies lapse.

6.4 Payment and Production of Policies

The Licensee must pay all insurance premiums at least 14 days before the due date for payment and produce to the Council copies of the certificate of currency on or before each anniversary of the Commencement Date.

6.5 Not Invalidate Policies

The Licensee must not do anything which may make any insurance effected by the Licensee or the Council invalid or which may increase the insurance premiums. If the insurance premium increases, the Licensee must pay that increase.

6.6 Other Insurance

The Licensee must, at its cost, effect and maintain:

- 6.6.1 workers' compensation insurance for its employees; and
- 6.6.2 if required by Council, professional indemnity, and directors and officers liability, insurance.

to the reasonable satisfaction of Council.

7. Community Services Use

7.1 Permitted Use and Permitted Hours

The Licensee must use the Licensed Area for the Community Services Use specified in Item 8 and must not use the Licensed Area for any other purpose without the prior written consent of Council which may be granted or withheld by Council in its sole discretion.

7.2 Illegal Purpose

The Licensee must not use the Licensed Area for any illegal purpose or carry on a noxious or offensive activity on the Licensed Area.

7.3 No Warranty

The Licensee:

- 7.3.1 acknowledges that the Council does not represent that the Licensed Area is suitable for the Community Services Use; and
- 7.3.2 must make its own enquiries as to the suitability of the Licensed Area for the Community Services Use.

7.4 Hours of Use

- 7.4.1 The Licensee must only use the Licensed Area for the Community Services Use during the Hours of Use.
- 7.4.2 The Licensee may use the Licensed Area for the purpose of taking deliveries, cleaning, maintenance and meetings only outside of the Hours of Use.

7.5 Compliance with Laws

The Licensee must comply with all laws and any requirements of any authority in connection with the Licensed Area and the Licensee's use and occupation of the Licensed Area.

7.6 Nuisance and Noise

- 7.6.1 The Licensee must not do anything in connection with the Licensed Area which may:
 - (a) cause a nuisance or interfere with any other person; or
 - (b) be dangerous or offensive in the Council's reasonable opinion.

- 7.6.2 The Licensee must ensure that the level of noise emanating from the Licensed Area:
 - (a) does not cause a nuisance to other people; and
 - (b) is kept at a level that complies with all laws and regulations, including without limitation the *Environment Protection (Residential Noise) Regulations* 2008.

7.7 Licences and Permits

The Licensee must maintain all licences and permits required for the Licensee's use of the Licenseed Area and obtain the Council's prior written consent before varying any licence or permit or applying for any new licence or permit.

7.8 Security

The Licensee must keep the Licensed Area secure at all times when the Licensed Area is not being used by the Licensee.

7.9 Keys

- 7.9.1 If a key is required to access the Licensed Area, the Council's maintenance coordinator will provide the Licensee with the key to access the Licensed Area.
- 7.9.2 The Licensee may request in writing for extra keys to be issued. However, the Council has absolute discretion to decide on the number of keys that are ultimately issued to the Licensee.
- 7.9.3 The Licensee must:
 - (a) not make any copies of the keys issued to the Licensee;
 - (b) notify the Council within 24 hours of it becoming aware of any lost or stolen keys; and
 - (c) not install or remove any key cylinders or padlocks in the Licensed Area without obtaining the prior written consent of the Council.
- 7.9.4 The Licensee will be responsible for the cost incurred to install or remove any key cylinders or padlocks and to issue any new keys when at fault.
- 7.9.5 The Council may remove or install, at the Licensee's expense, and at any time, any key cylinders or padlocks that have been installed or removed without the Council's prior consent.
- 7.9.6 All keys need to be compatible with the master set held by Council's Infrastructure and Services Department.
- 7.9.7 The Licensee must pay to the Council on demand, when at fault:
 - (a) the costs incurred by the Council to replace any lost, stolen or damaged keys and lock barrels for the Licensed Area; and
 - (b) the costs incurred by the Council to issue any extra keys.

7.10 Signs

7.10.1 The Licensee must seek the prior written consent of the Council before displaying or affixing any signs, advertisements or notices to any part of the Licensed Area unless the signs, advertisements or notices relate to the Licensee's activities carried on at the Licensed Area.

7.10.2 The Licensee:

- (a) allows the Council to enter onto the Licensed Area to inspect the condition of any signs, advertisements or notices displayed or affixed to any part of the Licensed Area under this clause; and
- (b) must comply, at its own cost, with all reasonable directions of Council in relation to the maintenance, removal or replacement of such signs, advertisements or notices.

7.11 Heavy Equipment and Inflammable Substances

The Licensee must obtain the Council's prior written consent before bringing any heavy equipment or inflammable substances into the Licensed Area except to the extent to which it is consistent with the Community Services Use.

7.12 No Smoking

The Licensee must:

- 7.12.1 not permit the sale of tobacco products or tobacco related products;
- 7.12.2 not permit any smoking in the Licensed Area; and
- 7.12.3 display 'no smoking' signs in the Licensed Area if requested by the Council.

7.13 Vehicles

The Licensee must not permit any vehicles to be driven, parked or stopped at any place or time on any part of the Licensed Area except at such places and at such times for the purpose of services or works, or an educational activity.

7.14 Emergency Procedures

The Licensee must:

- 7.14.1 keep a first aid kit at the Licensed Area and replenish it when required;
- 7.14.2 establish and display an evacuation plan, and test the utility of any such evacuation plan, at regular intervals during each year; and
- 7.14.3 keep all emergency equipment fully replenished.

7.15 Playground Equipment

- 7.15.1 The Licensee must not construct or erect any fixed playground equipment at the Licensed Area without Council's prior written consent.
- 7.15.2 Any playground equipment on the Licensed Area must comply with Australian Standards AS1924.1 1981 and AS1924.2 1981, and industry best practice in

design, provision and maintenance, including the undersurfacing component contained in AS/NSZ4422-1996.

7.16 Television and Radio

The Licensee must not install any televisions, radios, music systems or other equipment in the Licensed Area which can be heard outside the Licensed Area without obtaining the prior written consent of the Council.

7.17 Endanger Licensed Area

The Licensee must not do or permit anything to be done in connection with the Licensed Area which in the opinion of the Council may endanger the Licensed Area or be a risk to any person or property.

7.18 Licensee's Employees

The Licensee must use all reasonable endeavours to ensure that the Licensee's employees, agents, contractors and invitees observe and comply with the Licensee's obligations under this Licence, where appropriate.

7.19 Liquor Licence

The Licensee must not apply for any licence or permit under the *Liquor Control Reform Act* 1998 (Vic) unless approved by Council for a single event.

7.20 Gambling

The Licensee must not apply for a licence or permit pursuant to the *Gambling Regulation Act* 2003 (Vic).

7.21 Gaming Licence

The Licensee must seek the prior written consent of the Council before applying for any licence under the *Gaming Machine Control Act* 1991 (Vic). The Council may withhold its consent or give its consent subject to such terms and conditions as Council may determine in its absolute discretion.

7.22 Reporting Requirements

The Licensee must give to the Council within 14 days of the Licensee's annual general meeting, a written report detailing:

- 7.22.1 the office bearers appointed to the Licensee, their duties and the length of term of the office of each office bearer; and
- 7.22.2 the activities conducted by the Licensee during the preceding year.

7.23 Licensee Membership

The Licensee will:

- 7.23.1 permit residents and ratepayers of the municipality to become members of the Licensee upon satisfying the Licensee's reasonable requirements for membership;
- 7.23.2 upon demand, inform Council of the number of members of the Licensee; and

7.23.3 within 7 days of demand, provide all necessary documents to the Council to verify the membership of the Licensee.

7.24 Animals

The Licensee must not allow any animals other than guide dogs, or for curriculum activities reasonably expected within an early years setting, to enter the Licensed Area.

7.25 Auction Sales

The Licensee must not conduct or allow to be conducted any auctions, garage sales, car boot sales, fetes or similar activities without the prior written consent of Council (which consent must not be unreasonably withheld).

8. Release and Indemnity

8.1 Release

The Licensee uses and occupies the Licensed Area at its own risk and releases the Council from all claims resulting from any damage, loss, death or injury in connection with the Licensed Area except to the extent that the Council is negligent.

8.2 Indemnity

The Licensee must indemnify and hold harmless the Council against all claims resulting from any damage, loss, death or injury in connection with the Licensed Area and the use and occupation of the Licensed Area by the Licensee except to the extent that the Council is negligent.

9. Assignment and Sub-Licensing

The Licensee must not deal with its interest in the Licensed Area including assigning this Licence to a new licensee or sub-licensing the Licensed Area to a new licensee without the prior written consent of the Council.

10. Entry by the Council

- 10.1 Subject to clause 10.3, the Council may enter the Licensed Area at any reasonable time after giving the Licensee reasonable notice to:
 - 10.1.1 inspect the Licensed Area;
 - 10.1.2 rectify any default by the Licensee under this Licence; or
 - 10.1.3 carry out any inspection, repairs, maintenance, works or alterations in the Licensed Area which the Council decides, or is required, to carry out by any law or authority.
- 10.2 The Council must use all reasonable endeavours to cause as little disruption as possible to the Licensee's use of the Licensed Area in exercising the Council's rights under this clause.
- 10.3 The Council may enter the Licensed Area at any time without giving notice to the Licensee in an emergency.

11. Council's Consent

Where consent is requested to be granted by the Council under this Licence, the Council may withhold its consent at its absolute discretion and, if it gives its consent, it may impose conditions as it deems necessary in its absolute discretion.

12. Licensee's obligations at the end of this Licence

12.1 Licensee's Obligations

At the end of this Licence, the Licensee must:

- 12.1.1 vacate the Licensed Area and give it back to the Council in a condition consistent with the Licensee having complied with its obligations under this Licence;
- 12.1.2 remove the Licensee's chattels and if required by the Council, remove all of the Licensee's fixtures and make good any damage caused by their removal; and
- 12.1.3 give to the Council all keys and other security devices for the purposes of obtaining access to the Licensed Area.

12.2 Licensee's Property Left in Licensed Area

Anything left in the Licensed Area at the end of this Licence will become the property of the Council and may be removed by the Council at the Licensee's cost and at the Licensee's risk.

13. Determination of Licence

13.1 Re-entry

The Council may re-enter the Licensed Area and determine this Licence if:

- 13.1.1 any part of the Licence Fee is in arrears for 14 days (whether or not the Council has demanded payment); or
- 13.1.2 the Licensee breaches this Licence and does not remedy the breach within 14 days of receipt of written notice from the Council; or
- 13.1.3 the Licensee is a corporation, and:
 - (a) an order is made or resolution is passed to wind up the Licensee;
 - (b) an order is made or a meeting is called for the appointment of an administrator, provisional administrator, liquidator or provisional liquidator, receiver, receiver and manager, or an inspector to the Licensee; or
 - (c) an administrator, provisional administrator, liquidator, provisional liquidator, receiver, receiver and manager, or inspector is appointed to the Licensee; or
 - (d) any act or event mentioned in section 461(1)(a) to (k) of the *Corporations Act* 2001 (Cth) occurs in relation to the Licensee.

13.2 Damages following Determination

If this Licence is determined by the Council, the Licensee agrees to compensate the Council for any loss or damage the Council suffers arising in connection with the Licensee's breach of this Licence including the loss of the benefit of the Licensee performing its obligations under this Licence up to the expiration of the Term.

13.3 Essential Terms

The essential terms of this Licence are clauses 3.1, 3.3, 3.5, 4, 5.1, 5.3, 6.1, 7.1, 7.5, 7.22, 7.23, 9, and 12 and any Additional Clause that is expressed to be an essential term. The breach of an essential term is a repudiation of this Licence.

14. Destruction or Damage of Licensed Area

14.1 Reduction in Licence Fee

If the Licensed Area, or any part of the Licensed Area is destroyed or damaged to the extent that the Licensee cannot use or have access to the Licensed Area (except if the Licensee causes or contributes to the destruction or damage, or the Council's insurer is not legally required to reinstate the Licensed Area because the Licensee caused or contributed to the destruction or damage) then the Council will reduce the Licence Fee by a reasonable amount depending upon the nature and extent of destruction or damage until the Licensee can use or have access to the Licensed Area.

14.2 Reinstatement of Licensed Area

If the Licensed Area, or any part of the Licensed Area is destroyed or damaged, the Council may, within 6 months from the date of such damage or destruction, give notice to the Licensee:

- 14.2.1 terminating this Licence, where the Council considers that the damage or destruction is such that repairing it is impracticable or undesirable; or
- 14.2.2 that the Council will commence reinstatement of the Licensed Area to a condition where the Licensee can use or have access to the Licensed Area.

The Council does not have to reinstate the Licensed Area.

14.3 Licensee's Right of Termination

The Licensee may give written notice to the Council terminating this Licence where:

- 14.3.1 the Council does not give notice to the Licensee pursuant to clause 14.2; or
- 14.3.2 the Council does not commence reinstatement within 6 months of the date of damage or destruction.

The Council does not have to reinstate the Licensed Area and will not be liable to pay the Licensee any compensation.

15. Overholding

If the Licensee continues in occupation of the Licensed Area after the end of the Term, without objection by the Council:

- the Licensee occupies the Licensed Area subject to the same terms and conditions as contained in this Licence;
- the Council or the Licensee may end this Licence during any period of overholding by giving 30 days written notice to the other party expiring at any time; and
- the Council may increase the monthly licence fee by giving the Licensee 1 month's written notice.

16. Grant of Licence only

The Licensee agrees with the Council that:

- 16.1 the Licensee is not entitled to exclusive occupation of the Licensed Area;
- the Council may use, or permit other parties to use, the Licensed Area following consultation with the Licensee:
- this Licence does not create any estate or interest in the Licensed Area, other than a contractual right;
- this Licence does not constitute a lease at law and the Licensee will not claim before a court or tribunal that this Licence constitutes a lease at law; and
- in the event that a court or tribunal determines that this Licence is a lease at law, the Council may, at its option, terminate this Licence by written notice to the Licensee.

17. General

17.1 Incorporated Associations

If the Licensee is an incorporated association, the Licensee warrants that it is incorporated under the *Associations Incorporation Act* 1981 (Vic) and will at all times comply with the requirements of that Act.

17.2 Notices

Any notice required to be served under this Licence must be in writing and must be served by post, facsimile transmission or hand delivered to:

- 17.2.1 the Licensee at its address set out in this Licence, the Licensee's registered office address, the Licensed Area, or the last known address of the Licensee; and
- 17.2.2 the Council at its address set out in this Licence or any other address notified in writing to the Licensee by the Council.

17.3 Entire Understanding

This Licence contains the entire understanding between the parties as to the subject matter contained in it. All previous agreements, representations, warranties, explanations and commitments, expressed or implied, affecting this subject matter are superseded by this Licence and have no effect.

17.4 Waiver

If the Council accepts the Licence Fee or any other monies under this Licence (before or after the end of this Licence) or does not exercise or delays exercising any of the Council's rights under this Licence, it will not be a waiver of the breach of this Licence by the Licensee or of the Council's rights under this Licence.

17.5 Additional Clauses

This Licence is subject to the Additional Clauses. The Additional Clauses override any inconsistent provisions in this Licence.

18. Interpretation

18.1 Governing Law and Jurisdiction

This Licence is governed by and is to be construed in accordance with the laws of Victoria. Each party irrevocably and unconditionally submits to the non-exclusive jurisdiction of the Courts of Victoria and waives any right to object to proceedings being brought in those Courts.

18.2 Persons

In this Licence, a reference to a person includes a firm, partnership, association, corporation or other corporate body.

18.3 Joint and Several

If a party consists of more than one person, this Licence binds them jointly and each of them severally.

18.4 Legislation

In this Licence, a reference to a statute includes regulations under it and consolidations, amendments, re-enactments or replacements of any of them.

18.5 Clauses and Headings

In this Licence:

- 18.5.1 a reference to a clause, schedule or appendix is a reference to a clause, schedule or appendix in or to this Licence; and
- 18.5.2 headings and sub-headings are inserted for ease of reference only and do not effect the interpretation of this Licence.

18.6 Severance

In this Licence:

- 18.6.1 if a provision in this Licence is held to be illegal, invalid, void, voidable or unenforceable, that provision must be read down to the extent necessary to ensure that it is not illegal, invalid, void, voidable or unenforceable; and
- 18.6.2 if it is not possible to read down a provision as required in this clause, that provision is severable without affecting the validity or enforceability of the remaining part of that provision or the other provisions in this Licence.

18.7 Number and Gender

In this Licence, a reference to:

- 18.7.1 the singular includes the plural and vice versa; and
- 18.7.2 a gender includes the other genders.

Execution Page

This Licence is executed by the parties on the date specified in Item 1.

THE COMMON SEAL of Colac Otway Shire Council (ABN 32 430 819 755) is affixed in accordance with its Local Law No 4 The Common Seal of Glastonbury Community Services in accordance with its constitution

Signature of Chief Executive Officer Rob Small

Signature of Company Secretary Alexander Morrison

Signature of Director John Frame

Annexure A

Additional Clauses

1. Costs

Each party will be responsible for payment of their own costs in connection with the preparation and execution of this Licence.

2. Service Agreement

The Licensee acknowledges and agrees that:

- 2.1 it will only use the Licensed Area in accordance with the Service Agreement;
- 2.2 the terms of the Service Agreement may be amended annually by the Council provided that the Council consults with the Licensee and gives the Licensee prior written notice of such amendments;
- 2.3 if there is any inconsistency between the terms of this Licence and the Service Agreement, the terms of the Licence shall apply.

3. Approvals and Compliance

3.1 Definitions

In this Additional Clause 2:

Education and Care Act means the *Education and Care Services National Law Act* 2010 (Vic);

Education and Care Regulations means all regulations made under the Education and Care Act:

Education and Care Service has the meaning given to that term in the Education and Care Act:

Nominated Supervisor has the meaning given to that term in the Education and Care Act;

Regulatory Authority has the meaning given to that term in the Education and Care Act. As at the Commencement Date, the Regulatory Authority is the Secretary of the Department of Education and Early Childhood Development;

Serious Incident has the meaning given to that term in section 174 of the Education and Care Act; and

Show Cause Notice has the meaning given to that term in the Education and Care Act.

Words and expressions that are not defined in this Licence but which have a defined meaning in the Education and Care Act or the Education and Care Regulations have the same meaning as in the Education and Care Act or the Education and Care Regulations.

3.2 Application of Additional Clause

This Additional Clause 2 applies in relation to any Education and Care Service conducted at the Licensed Area as part of the Permitted Use.

3.3 Approval Requirements

Without limiting any of the Licensee's obligations under this Licence, the Licensee must obtain and maintain throughout the Term, all approvals required to engage in the Permitted Use at the Licensed Area, including, without limitation:

- a provider approval to provide Education and Care Services, as required pursuant to Part 2 of the Education and Care Act (**Provider Approval**); and
- 3.3.2 a service approval to operate a kindergarten, as required pursuant to Part 3 of the Education and Care Act (**Service Approval**).

3.4 Licensee's Obligations

The Licensee must, at all times:

- 3.4.1 provide a copy of the Service Approval and the Provider Approval to the Licensor, on demand:
- 3.4.2 ensure that a Nominated Supervisor is appointed for the Education and Care Service;
- 3.4.3 without limiting clause 7.10, display on a visible part of the Licensed Area, the prescribed information in accordance with section 172 of the Education and Care Act; and
- 3.4.4 comply with the Service Approval, the Provider Approval, the Education and Care Act and the Education and Care Regulations.

3.5 Notification to Council

- 3.5.1 The Licensee must notify the Council of any complaint which the Licensee is required to report to the Regulatory Authority under the Education and Care Act, within 24 hours of reporting the complaint to the Regulatory Authority.
- 3.5.2 The Licensee must notify the Licensor of any Serious Incident which the Licensee is required to report to the Regulatory Authority under the Education and Care Act, within 24 hours of notifying the Regulatory Authority of the Serious Incident.
- 3.5.3 The Licensee must immediately notify the Licensor if a Show Cause Notice is served on the Licensee by the Regulatory Authority, or if the Licensee's Service Approval or Provider Approval is suspended (even if voluntarily), cancelled or surrendered.
- 3.6 This Additional Clause 2 is an essential term of this Licence.

4. Working with Children Checks

- 4.1 Without limiting clause 7.5, the Licensee must:
 - 4.1.1 ensure that all employees and volunteers who are required to apply for a Working with Children Check (**WWC**) under the *Working with Children Act* 2005 (Vic) (**WWCA**) have done so, before working with children at the Licensed Area;
 - 4.1.2 provide a copy of the WWC card of each of the Licensee's employees and volunteers working at the Licensed Area to the Council, on demand;

- 4.1.3 ensure that any employee or volunteer that is given a negative notice (within the meaning given to that term in the WWCA) does not work with children at the Licensed Area; and
- 4.1.4 subject to special condition 4.2, ensure that the information in any WWC of the Licensee's employees and volunteers which is provided to the Council, is kept confidential.
- 4.2 The Licensee agrees that the Council may disclose the information in any WWC of the Licensee's employees and volunteers for the purpose of administering or enforcing this Licence or if required by law.
- 4.3 This Additional Clause 4 is an essential term of this Licence.

5. Licensee's Environmental Obligations

The Licensee acknowledges that the Council is committed to participating in energy saving practices and agrees to act reasonably and responsibly in using water and appliances that consume energy at the Licensed Area.

6. Council Policy

The Licensee agrees that Council has the right to require the Licensee to comply with existing or new policies issued or amended by Council from time to time and notified in writing to the Licensee.

7. Personal Property Securities Act 2009

7.1 Definitions

In this Additional Clause 7:

- 7.1.1 **Council PPS Items** means any item of Personal Property which:
 - (a) is owned or leased by the Council; and
 - (a) is situated on the Licensed Area or the Land at any time during the term of this Licence:
- 1.1.2 **Licensee PPS Items** means any item of Personal Property which:
 - (a) is owned or leased by the Licensee;
 - (b) is situated on the Licensed Area or the Land at any time during the term of this Licence; and
 - (c) the Council has the right to require the Licensee to transfer ownership of that item to the Council, or the Licensee has the obligation to transfer ownership of that item to the Council, whether before or after the end of the term of this Licence.

but does not include any Council PPS Items;

- 1.1.3 **PPS Act** means the Personal Property Securities Act 2009 (Cth); and
- 1.1.4 words and expressions that are not defined in this Licence but which have a defined meaning in the PPS Act have the same meaning as in the PPS Act.

7.2 Licensee's obligations

The Licensee:

- 1.1.5 charges its interest in all Licensee PPS Items situated on the Licensed Area or the Land from time to time in favour of the Council, as security for the performance of the Licensee's obligations under this Licence, including but not limited to the Licensee's obligations to transfer ownership in the whole or any part of the Licensee PPS Items to the Council;
- 1.1.6 acknowledges and agrees that the charge granted by the Licensee under Additional Clause 7.2.1 constitutes the grant of a Security Interest which the Council is entitled to register under the PPS Act;
- 1.1.7 acknowledges that the grant of this Licence also constitutes the grant of a Security Interest in the Council PPS Items in favour of the Council, which interest the Council is entitled to register under the PPS Act; and
- 1.1.8 must do all things required by the Council from time to time (including, without limitation, signing any documents required by the Council) to enable the Council to register its above Security Interests under the PPS Act, and to otherwise perfect its Security Interest in the Licensee PPS Items and the Council PPS Items so that the Council's Security Interests have priority over any other Security Interests under the PPS Act in relation to the Licensee PPS Items and the Council PPS Items.

7.3 Security Interests

The Licensee:

- 1.1.9 warrants that it has not created a Security Interest in respect of any Council PPS Items on or prior to execution of this Licence; and
- 1.1.10 must not create a Security Interest in respect of any Council PPS Items or Licensee PPS Items in favour of any person other that the Council without the Council's prior written consent, which consent may be granted or withheld in the Council's absolute discretion.
- 7.4 Indemnity for breach of this Additional Clause

The Licensee must indemnify and hold harmless the Council against all claims, damages or loss incurred by the Council as a consequence of any breach by the Licensee of this Additional Clause.

7.5 Further obligations

The Licensee acknowledges and agrees that:

- 1.1.11 it has no right under the PPSA to receive a copy of any 'verification statement' or 'financing charge statement' (as those terms are defined in the PPSA); and
- 1.1.12 on the expiration or earlier termination of this Licence, the Licensee must sign (and procure any holder of a registered Security Interest to sign) any document that the Council considers necessary or desirable under or as a result of the PPS Act to discharge any registered Security Interests under the PPS Act in relation to the Licensee PPS Items and the Council PPS Items.

1.2 This Additional Clause prevails

In the event of any inconsistency between this Additional Clause and any other provision of this Licence, the provisions of this Additional Clause will prevail and that other provision will be read down and interpreted accordingly.

Annexure B

Maintenance Schedule

Schedule and Responsibilities for Occupier and Council of Kindergartens

| Item | Occupier's
Responsibility | Council's
Responsibility |
|---|--|--|
| Air Conditioning and Heating Appliances | Service and repair when required. | Replacement of unit. |
| Building | Determine and document the specific need of the building relating to any requests to Council for building alterations. Consent is required from Council for any grant or funding that the occupier is seeking to upgrade, extend or modify the building. Prepare plans and obtain quotes for requests for minor improvements | Assess all requests submitted. Undertake works required to bring premises and surrounds to appropriate standards to meet the required regulations. This excludes items identified as the lessee's responsibility in this document. Preparation or approval of long-term development plans, design of major building alterations or major structural works. Undertake inspections as required to ensure asbestos safety, if appliacable. |
| Cleaning | Keep premises in clean, sanitary
and fresh condition. | • Nil |
| Ceilings, Walls and
Skylights (internal) | Cost of repairs due to major or
continual misuse.Regular cleaning. | Major repair and/or replacement due to structural faults/age. |
| Curtains/Drapes/Blinds | Repair costs. Replacement costs. Supervision of installation of replacement items. Regular cleaning. | • Nil |
| Doors, (including cupboard doors) | Regular cleaning and repair of
internal/external doors due to major
or continual misuse. Minor adjustments. | Replacement due to age, structural fault. |

| Item | Occupier's
Responsibility | Council's
Responsibility |
|--|---|--|
| Electrical Wiring,
Fittings, and Lights | Additional or security lighting. Cost of repair and replacement of electrical wiring if damage is due to major or continual misuse. Repair and replacement of all light globes. Regular cleaning of all light fixtures. | Replacement of all building wiring from main supply to and including the switchboard. Replacement of light fittings. |
| Essential Safety
Measures (e.g. fire
extinguishers, exit
lights, etc) | Notification to Council of
maintenance or servicing issues. Not to interfere or obstruct essential
safety measures elements. | Undertake inspections, servicing, and maintenance of all specified essential safety measures as required under the relevant Building Regulations. Meet all costs associated with this function. |
| Fencing | Determine and document the specific need of the fencing relating to any requests to Council for fencing alterations. Provide specifications of fencing alterations required due to changes in standards or regulations. Repair fences | Assess all requests submitted. Replacement of essential/ required fences to appropriate standards to meet the required regulations. This excludes items identified as the lessee's responsibility in this document. |
| Floor Surfaces and Coverings | All regular cleaning and
maintenance of floor coverings,
such as carpet and tiles. | Replace to essential areas when excessively worn or dangerous. |
| Fly Screens | Maintain and replace fly wire.Install additional fly screens. | ■ Nil |
| Garbage | Normal fee for service waste collection. | • Nil |
| Glass | Replace broken or cracked windows arising from misuse.Regular cleaning. | Replace due to breakage arising from structural fault, age. |
| Grounds | Keep all entry/exit areas clear and sweep regularly. Maintain all grounds associated with buildings by cutting the grass, minor pruning, replacing trees, bushes, and flowers if required. Remove dead foliage. Seek Council approval for any modification to the grounds. Maintenance of garden beds. Maintenance of garden hoses, and sprinklers, etc; Cleaning and weeding of pavement | Repair paths, driveways etc Replacement of essential pavement, driveway, and carpark areas; retaining walls and ramps. Trees lopped/pruned to meet security/safety requirements where considered dangerous |

| Item | Occupier's
Responsibility | Council's
Responsibility |
|--|---|---|
| | and driveway areas. | |
| Internal Appliances
e.g. Fans, Kettles,
Food Processors, etc | Replacement as required of minor
kitchen appliances. | ■ Nil |
| Keys and Locks | Repair and replacement of locks if
damaged through major or
continued misuse. | Replacement of lost or damaged keys as applies to Council's master key system. Supply of keys for user groups. Repair and replacement of locks as applies to Council's master key system. |
| Painting | Internal painting if damaged through
major or continued misuse or colour
scheme changes etc. | Internal and external for structural integrity reasons. |
| Permanent Fixtures | Regular cleaning of all fixtures. Repair and/or replace if damaged through major or continual misuse. | Replace when required the following items: Hot water service Sinks and toilets Verandas attached to the building |
| Pest Control | Keep all areas in a clean and
hygienic state. All pest control as required both
internal and external. | Pest control relating to structural items (e.g. woodborer and termites). |
| Playground Equipment and Adjacent Grounds | Determine and advise Council if a change to playground equipment and adjacent areas is required. Provide specifications to Council of changes to or which has been deemed required by the occupier. Install and maintain playground equipment to an approved standard | Assess all requests submitted. Undertake a playground equipment and adjacent grounds audit on a scheduled basis. Inform the Occupier of the audit outcome and the works required to maintain to an approved standard. |
| Plumbing | Cost of internal repair due to major or continued misuse. Replacement and repair of internal surface plumbing fittings such as toilet seats, taps and washers etc. | Replacement of damaged or corroded plumbing fittings, toilet bowls and cisterns. Repairs or works required for drainage purposes, including sewerage, drains, water pipes and pits. Replacement of gas pipes. |

| Item | Occupier's
Responsibility | Council's
Responsibility |
|---|---|---|
| Roof, skylight, external walls, spouting and downpipes | Cleaning of roof, external walls,
spouting, downpipes and guttering. | All maintenance and repair of the structure of the premises as required. |
| Signage | Maintain and replace all
internal/external signs relating to the
committee. | Identification signage to be provided
by Council where required. |
| Smoke Detectors | Install, repair and replacement of
battery operated smoke detectors. Includes battery replacement as
required. | Installation and maintenance of hard
wire system where required. |
| Telecommunication Systems (e.g. fax, photocopiers, telephones, etc) | Purchase, service and maintenance cost.Replacement costs. | • Nil |
| Vandalism | Less than \$1000 (Subject to change based on Claims history) | More than \$1000 (Subject to change based on Claims history) |
| Whitegoods (e.g. refrigerator, dishwasher, etc) | Service and maintenance costs.Replacement costs. | • Nil |

Annexure C

SERVICE AGREEMENT

Background

There are 4 early years' facilities operating on Colac Otway Shire premises that house a number of programmes ranging from four year old kindergarten, long day care, playgroups, three year old kindergarten and other early learning services.

Service Agreement Rationale

This Service Agreement between Colac Otway Shire and Glastonbury Community Services is intended to further develop early years service provision and support for children (including their families) who attend early years services, especially kindergarten programmes.

This can be achieved by networking and working together on initiatives that can be provided to meet the needs of infants, young children and their families.

Council is responsible for developing an Early Years Plan, which does not focus solely on its own services, but recognises the need for optimal early years development throughout childhood. It is intended that kindergartens operating under a license and service agreement with Council have the opportunity to further develop their services and contribute to the early years service industry already operating within the Colac Otway municipality.

License and Service Agreements

License and service agreements provide direction, accountabilities and expectations for both parties in the delivery of kindergarten and early year's services. This can be described as:

- The License Agreement outlines the Occupier's and Council's responsibilities for the facility and external playgrounds/gardens.
- The Service Agreement outlines the Occupier's and Council's responsibilities in relation to service provision and expectations.

Services Agreement for Maximizing Use and Access

1. Usage Policy

The Licensee acknowledges and agrees that:

- 1.1. priority for use of the Licensed Area must be given to 4 year-old kindergarten groups and childcare provision. Council will consult and work with the Licensee if there is an opportunity to include additional early years support services within the Licensed Area;
- 1.2. the Licensee will work with Council to investigate alternative short and long term accommodation options to meet future service needs and demand;
- 1.3. in addition to 4 year-old kindergarten groups and childcare provision, the Licensed Area may be used for non profit service/groups for children and families from birth to 8 years;
- 1.4. the Licensed Area must not be used for any other use without the prior written consent of Council (delegation to the Manager Health & Community Services);

- 1.5. if the Licensee obtains the Council's prior written consent in accordance with clause 1.4 the Licensee must ensure that other groups using the Premises must:
 - 1.5.1 maintain current public liability insurance, which complies with provisions of clause of the Licence; and
 - 1.5.2 otherwise comply with the terms and conditions of the License.
- 1.6. the Council agrees and acknowledges that, if the Licensee accommodates another service under clause 1.1 or obtains the Council's prior written consent in accordance with clause 1.4 the Licensee may charge and retain a reasonable fee from such other authorised users of the Premises.

2. Childcare and Kindergarten Services

The Licensee providing an integrated service model must:

- 2.1 deliver an accredited children's service that meets the requirements of the Australian National Quality Standards; and
- 2.2 provide a childcare and/or kindergarten service, which operates at, registered capacity. The only exception to this is when the demand for childcare and/or kindergarten places is lower than registered capacity.

3. Colac and Southern Otway's KEYS (Kids Early Years Services) Network and other Meetings

Council will:

- 3.1 help facilitate, attend and keep minutes for the respective KEYS Network Meetings. The purpose of the KEYS Network Meetings is to provide a forum for the consideration and discussion of matters of mutual interest to early years service providers, including kindergartens, and Council;
- 3.2 through the KEYS, Network Meetings, facilitate consideration and adoption of early years service approaches for the effective operation and management of early years services, including kindergartens, throughout the Municipality;
- 3.3 through collaboration develop and implement new strategies and projects that aim to improve early years services provision across the municipality; and
- 3.4 Where the need arises, or at least once per year, facilitate, attend and keep minutes of a meeting specifically held with a representative (an authorised representative of Glastonbury Community Services).

The Licensee must:

3.5 provide a representative in attendance for each local KEYS Network Meeting. In the event of consistent non-attendance of an authorised representative, Council reserves the right to consider the Licensee in breach of the terms and consideration of the Licence and Service Agreement.

4. Reporting Requirements

The Licensee must give to the Council:

- 4.1 by 30th November in each year a written report detailing:
 - 4.1.1 The Operating Hours of the Service for the next 12 months;
 - 4.1.2 A list of the groups, which will be using the premises for the next 12 months; and
 - 4.1.3 Quarterly data on the number of childcare places, and other appropriate service/program data that may be useful for Council's planning process.

4.2 Additionally:

- 4.2.1 The Licensee will ensure adequate records of income and expenditure are being kept and meet requirements of Council, State and Federal governments in relation to grants and reimbursements received.
- 4.2.2 Within 60 days of the Licensee's Annual General Meeting copy of the minutes of the Annual General Meeting, including an audited statement of assets and liabilities (balance sheet) profit and loss statement and cash flows statements.
- 4.2.3 A written report detailing the activities conducted by the Licensee during the preceding years and, where applicable, a list of the groups, which have used the licensed area, and a list of times at which the licensed area were used.
- 4.2.4 A list of the office bearers appointed to the Licensee, their duties and the length of term of the office of each office bearer.
- 4.2.5 The Licensee must provide details of any structural non-compliance, as a result from inspection by a regulatory authority, to Council within 14 days from receiving written notification.

5. Termination of the Service Agreement

Either the Licensee or the Council may terminate this service agreement by giving the other party three months notice in writing, or a shorter notice period if agreed by both parties. In the event of non-compliance with the terms and conditions of this agreement, Council may terminate the agreement. If the Council is considering termination of the agreement due to non-compliance, Council will provide 30 days notice in writing to the organisation representatives who are signatories to this agreement. If the Service Agreement is terminated, then Council may re-enter the Licensed Area and determine the Licence agreement.

Date

Community Services Licence Licensed Area: 1 Polwarth Street, Colac

Colac-Otway Shire Council and

Glastonbury Community Services

Contents

| Sche | dule | | 1 |
|------|--------------|--|---|
| 1. | Definit | tions | 2 |
| 2. | Licenc | ce | 3 |
| 3. | Payme | ents by the Licensee | 3 |
| | 3.1 | Payment of Licence Fee | 3 |
| | 3.2 | Rates and Taxes | |
| | 3.3 | Services | |
| | 3.4 | Costs and Duty | |
| | 3.5 | Interest on Late Payments | |
| | 3.6 | No Deduction or Right of Set-off | |
| 4. | GST | | 4 |
| | 4.1 | Definitions | 4 |
| | 4.2 | GST Exclusive | 4 |
| | 4.3 | Increase in Consideration | |
| | 4.4 | Payment of GST | |
| | 4.5 | Tax Invoice | |
| | 4.6 | Reimbursements | 4 |
| | 4.7 | Adjustment events | 5 |
| 5. | Repair | rs, Alterations and Damage | 5 |
| | 5.1 | Repairs and Maintenance | 5 |
| | 5.2 | Failure to Repair and Maintain | |
| | 5.3 | Alterations and Works | |
| | 5.4 | Defacing Licensed Area | |
| | 5.5 | Occupational health and safety | |
| | 5.6 | Notice of Damage | |
| 6. | Insura | nnce | 6 |
| | 6.1 | Insurances to be effected by the Licensee | 6 |
| | 6.2 | Licensee's Property | |
| | 6.3 | Condition in Policies | 6 |
| | 6.4 | Payment and Production of Policies | 6 |
| | 6.5 | Not Invalidate Policies | 6 |
| | 6.6 | Other Insurance | 7 |
| 7. | Comm | nunity Services Use | 7 |
| | 7.1 | Permitted Use and Permitted Hours | |
| | 7.2 | Illegal Purpose | |
| | 7.3 | No Warranty | |
| | 7.4 | Hours of Use | |
| | 7.5 | Compliance with Laws | |
| | 7.6 | Nuisance and Noise | |
| | 7.7
7.8 | Licences and Permits | |
| | 7.8
7.9 | · | |
| | 7.9
7.10 | Keys
Signs | |
| | 7.10
7.11 | Heavy Equipment and Inflammable Substances | |
| | 7.11 | No Smoking | |
| | 7.12 | Vehicles | |
| | 7.13
7.14 | Emergency Procedures | |
| | 7.14 | Playground Equipment | |
| | 7.16 | Television and Radio | |
| | 7.17 | Endanger Licensed Area | |
| | | • | |

| | 7.18
7.19 | Licensee's Employees | |
|-----------|--|--|----|
| | 7.19 | Liquor Licence | |
| | 7.21 | Gaming Licence | |
| | 7.22 | Reporting Requirements | |
| | 7.23 | Licensee Membership | |
| | 7.24 | Animals | |
| | 7.25 | Auction Sales | 11 |
| 8. | Release and Indemnity 1 | | 11 |
| | 8.1 | Release | 12 |
| | 8.2 | Indemnity | |
| 9. | Assignment and Sub-Licensing | | 11 |
| 10. | Entry by | the Council | 11 |
| 11. | Council' | s Consent | 12 |
| 12. | License | e's obligations at the end of this Licence | 12 |
| | 12.1 | Licensee's Obligations | 12 |
| | 12.2 | Licensee's Property Left in Licensed Area | 12 |
| 13. | Determin | nation of Licence | 12 |
| | 13.1 | Re-entry | 12 |
| | 13.2 | Damages following Determination | |
| | 13.3 | Essential Terms | 13 |
| 14. | Destruction or Damage of Licensed Area | | 13 |
| | 14.1 | Reduction in Licence Fee | |
| | 14.2 | Reinstatement of Licensed Area | |
| | 14.3 | Licensee's Right of Termination | 13 |
| 15. | Overhole | ding | 13 |
| 16. | Grant of | Licence only | 14 |
| 17. | General | | 14 |
| | 17.1 | Incorporated Associations | 14 |
| | 17.2 | Notices | |
| | 17.3 | Entire Understanding | |
| | 17.4 | Waiver | _ |
| | 17.5 | Additional Clauses | 15 |
| 18. | Interpret | ation | |
| | 18.1 | Governing Law and Jurisdiction | |
| | 18.2 | Persons | |
| | 18.3 | Joint and Several | |
| | 18.4
18.5 | Legislation | |
| | 18.6 | Severance | |
| | 18.7 | Number and Gender | |
| Execution | | Number and Gender | |
| | _ | itional Clauses | |
| | | ntenace Schedule | |
| | | rice Agreement | |
| onai | 1 | | |

Schedule

1. Date of this Licence: The day of 2013

2. Council: Colac-Otway Shire Council (ABN 32 430 819 755) of

2-6 Rae Street, Colac 3250

3. The Licensee: Glastonbury Community Services

(ABN 98 057 582 733) of 222 Malop Street, Geelong

3220

4. Land: The whole of the land contained in certificate of title

volume 7806 folio 076

5. Licensed Area The whole of the Land and buildings known as 1

Polwarth Street, Colac

6. Term: Three (3) years (as consistent with Council's Property

Leasing Policy 4.2)

7. Commencement Date:

8. Community Services Use: Kindergarten and Child Care

9. Licence Fee: \$1 per annum payable in advance upon signing of the

licence

10. Hours of Use As determined by Planning Guidelines

11. Additional Clauses As set out in Annexure A

Community Services Licence

Dated / /

Parties

The Council

The Licensee

The Parties Agree

1. Definitions

In this Licence, unless expressed or implied to the contrary:

Additional Clauses means the clauses (if any) specified in Item 11.

Annexure means an annexure to this Licence.

Commencement Date means the date specified in Item 7.

Community Services Use means the use specified in Item 8 of the Schedule.

Council means the Council specified in Item 2 and includes the Council's successors and assigns and where it is consistent with the context includes the Council's employees and agents.

Council's Fixtures includes all those fittings, fixtures, and chattels contained in the Licensed Area at the Commencement Date (if any) or installed by the Council during the Term.

Hours of Use means the hours of use specified in Item 10, or such other hours of use as the Council and the Licensee agree in writing from time to time.

Item means an item in the Schedule.

Land means the land specified in Item 4.

Licence Fee means the amount specified in Item 9.

Licensed Area means the land specified in Item 5 including any buildings and pavilions on the land and the Council's Fixtures.

Licensee means the Licensee specified in Item 3 and includes the Licensee's successors and assigns and where it is consistent with the context includes the Licensee's employees, agents, invitees and persons the Licensee allows on the Licensed Area.

Maintenance Schedule means the maintenance schedule attached to this Licence as Annexure C.

OHS Act means the Occupational Health and Safety Act 2004 (Vic).

OHS Law means the OHS Act, the OHS Regulations, and any other occupational health and safety law, regulation or by-law that applies to work being carried out on the Licensed Area.

OHS Regulations means the Occupational Health and Safety Regulations 2007 (Vic).

Principal Contractor means the position of principal contractor referred to in Chapter 5 of the OHS Regulations.

Schedule means the Schedule at the front of this Licence.

Service Agreement means the service agreement attached to this Licence as Annexure D.

Term means the term specified in Item 6 and includes any extension or overholding.

2. Licence

The Council grants a licence to the Licensee to use the Licensed Area in common with the Council and persons authorised by the Council for the Term starting on the Commencement Date, subject to the terms of this Licence.

3. Payments by the Licensee

3.1 Payment of Licence Fee

The Licensee must pay the Licence Fee to the Council in the manner specified in Item 9.

3.2 Rates and Taxes

The Licensee must pay all rates, taxes (including land tax assessed on the basis that the Licensed Area is the only land owned by the Council) and all other charges and levies separately assessed in connection with the Licensed Area (Rates and Taxes). If the Rates and Taxes are not separately assessed for the Licensed Area, the Licensee must pay or refund to the Council the proportion of the Rates and Taxes that the area of the Licensed Area bears to the total lettable area assessed within 14 days of receipt of a written notice from the Council.

3.3 Services

The Licensee must pay for all services in connection with the Licensed Area including electricity, gas, water, garbage collection and telephone (**Services**). Where the Licensed Area is not separately metered, the Licensee must at the discretion of the Council pay to the Council the proportion of the charges for the Services that the area of the Licensed Area bears to the total area assessed within 14 days of receipt of a written notice from the Council.

3.4 Costs and Duty

The Licensee must pay to the Council within 7 days of demand the Council's costs (including charges on a solicitor-own client basis) incurred as a result of a breach of this License by the Licensee.

3.5 Interest on Late Payments

The Licensee must pay to the Council on demand interest at the rate per annum equal to the rate for the time being fixed under section 2 of the *Penalty Interest Rates Act* 1983 (Vic) on any money payable by the Licensee under this Licence and remaining unpaid for 7 days. Interest will be computed from the date on which such payment became due.

3.6 No Deduction or Right of Set-off

The Licensee must pay all amounts due under this Licence to the Council without deduction or right of set-off.

4. GST

4.1 Definitions

In this clause:

- 4.1.1 words and expressions that are not defined in this Licence but which have a defined meaning in the GST Law have the same meaning as in the GST Law;
- 4.1.2 GST Law has the meaning given to that term in the A New Tax System (Goods and Services Tax) Act 1999.

4.2 GST Exclusive

Except as otherwise provided by this clause, all consideration payable under this Licence in relation to any supply is exclusive of GST.

4.3 Increase in Consideration

If GST is payable in respect of any supply made by a supplier under this Licence (**GST Amount**), the recipient will pay to the supplier an amount equal to the GST payable on the supply.

4.4 Payment of GST

Subject to clause 4.5 the recipient will pay the GST Amount at the same time and in the same manner as the consideration for the supply is to be provided under this Licence.

4.5 Tax Invoice

The supplier must provide a tax invoice to the recipient before the supplier will be entitled to payment of the GST Amount under clause 4.4.

4.6 Reimbursements

If this Licence requires a party to reimburse an expense or outgoing of another party, the amount to be paid or reimbursed by the first party will be the sum of:

- 4.6.1 the amount of the expense or outgoing less any input tax credits in respect of the expense or outgoing to which the other party is entitled; and
- 4.6.2 if the payment or reimbursement is subject to GST, an amount equal to that GST.

4.7 Adjustment events

If an adjustment event occurs in relation to a taxable supply under this Licence:

- 4.7.1 the supplier must provide an adjustment note to the recipient within 7 days of becoming aware of the adjustment; and
- 4.7.2 any payment necessary to give effect to the adjustment must be made within 7 days after the date of receipt of the adjustment note.

5. Repairs, Alterations and Damage

5.1 Repairs and Maintenance

- 5.1.1 The Licensee must carry out the obligations which are described in the Maintenance Schedule (Annexure C) as being the responsibility of the Licensee.
- 5.1.2 Council must carry out the obligations which are described in the Maintenance Schedule (Annexure C) as being the responsibility of the Council.

5.2 Failure to Repair and Maintain

If the Licensee does not carry out any repairs, maintenance or other works required under this Licence within 14 days of receiving written notice from the Council, the Council may enter the Licensed Area to carry out such repairs, maintenance and works at any reasonable time after giving the Licensee reasonable notice. The cost of all such repairs, maintenance and works must be paid by the Licensee to the Council on demand.

5.3 Alterations and Works

The Licensee must obtain the prior written consent of the Council before carrying out any alterations or works on the Licensed Area (including but not limited to the removal of trees or shrubs). The Licensee must ensure that any alterations or works on the Licensed Area are carried out:

- 5.3.1 strictly in accordance with plans and specifications approved by the Council (and such approval may be given or withheld at Council's absolute discretion);
- 5.3.2 in a proper and workmanlike manner;
- 5.3.3 to the Council's reasonable satisfaction and in accordance with the Council's reasonable requirements; and
- 5.3.4 in accordance with all rules and requirements of any authorities having jurisdiction over the Licensed Area.

5.4 Defacing Licensed Area

The Licensee must not deface or damage the Licensed Area (including drilling holes in the Licensed Area) except where approved by the Council in accordance with clause 5.3.

5.5 Occupational health and safety

For the purposes of the OHS Law, the Licensee agrees that:

- 5.5.1 the Licensee has sole management and control of the Licensed Area and has sole responsibility for ensuring that the Licensed Area and the means of entering and leaving them are safe and without risks to health;
- 5.5.2 Council appoints the Licensee as Principal Contractor in respect of any works to be carried out by the Licensee in the Licensed Area to which an OHS Law applies;
- 5.5.3 the Licensee must carry out such works in accordance with the requirements of the OHS Law; and
- 5.5.4 Council authorises the Licensee to exercise whatever authority is necessary for the Licensee to discharge the responsibilities of the appointment under clause 5.5.2.

5.6 Notice of Damage

The Licensee must give the Council prompt written notice of any material damage to the Licensed Area or anything likely to be a risk to the Licensed Area or any person in the Licensed Area.

6. Insurance

6.1 Insurances to be effected by the Licensee

- 6.1.1 The Licensee must maintain insurance, in the name of the Licensee, and noting the interest of the Council with an insurer approved by the Council for public liability for the amount of \$20 million concerning one single event (or such greater sum as required by the Council).
- 6.1.2 The Licensee acknowledges that the insurance set out in clause 6.1.1 must extend to volunteers engaging in duties directly related to the Licensee's activities.

6.2 Licensee's Property

The Licensee must maintain insurance for its fixtures and fittings for the full replacement value.

6.3 Condition in Policies

The Licensee must ensure that the insurance policies effected by the Licensee contain a condition that the insurer will notify the Council at least 14 days before the policies lapse.

6.4 Payment and Production of Policies

The Licensee must pay all insurance premiums at least 14 days before the due date for payment and produce to the Council copies of the certificate of currency on or before each anniversary of the Commencement Date.

6.5 Not Invalidate Policies

The Licensee must not do anything which may make any insurance effected by the Licensee or the Council invalid or which may increase the insurance premiums. If the insurance premium increases, the Licensee must pay that increase.

6.6 Other Insurance

The Licensee must, at its cost, effect and maintain:

- 6.6.1 workers' compensation insurance for its employees; and
- 6.6.2 if required by Council, professional indemnity, and directors and officers liability, insurance,

to the reasonable satisfaction of Council.

7. Community Services Use

7.1 Permitted Use and Permitted Hours

The Licensee must use the Licensed Area for the Community Services Use specified in Item 8 and must not use the Licensed Area for any other purpose without the prior written consent of Council which may be granted or withheld by Council in its sole discretion.

7.2 Illegal Purpose

The Licensee must not use the Licensed Area for any illegal purpose or carry on a noxious or offensive activity on the Licensed Area.

7.3 No Warranty

The Licensee:

- 7.3.1 acknowledges that the Council does not represent that the Licensed Area is suitable for the Community Services Use; and
- 7.3.2 must make its own enquiries as to the suitability of the Licensed Area for the Community Services Use.

7.4 Hours of Use

- 7.4.1 The Licensee must only use the Licensed Area for the Community Services Use during the Hours of Use.
- 7.4.2 The Licensee may use the Licensed Area for the purpose of taking deliveries, cleaning, maintenance and meetings only outside of the Hours of Use.

7.5 Compliance with Laws

The Licensee must comply with all laws and any requirements of any authority in connection with the Licensed Area and the Licensee's use and occupation of the Licensed Area.

7.6 Nuisance and Noise

- 7.6.1 The Licensee must not do anything in connection with the Licensed Area which may:
 - (a) cause a nuisance or interfere with any other person; or
 - (b) be dangerous or offensive in the Council's reasonable opinion.

- 7.6.2 The Licensee must ensure that the level of noise emanating from the Licensed Area:
 - (a) does not cause a nuisance to other people; and
 - (b) is kept at a level that complies with all laws and regulations, including without limitation the *Environment Protection (Residential Noise) Regulations* 2008.

7.7 Licences and Permits

The Licensee must maintain all licences and permits required for the Licensee's use of the Licenseed Area and obtain the Council's prior written consent before varying any licence or permit or applying for any new licence or permit.

7.8 Security

The Licensee must keep the Licensed Area secure at all times when the Licensed Area is not being used by the Licensee.

7.9 Keys

- 7.9.1 If a key is required to access the Licensed Area, the Council's maintenance coordinator will provide the Licensee with the key to access the Licensed Area.
- 7.9.2 The Licensee may request in writing for extra keys to be issued. However, the Council has absolute discretion to decide on the number of keys that are ultimately issued to the Licensee.
- 7.9.3 The Licensee must:
 - (a) not make any copies of the keys issued to the Licensee;
 - (b) notify the Council within 24 hours of it becoming aware of any lost or stolen keys; and
 - (c) not install or remove any key cylinders or padlocks in the Licensed Area without obtaining the prior written consent of the Council.
- 7.9.4 The Licensee will be responsible for the cost incurred to install or remove any key cylinders or padlocks and to issue any new keys when at fault.
- 7.9.5 The Council may remove or install, at the Licensee's expense, and at any time, any key cylinders or padlocks that have been installed or removed without the Council's prior consent.
- 7.9.6 All keys need to be compatible with the master set held by Council's Infrastructure and Services Department.
- 7.9.7 The Licensee must pay to the Council on demand, when at fault:
 - (a) the costs incurred by the Council to replace any lost, stolen or damaged keys and lock barrels for the Licensed Area; and
 - (b) the costs incurred by the Council to issue any extra keys.

7.10 Signs

7.10.1 The Licensee must seek the prior written consent of the Council before displaying or affixing any signs, advertisements or notices to any part of the Licensed Area unless the signs, advertisements or notices relate to the Licensee's activities carried on at the Licensed Area.

7.10.2 The Licensee:

- (a) allows the Council to enter onto the Licensed Area to inspect the condition of any signs, advertisements or notices displayed or affixed to any part of the Licensed Area under this clause; and
- (b) must comply, at its own cost, with all reasonable directions of Council in relation to the maintenance, removal or replacement of such signs, advertisements or notices.

7.11 Heavy Equipment and Inflammable Substances

The Licensee must obtain the Council's prior written consent before bringing any heavy equipment or inflammable substances into the Licensed Area except to the extent to which it is consistent with the Community Services Use.

7.12 No Smoking

The Licensee must:

- 7.12.1 not permit the sale of tobacco products or tobacco related products;
- 7.12.2 not permit any smoking in the Licensed Area; and
- 7.12.3 display 'no smoking' signs in the Licensed Area if requested by the Council.

7.13 Vehicles

The Licensee must not permit any vehicles to be driven, parked or stopped at any place or time on any part of the Licensed Area except at such places and at such times for the purpose of services or works, or an educational activity.

7.14 Emergency Procedures

The Licensee must:

- 7.14.1 keep a first aid kit at the Licensed Area and replenish it when required;
- 7.14.2 establish and display an evacuation plan, and test the utility of any such evacuation plan, at regular intervals during each year; and
- 7.14.3 keep all emergency equipment fully replenished.

7.15 Playground Equipment

- 7.15.1 The Licensee must not construct or erect any fixed playground equipment at the Licensed Area without Council's prior written consent.
- 7.15.2 Any playground equipment on the Licensed Area must comply with Australian Standards AS1924.1 1981 and AS1924.2 1981, and industry best practice in

design, provision and maintenance, including the undersurfacing component contained in AS/NSZ4422-1996.

7.16 Television and Radio

The Licensee must not install any televisions, radios, music systems or other equipment in the Licensed Area which can be heard outside the Licensed Area without obtaining the prior written consent of the Council.

7.17 Endanger Licensed Area

The Licensee must not do or permit anything to be done in connection with the Licensed Area which in the opinion of the Council may endanger the Licensed Area or be a risk to any person or property.

7.18 Licensee's Employees

The Licensee must use all reasonable endeavours to ensure that the Licensee's employees, agents, contractors and invitees observe and comply with the Licensee's obligations under this Licence, where appropriate.

7.19 Liquor Licence

The Licensee must not apply for any licence or permit under the *Liquor Control Reform Act* 1998 (Vic) unless approved by Council for a single event.

7.20 Gambling

The Licensee must not apply for a licence or permit pursuant to the *Gambling Regulation Act* 2003 (Vic).

7.21 Gaming Licence

The Licensee must seek the prior written consent of the Council before applying for any licence under the *Gaming Machine Control Act* 1991 (Vic). The Council may withhold its consent or give its consent subject to such terms and conditions as Council may determine in its absolute discretion.

7.22 Reporting Requirements

The Licensee must give to the Council within 14 days of the Licensee's annual general meeting, a written report detailing:

- 7.22.1 the office bearers appointed to the Licensee, their duties and the length of term of the office of each office bearer; and
- 7.22.2 the activities conducted by the Licensee during the preceding year.

7.23 Licensee Membership

The Licensee will:

- 7.23.1 permit residents and ratepayers of the municipality to become members of the Licensee upon satisfying the Licensee's reasonable requirements for membership;
- 7.23.2 upon demand, inform Council of the number of members of the Licensee; and

7.23.3 within 7 days of demand, provide all necessary documents to the Council to verify the membership of the Licensee.

7.24 Animals

The Licensee must not allow any animals other than guide dogs, or for curriculum activities reasonably expected within an early years setting, to enter the Licensed Area.

7.25 Auction Sales

The Licensee must not conduct or allow to be conducted any auctions, garage sales, car boot sales, fetes or similar activities without the prior written consent of Council (which consent must not be unreasonably withheld).

8. Release and Indemnity

8.1 Release

The Licensee uses and occupies the Licensed Area at its own risk and releases the Council from all claims resulting from any damage, loss, death or injury in connection with the Licensed Area except to the extent that the Council is negligent.

8.2 Indemnity

The Licensee must indemnify and hold harmless the Council against all claims resulting from any damage, loss, death or injury in connection with the Licensed Area and the use and occupation of the Licensed Area by the Licensee except to the extent that the Council is negligent.

9. Assignment and Sub-Licensing

The Licensee must not deal with its interest in the Licensed Area including assigning this Licence to a new licensee or sub-licensing the Licensed Area to a new licensee without the prior written consent of the Council.

10. Entry by the Council

- 10.1 Subject to clause 10.3, the Council may enter the Licensed Area at any reasonable time after giving the Licensee reasonable notice to:
 - 10.1.1 inspect the Licensed Area;
 - 10.1.2 rectify any default by the Licensee under this Licence; or
 - 10.1.3 carry out any inspection, repairs, maintenance, works or alterations in the Licensed Area which the Council decides, or is required, to carry out by any law or authority.
- 10.2 The Council must use all reasonable endeavours to cause as little disruption as possible to the Licensee's use of the Licensed Area in exercising the Council's rights under this clause.
- 10.3 The Council may enter the Licensed Area at any time without giving notice to the Licensee in an emergency.

11. Council's Consent

Where consent is requested to be granted by the Council under this Licence, the Council may withhold its consent at its absolute discretion and, if it gives its consent, it may impose conditions as it deems necessary in its absolute discretion.

12. Licensee's obligations at the end of this Licence

12.1 Licensee's Obligations

At the end of this Licence, the Licensee must:

- 12.1.1 vacate the Licensed Area and give it back to the Council in a condition consistent with the Licensee having complied with its obligations under this Licence;
- 12.1.2 remove the Licensee's chattels and if required by the Council, remove all of the Licensee's fixtures and make good any damage caused by their removal; and
- 12.1.3 give to the Council all keys and other security devices for the purposes of obtaining access to the Licensed Area.

12.2 Licensee's Property Left in Licensed Area

Anything left in the Licensed Area at the end of this Licensee will become the property of the Council and may be removed by the Council at the Licensee's cost and at the Licensee's risk.

13. Determination of Licence

13.1 Re-entry

The Council may re-enter the Licensed Area and determine this Licence if:

- 13.1.1 any part of the Licence Fee is in arrears for 14 days (whether or not the Council has demanded payment); or
- 13.1.2 the Licensee breaches this Licence and does not remedy the breach within 14 days of receipt of written notice from the Council; or
- 13.1.3 the Licensee is a corporation, and:
 - (a) an order is made or resolution is passed to wind up the Licensee;
 - (b) an order is made or a meeting is called for the appointment of an administrator, provisional administrator, liquidator or provisional liquidator, receiver, receiver and manager, or an inspector to the Licensee; or
 - (c) an administrator, provisional administrator, liquidator, provisional liquidator, receiver, receiver and manager, or inspector is appointed to the Licensee; or
 - (d) any act or event mentioned in section 461(1)(a) to (k) of the *Corporations Act* 2001 (Cth) occurs in relation to the Licensee.

13.2 Damages following Determination

If this Licence is determined by the Council, the Licensee agrees to compensate the Council for any loss or damage the Council suffers arising in connection with the Licensee's breach of this Licence including the loss of the benefit of the Licensee performing its obligations under this Licence up to the expiration of the Term.

13.3 Essential Terms

The essential terms of this Licence are clauses 3.1, 3.3, 3.5, 4, 5.1, 5.3, 6.1, 7.1, 7.5, 7.22, 7.23, 9, and 12 and any Additional Clause that is expressed to be an essential term. The breach of an essential term is a repudiation of this Licence.

14. Destruction or Damage of Licensed Area

14.1 Reduction in Licence Fee

If the Licensed Area, or any part of the Licensed Area is destroyed or damaged to the extent that the Licensee cannot use or have access to the Licensed Area (except if the Licensee causes or contributes to the destruction or damage, or the Council's insurer is not legally required to reinstate the Licensed Area because the Licensee caused or contributed to the destruction or damage) then the Council will reduce the Licence Fee by a reasonable amount depending upon the nature and extent of destruction or damage until the Licensee can use or have access to the Licensed Area.

14.2 Reinstatement of Licensed Area

If the Licensed Area, or any part of the Licensed Area is destroyed or damaged, the Council may, within 6 months from the date of such damage or destruction, give notice to the Licensee:

- 14.2.1 terminating this Licence, where the Council considers that the damage or destruction is such that repairing it is impracticable or undesirable; or
- that the Council will commence reinstatement of the Licensed Area to a condition where the Licensee can use or have access to the Licensed Area.

The Council does not have to reinstate the Licensed Area.

14.3 Licensee's Right of Termination

The Licensee may give written notice to the Council terminating this Licence where:

- 14.3.1 the Council does not give notice to the Licensee pursuant to clause 14.2; or
- 14.3.2 the Council does not commence reinstatement within 6 months of the date of damage or destruction.

The Council does not have to reinstate the Licensed Area and will not be liable to pay the Licensee any compensation.

15. Overholding

If the Licensee continues in occupation of the Licensed Area after the end of the Term, without objection by the Council:

- 15.1 the Licensee occupies the Licensed Area subject to the same terms and conditions as contained in this Licence;
- the Council or the Licensee may end this Licence during any period of overholding by giving 30 days written notice to the other party expiring at any time; and
- the Council may increase the monthly licence fee by giving the Licensee 1 month's written notice.

16. Grant of Licence only

The Licensee agrees with the Council that:

- the Licensee is not entitled to exclusive occupation of the Licensed Area;
- the Council may use, or permit other parties to use, the Licensed Area following consultation with the Licensee:
- this Licence does not create any estate or interest in the Licensed Area, other than a contractual right;
- this Licence does not constitute a lease at law and the Licensee will not claim before a court or tribunal that this Licence constitutes a lease at law; and
- in the event that a court or tribunal determines that this Licence is a lease at law, the Council may, at its option, terminate this Licence by written notice to the Licensee.

17. General

17.1 Incorporated Associations

If the Licensee is an incorporated association, the Licensee warrants that it is incorporated under the *Associations Incorporation Act* 1981 (Vic) and will at all times comply with the requirements of that Act.

17.2 Notices

Any notice required to be served under this Licence must be in writing and must be served by post, facsimile transmission or hand delivered to:

- 17.2.1 the Licensee at its address set out in this Licence, the Licensee's registered office address, the Licensed Area, or the last known address of the Licensee; and
- 17.2.2 the Council at its address set out in this Licence or any other address notified in writing to the Licensee by the Council.

17.3 Entire Understanding

This Licence contains the entire understanding between the parties as to the subject matter contained in it. All previous agreements, representations, warranties, explanations and commitments, expressed or implied, affecting this subject matter are superseded by this Licence and have no effect.

17.4 Waiver

If the Council accepts the Licence Fee or any other monies under this Licence (before or after the end of this Licence) or does not exercise or delays exercising any of the Council's rights under this Licence, it will not be a waiver of the breach of this Licence by the Licensee or of the Council's rights under this Licence.

17.5 Additional Clauses

This Licence is subject to the Additional Clauses. The Additional Clauses override any inconsistent provisions in this Licence.

18. Interpretation

18.1 Governing Law and Jurisdiction

This Licence is governed by and is to be construed in accordance with the laws of Victoria. Each party irrevocably and unconditionally submits to the non-exclusive jurisdiction of the Courts of Victoria and waives any right to object to proceedings being brought in those Courts.

18.2 Persons

In this Licence, a reference to a person includes a firm, partnership, association, corporation or other corporate body.

18.3 Joint and Several

If a party consists of more than one person, this Licence binds them jointly and each of them severally.

18.4 Legislation

In this Licence, a reference to a statute includes regulations under it and consolidations, amendments, re-enactments or replacements of any of them.

18.5 Clauses and Headings

In this Licence:

- 18.5.1 a reference to a clause, schedule or appendix is a reference to a clause, schedule or appendix in or to this Licence; and
- 18.5.2 headings and sub-headings are inserted for ease of reference only and do not effect the interpretation of this Licence.

18.6 Severance

In this Licence:

- 18.6.1 if a provision in this Licence is held to be illegal, invalid, void, voidable or unenforceable, that provision must be read down to the extent necessary to ensure that it is not illegal, invalid, void, voidable or unenforceable; and
- 18.6.2 if it is not possible to read down a provision as required in this clause, that provision is severable without affecting the validity or enforceability of the remaining part of that provision or the other provisions in this Licence.

18.7 Number and Gender

In this Licence, a reference to:

- 18.7.1 the singular includes the plural and vice versa; and
- 18.7.2 a gender includes the other genders.

Execution Page

This Licence is executed by the parties on the date specified in Item 1.

THE COMMON SEAL of Colac Otway Shire Council (ABN 32 430 819 755) is affixed in accordance with its Local Law No 4 The Common Seal of Glastonbury Community Services in accordance with its constitution

Signature of Chief Executive Officer Rob Small

Signature of Company Secretary Alexander Morrison

Signature of Director John Frame

Annexure A

Additional Clauses

1. Costs

Each party will be responsible for payment of their own costs in connection with the preparation and execution of this Licence.

2. Service Agreement

The Licensee acknowledges and agrees that:

- 2.1 it will only use the Licensed Area in accordance with the Service Agreement;
- 2.2 the terms of the Service Agreement may be amended annually by the Council provided that the Council consults with the Licensee and gives the Licensee prior written notice of such amendments;
- 2.3 if there is any inconsistency between the terms of this Licence and the Service Agreement, the terms of the Licence shall apply.

3. Approvals and Compliance

3.1 Definitions

In this Additional Clause 2:

Education and Care Act means the *Education and Care Services National Law Act* 2010 (Vic);

Education and Care Regulations means all regulations made under the Education and Care Act:

Education and Care Service has the meaning given to that term in the Education and Care Act:

Nominated Supervisor has the meaning given to that term in the Education and Care Act;

Regulatory Authority has the meaning given to that term in the Education and Care Act. As at the Commencement Date, the Regulatory Authority is the Secretary of the Department of Education and Early Childhood Development;

Serious Incident has the meaning given to that term in section 174 of the Education and Care Act; and

Show Cause Notice has the meaning given to that term in the Education and Care Act.

Words and expressions that are not defined in this Licence but which have a defined meaning in the Education and Care Act or the Education and Care Regulations have the same meaning as in the Education and Care Act or the Education and Care Regulations.

3.2 Application of Additional Clause

This Additional Clause 2 applies in relation to any Education and Care Service conducted at the Licensed Area as part of the Permitted Use.

3.3 Approval Requirements

Without limiting any of the Licensee's obligations under this Licence, the Licensee must obtain and maintain throughout the Term, all approvals required to engage in the Permitted Use at the Licensed Area, including, without limitation:

- a provider approval to provide Education and Care Services, as required pursuant to Part 2 of the Education and Care Act (**Provider Approval**); and
- a service approval to operate a kindergarten, as required pursuant to Part 3 of the Education and Care Act (**Service Approval**).

3.4 Licensee's Obligations

The Licensee must, at all times:

- 3.4.1 provide a copy of the Service Approval and the Provider Approval to the Licensor, on demand:
- 3.4.2 ensure that a Nominated Supervisor is appointed for the Education and Care Service;
- 3.4.3 without limiting clause 7.10, display on a visible part of the Licensed Area, the prescribed information in accordance with section 172 of the Education and Care Act; and
- 3.4.4 comply with the Service Approval, the Provider Approval, the Education and Care Act and the Education and Care Regulations.

3.5 Notification to Council

- 3.5.1 The Licensee must notify the Council of any complaint which the Licensee is required to report to the Regulatory Authority under the Education and Care Act, within 24 hours of reporting the complaint to the Regulatory Authority.
- 3.5.2 The Licensee must notify the Licensor of any Serious Incident which the Licensee is required to report to the Regulatory Authority under the Education and Care Act, within 24 hours of notifying the Regulatory Authority of the Serious Incident.
- 3.5.3 The Licensee must immediately notify the Licensor if a Show Cause Notice is served on the Licensee by the Regulatory Authority, or if the Licensee's Service Approval or Provider Approval is suspended (even if voluntarily), cancelled or surrendered.
- 3.6 This Additional Clause 2 is an essential term of this Licence.

4. Working with Children Checks

- 4.1 Without limiting clause 7.5, the Licensee must:
 - 4.1.1 ensure that all employees and volunteers who are required to apply for a Working with Children Check (**WWC**) under the *Working with Children Act* 2005 (Vic) (**WWCA**) have done so, before working with children at the Licensed Area;
 - 4.1.2 provide a copy of the WWC card of each of the Licensee's employees and volunteers working at the Licensed Area to the Council, on demand;

- 4.1.3 ensure that any employee or volunteer that is given a negative notice (within the meaning given to that term in the WWCA) does not work with children at the Licensed Area; and
- 4.1.4 subject to special condition 4.2, ensure that the information in any WWC of the Licensee's employees and volunteers which is provided to the Council, is kept confidential.
- 4.2 The Licensee agrees that the Council may disclose the information in any WWC of the Licensee's employees and volunteers for the purpose of administering or enforcing this Licence or if required by law.
- 4.3 This Additional Clause 4 is an essential term of this Licence.

5. Licensee's Environmental Obligations

The Licensee acknowledges that the Council is committed to participating in energy saving practices and agrees to act reasonably and responsibly in using water and appliances that consume energy at the Licensed Area.

6. Council Policy

The Licensee agrees that Council has the right to require the Licensee to comply with existing or new policies issued or amended by Council from time to time and notified in writing to the Licensee.

7. Personal Property Securities Act 2009

7.1 Definitions

In this Additional Clause 7:

- 7.1.1 **Council PPS Items** means any item of Personal Property which:
 - (a) is owned or leased by the Council; and
 - (a) is situated on the Licensed Area or the Land at any time during the term of this Licence:
- 1.1.2 **Licensee PPS Items** means any item of Personal Property which:
 - (a) is owned or leased by the Licensee;
 - (b) is situated on the Licensed Area or the Land at any time during the term of this Licence; and
 - (c) the Council has the right to require the Licensee to transfer ownership of that item to the Council, or the Licensee has the obligation to transfer ownership of that item to the Council, whether before or after the end of the term of this Licence.

but does not include any Council PPS Items;

- 1.1.3 **PPS Act** means the Personal Property Securities Act 2009 (Cth); and
- 1.1.4 words and expressions that are not defined in this Licence but which have a defined meaning in the PPS Act have the same meaning as in the PPS Act.

7.2 Licensee's obligations

The Licensee:

- 1.1.5 charges its interest in all Licensee PPS Items situated on the Licensed Area or the Land from time to time in favour of the Council, as security for the performance of the Licensee's obligations under this Licence, including but not limited to the Licensee's obligations to transfer ownership in the whole or any part of the Licensee PPS Items to the Council;
- 1.1.6 acknowledges and agrees that the charge granted by the Licensee under Additional Clause 7.2.1 constitutes the grant of a Security Interest which the Council is entitled to register under the PPS Act;
- 1.1.7 acknowledges that the grant of this Licence also constitutes the grant of a Security Interest in the Council PPS Items in favour of the Council, which interest the Council is entitled to register under the PPS Act; and
- 1.1.8 must do all things required by the Council from time to time (including, without limitation, signing any documents required by the Council) to enable the Council to register its above Security Interests under the PPS Act, and to otherwise perfect its Security Interest in the Licensee PPS Items and the Council PPS Items so that the Council's Security Interests have priority over any other Security Interests under the PPS Act in relation to the Licensee PPS Items and the Council PPS Items.

7.3 Security Interests

The Licensee:

- 1.1.9 warrants that it has not created a Security Interest in respect of any Council PPS Items on or prior to execution of this Licence; and
- 1.1.10 must not create a Security Interest in respect of any Council PPS Items or Licensee PPS Items in favour of any person other that the Council without the Council's prior written consent, which consent may be granted or withheld in the Council's absolute discretion.
- 7.4 Indemnity for breach of this Additional Clause

The Licensee must indemnify and hold harmless the Council against all claims, damages or loss incurred by the Council as a consequence of any breach by the Licensee of this Additional Clause.

7.5 Further obligations

The Licensee acknowledges and agrees that:

- 1.1.11 it has no right under the PPSA to receive a copy of any 'verification statement' or 'financing charge statement' (as those terms are defined in the PPSA); and
- 1.1.12 on the expiration or earlier termination of this Licence, the Licensee must sign (and procure any holder of a registered Security Interest to sign) any document that the Council considers necessary or desirable under or as a result of the PPS Act to discharge any registered Security Interests under the PPS Act in relation to the Licensee PPS Items and the Council PPS Items.

1.2 This Additional Clause prevails

In the event of any inconsistency between this Additional Clause and any other provision of this Licence, the provisions of this Additional Clause will prevail and that other provision will be read down and interpreted accordingly.

Annexure B

Maintenance Schedule

Schedule and Responsibilities for Occupier and Council of Kindergartens

| Item | Occupier's
Responsibility | Council's
Responsibility |
|---|--|---|
| Air Conditioning and
Heating Appliances | Service and repair when required. | Replacement of unit. |
| Building | Determine and document the specific need of the building relating to any requests to Council for building alterations. Consent is required from Council for any grant or funding that the occupier is seeking to upgrade, extend or modify the building. Prepare plans and obtain quotes for requests for minor improvements | Assess all requests submitted. Undertake works required to bring premises and surrounds to appropriate standards to meet the required regulations. This excludes items identified as the lessee's responsibility in this document. Preparation or approval of long-term development plans, design of major building alterations or major structural works. Undertake inspections as required to ensure asbestos safety, if applicable. |
| Cleaning | Keep premises in clean, sanitary
and fresh condition. | • Nil |
| Ceilings, Walls and
Skylights (internal) | Cost of repairs due to major or
continual misuse.Regular cleaning. | Major repair and/or replacement due
to structural faults/age. |
| Curtains/Drapes/Blinds | Repair costs. Replacement costs. Supervision of installation of replacement items. Regular cleaning. | • Nil |
| Doors, (including cupboard doors) | Regular cleaning and repair of
internal/external doors due to major
or continual misuse. Minor adjustments. | Replacement due to age, structural fault. |

| Item | Occupier's
Responsibility | Council's
Responsibility |
|--|---|--|
| Electrical Wiring,
Fittings, and Lights | Additional or security lighting. Cost of repair and replacement of electrical wiring if damage is due to major or continual misuse. Repair and replacement of all light globes. Regular cleaning of all light fixtures. | Replacement of all building wiring from main supply to and including the switchboard. Replacement of light fittings. |
| Essential Safety
Measures (e.g. fire
extinguishers, exit
lights, etc) | Notification to Council of
maintenance or servicing issues. Not to interfere or obstruct essential
safety measures elements. | Undertake inspections, servicing, and maintenance of all specified essential safety measures as required under the relevant Building Regulations. Meet all costs associated with this function. |
| Fencing | Determine and document the specific need of the fencing relating to any requests to Council for fencing alterations. Provide specifications of fencing alterations required due to changes in standards or regulations. Repair fences | Assess all requests submitted. Replacement of essential/ required fences to appropriate standards to meet the required regulations. This excludes items identified as the lessee's responsibility in this document. |
| Floor Surfaces and
Coverings | All regular cleaning and
maintenance of floor coverings,
such as carpet and tiles. | Replace to essential areas when excessively worn or dangerous. |
| Fly Screens | Maintain and replace fly wire.Install additional fly screens. | - Nil |
| Garbage | Normal fee for service waste collection. | - Nil |
| Glass | Replace broken or cracked windows arising from misuse.Regular cleaning. | Replace due to breakage arising from structural fault, age. |
| Grounds | Keep all entry/exit areas clear and sweep regularly. Maintain all grounds associated with buildings by cutting the grass, minor pruning, replacing trees, bushes, and flowers if required. Remove dead foliage. Seek Council approval for any modification to the grounds. Maintenance of garden beds. Maintenance of garden hoses, and sprinklers, etc; Cleaning and weeding of pavement | Repair paths, driveways etc Replacement of essential pavement, driveway, and carpark areas; retaining walls and ramps. Trees lopped/pruned to meet security/safety requirements where considered dangerous |

| Item | Occupier's
Responsibility | Council's
Responsibility |
|--|---|---|
| | and driveway areas. | |
| Internal Appliances
e.g. Fans, Kettles,
Food Processors, etc | Replacement as required of minor
kitchen appliances. | ■ Nil |
| Keys and Locks | Repair and replacement of locks if
damaged through major or
continued misuse. | Replacement of lost or damaged keys as applies to Council's master key system. Supply of keys for user groups. Repair and replacement of locks as applies to Council's master key system. |
| Painting | Internal painting if damaged through
major or continued misuse or colour
scheme changes etc. | Internal and external for structural integrity reasons. |
| Permanent Fixtures | Regular cleaning of all fixtures. Repair and/or replace if damaged through major or continual misuse. | Replace when required the following items: Hot water service Sinks and toilets Verandas attached to the building |
| Pest Control | Keep all areas in a clean and
hygienic state. All pest control as required both
internal and external. | Pest control relating to structural items (e.g. woodborer and termites). |
| Playground Equipment and Adjacent Grounds | Determine and advise Council if a change to playground equipment and adjacent areas is required. Provide specifications to Council of changes to or which has been deemed required by the occupier. Install and maintain playground equipment to an approved standard | Assess all requests submitted. Undertake a playground equipment and adjacent grounds audit on a scheduled basis. Inform the Occupier of the audit outcome and the works required to maintain to an approved standard. |
| Plumbing | Cost of internal repair due to major or continued misuse. Replacement and repair of internal surface plumbing fittings such as toilet seats, taps and washers etc. | Replacement of damaged or corroded plumbing fittings, toilet bowls and cisterns. Repairs or works required for drainage purposes, including sewerage, drains, water pipes and pits. Replacement of gas pipes. |

| Item | Occupier's
Responsibility | Council's
Responsibility |
|---|---|---|
| Roof, skylight, external walls, spouting and downpipes | Cleaning of roof, external walls,
spouting, downpipes and guttering. | All maintenance and repair of the structure of the premises as required. |
| Signage | Maintain and replace all
internal/external signs relating to the
committee. | Identification signage to be provided
by Council where required. |
| Smoke Detectors | Install, repair and replacement of
battery operated smoke detectors. Includes battery replacement as
required. | Installation and maintenance of hard
wire system where required. |
| Telecommunication Systems (e.g. fax, photocopiers, telephones, etc) | Purchase, service and maintenance cost.Replacement costs. | • Nil |
| Vandalism | Less than \$1000 (Subject to change based on Claims history) | More than \$1000 (Subject to change based on Claims history) |
| Whitegoods (e.g.
refrigerator,
dishwasher, etc) | Service and maintenance costs.Replacement costs. | • Nil |

Annexure C

SERVICE AGREEMENT

Background

There are 4 early years' facilities operating on Colac Otway Shire premises that house a number of programmes ranging from four year old kindergarten, long day care, playgroups, three year old kindergarten and other early learning services.

Service Agreement Rationale

This Service Agreement between Colac Otway Shire and Glastonbury Community Services is intended to further develop early years service provision and support for children (including their families) who attend early years services, especially kindergarten programmes.

This can be achieved by networking and working together on initiatives that can be provided to meet the needs of infants, young children and their families.

Council is responsible for developing an Early Years Plan, which does not focus solely on its own services, but recognises the need for optimal early years development throughout childhood. It is intended that kindergartens operating under a license and service agreement with Council have the opportunity to further develop their services and contribute to the early years service industry already operating within the Colac Otway municipality.

License and Service Agreements

License and service agreements provide direction, accountabilities and expectations for both parties in the delivery of kindergarten and early year's services. This can be described as:

- The License Agreement outlines the Occupier's and Council's responsibilities for the facility and external playgrounds/gardens.
- The Service Agreement outlines the Occupier's and Council's responsibilities in relation to service provision and expectations.

Services Agreement for Maximizing Use and Access

1. Usage Policy

The Licensee acknowledges and agrees that:

- 1.1. priority for use of the Licensed Area must be given to 4 year-old kindergarten groups and childcare provision. Council will consult and work with the Licensee if there is an opportunity to include additional early years support services within the Licensed Area;
- 1.2. the Licensee will work with Council to investigate alternative short and long term accommodation options to meet future service needs and demand;
- 1.3. in addition to 4 year-old kindergarten groups and childcare provision, the Licensed Area may be used for non profit service/groups for children and families from birth to 8 years; and
- 1.4. the Licensed Area must not be used for any other use without the prior written consent of Council:

- 1.5. if the Licensee obtains the Council's prior written consent in accordance with clause 1.4 the Licensee must ensure that other groups using the Premises must:
 - 1.5.1 maintain current public liability insurance, which complies with provisions of clause of the Licence; and
 - 1.5.2 otherwise comply with the terms and conditions of the License.
- 1.6. the Council agrees and acknowledges that, if the Licensee accommodates another service under clause 1.1 or obtains the Council's prior written consent in accordance with clause 1.4 the Licensee may charge and retain a reasonable fee from such other authorised users of the Premises.

2. Childcare and Kindergarten Services

The Licensee providing an integrated service model must:

- 2.1 deliver an accredited children's service that meets the requirements of the Australian National Quality Standards; and
- 2.2 provide a childcare and/or kindergarten service, which operates at, registered capacity. The only exception to this is when the demand for childcare and/or kindergarten places is lower than registered capacity.

3. Colac and Southern Otway's KEYS (Kids Early Years Services) Network and other Meetings

Council will:

- 3.1 help facilitate, attend and keep minutes for the respective KEYS Network Meetings. The purpose of the KEYS Network Meetings is to provide a forum for the consideration and discussion of matters of mutual interest to early years service providers, including kindergartens, and Council;
- 3.2 through the KEYS, Network Meetings, facilitate consideration and adoption of early years service approaches for the effective operation and management of early years services, including kindergartens, throughout the Municipality;
- 3.3 through collaboration develop and implement new strategies and projects that aim to improve early years services provision across the municipality; and
- 3.4 Where the need arises, or at least once per year, facilitate, attend and keep minutes of a meeting specifically held with a representative (an authorised representative of Glastonbury Community Services).

The Licensee must:

3.5 provide a representative in attendance for each local KEYS Network Meeting. In the event of consistent non-attendance of an authorised representative, Council reserves the right to consider the Licensee in breach of the terms and consideration of the Licence and Service Agreement.

4. Reporting Requirements

The Licensee must give to the Council:

- 4.1 by 30th November in each year a written report detailing:
 - 4.1.1 The Operating Hours of the Service for the next 12 months;
 - 4.1.2 A list of the groups, which will be using the premises for the next 12 months; and
 - 4.1.3 Quarterly data on the number of childcare places, and other appropriate service/program data that may be useful for Council's planning process.

4.2 Additionally:

- 4.2.1 The Licensee will ensure adequate records of income and expenditure are being kept and meet requirements of Council, State and Federal governments in relation to grants and reimbursements received.
- 4.2.2 Within 60 days of the Licensee's Annual General Meeting copy of the minutes of the Annual General Meeting, including an audited statement of assets and liabilities (balance sheet) profit and loss statement and cash flows statements.
- 4.2.3 A written report detailing the activities conducted by the Licensee during the preceding years and, where applicable, a list of the groups, which have used the licensed area, and a list of times at which the licensed area were used.
- 4.2.4 A list of the office bearers appointed to the Licensee, their duties and the length of term of the office of each office bearer.
- 4.2.5 The Licensee must provide details of any structural non-compliance, as a result from inspection by a regulatory authority, to Council within 14 days from receiving written notification.

5. Termination of the Service Agreement

Either the Licensee or the Council may terminate this service agreement by giving the other party three months notice in writing, or a shorter notice period if agreed by both parties. In the event of non-compliance with the terms and conditions of this agreement, Council may terminate the agreement. If the Council is considering termination of the agreement due to non-compliance, Council will provide 30 days notice in writing to the organisation representatives who are signatories to this agreement. If the Service Agreement is terminated, then Council may re-enter the Licensed Area and determine the Licence agreement.

LICENCE to OCCUPY and USE MATERNAL & CHILD HEALTH BUILDING LOCATED at the REX NORMAN RESERVE, 5 MAIN STREET, GELIBRAND

Licensor: Colac Otway Shire Council

Licensee: Gellibrand Community Group Inc

Grant of Licence

This licence is granted by:-

Colac Otway Shire Council (ABN 32 430 819 755) of 2-6 Rae Street, COLAC Vic 3250 (the Licensor)

to:-

Gellibrand Community Group Inc. (ABN 18525987435) (the Licensee).

for the purposes referred to in Item 6 in Schedule 1 attached hereto.

The Licence is granted subject to the conditions set out hereunder.

Conditions

1. Basic Obligations

The Licence

1.1 The licence pertains to the Licensed Building located on the property described in Item 1 of Schedule 1 for the term stated in item 2 of Schedule 1.

Quiet Enjoyment

1.2 The Licensee is entitled to quiet enjoyment of the premises described in Schedule 1 and may occupy such premises free of interruption or interference from the Licensor or anyone claiming to be or representing the Licensor.

Duty to Pay Licence Fee

1.3 The Licensee must pay the Licensor the Licence fee stated in Item 5 of Schedule 1.

2. Other Payments

Rates and Taxes

2.1 The Licensee must pay all rates, levies, assessments and taxes imposed by any authority in relation to the property described in Item 1 of Schedule 1, with the exception of rates levied by the Licensor. The Licensee will however be required to pay the annual Waste Management Charge Levied by the Licensor if such charge is levied.

Service /Utility Charges

2.2 The Licensee must pay all utility services used or supplied to the property.

Legal Costs

2.3 Each party will be responsible for payment of their own costs in connection with the preparation and execution of this Licence.

3. Comply with Laws and Severability

- 3.1 This Licence is governed by the laws of the State of Victoria.
- 3.2 The Licensee must comply, at the Licensee's expense, with any law, statute or other requirement that affects this licence or the Licensee's occupation of the property. This includes ensuring that all employees, contractors and agents of the Licensee comply with all laws and statutes.
- 3.3 If a clause or part of a clause can be interpreted in a way that makes it illegal, unenforceable or invalid, but can also be interpreted in a way that makes it legal, enforceable and valid; it should be interpreted in the latter way. Any clause or part of a clause that is illegal, unenforceable or invalid shall be treated as being removed from this lease without affecting the rest of the Licence.

4. Premises

Purpose and Use of the Premises

- 4.1 The Licensee must use the Licensed Building located for the purpose stated in Item 6 of Schedule 1. The Licensed Building shall not be used for any other purpose without the written consent of the landlord and any relevant permits having been obtained.
- 4.2 The Licensee shall provide at their own cost all equipment and materials required in connection to the purpose for which the Licensed Building is to be used.
- 4.3 The building, fixtures and fittings shall be maintained in good working order by the Licensee at their own cost.
- 4.4 The fixtures and fittings shall be insured appropriately by the Licensee who shall maintain such insurance coverage at all times.
- 4.5 The Licensee shall ensure that all furniture and equipment used in connection with the purposes for which the premises is to be used are regularly maintained in good working order and that all safety features required by Australian Standards at that point in time are provided and operable.
- 4.6 The Licensee must seek the prior written consent of the Licensor before displaying or affixing any signs, advertisements or notices to any part of the Licensed Building unless the signs, advertisements or notices relate to the Licensee's activities carried on at the Licensed Building.

5. Liability and Indemnity

Exclusion of Liability

5.1 The Licensor is not liable for any damage or loss to any property, or injury to any person, no matter how it occurs, except to the extent that the Licensor or someone acting for or on behalf of the Licensor is responsible for causing such damage, loss or injury, whether by intention or negligence.

Indemnity

- 5.2 The Licensee must maintain insurance, in the name of the Licensee, and noting the interest of the Licensor with an insurer approved by the Licensor for public liability for the amount of \$20 million concerning one single event (or such greater sum as required by the Licensor).
- 5.3 The Licensee acknowledges that the insurance set out in clause 5.2 must extend to volunteers engaging in duties directly related to the Licensee's activities.
- 5.4 The Licensee must continually indemnify the Licensor against any liability, loss, damage or expense arising for any reason as a result of the Licensee's occupancy of the property.
- 5.5 Such indemnity does not extend to any liability, loss, damage or expense arising for any reason as a result of actions or omissions by the Licensor or someone acting for or on behalf of the Licensor.
- 5.6 The Licensee must, at its cost, effect and maintain workers' compensation insurance for its employees; and if required by Licensor, professional indemnity, and directors and officers liability, insurance to the reasonable satisfaction of Licensor.

6. Extension of Licence

Licensee's Right for Extension

6.1 The Licensee has no right to exercise an option for the term of this licence.

Occupying Property after Expiration of Licence Period

- 6.2 If for any reason the Licensee occupies the Licensed Building after the expiration of the licence the Licensee will continue to occupy the Licensed Building on the following basis:-
 - 6.2.1 The Licence will be considered as a yearly Licence.
 - 6.2.2 The conditions applicable to this Licence shall apply to the period of continued occupancy.
 - 6.2.3 Either party may terminate the Licence by giving the other not less than eight weeks written notice.

7. Termination of Licence

Licensor's Entitlement to Terminate Licence

- 7.1 The Licensor may terminate this licence at any time by giving the Licensee not less than eight weeks written notice of its intention.
- 7.2 Such notice shall only be given if any of the following occurs:
 - 7.2.1 The Licensee has breached any obligation under this licence and fails to rectify such breach within the timeframe specified in writing by the Licensor or it's agent in which to do so.
 - 7.2.2 The Licensee goes into liquidation, becomes bankrupt, insolvent or ceases to exist.
 - 7.2.3 The property is required by Licensor to be used exclusively for municipal purposes or uses connected with such purpose.

8. Licensee's Duties When Vacating Property

- 8.1 The Licensee must ensure the Licensed Building, fixtures and fittings are left in clean and operable condition (where appropriate). All rubbish and items or any other material that is not affixed to the Licensed Building are to be removed at the cost of the Licensee.
- 8.2 At the expiration of the licence or any extension term granted, or upon termination of the licence for any reason, the Licensed Building, fixtures and fittings situated on the Licensed Building that are owned or were provided by the Licensor remain the property of the Licensor.
- 8.3 At the expiration of the licence or any extension term granted, or upon termination of the licence for any reason, the Licensed Building, fixtures and fittings situated on the Licensed Building that are owned or provided by the Licensee remain the property of the Licensee and must be removed from the property at the Licensee's cost and in accordance with the wishes of the Licensor.

9. Assignment of Licence

9.1 The Licensee shall not assign the licence to another party.

10. Breach of Licence

- 10.1 If the Licensee breaches any obligation under this licence, the licensor may give the Licensee written notice of such breach and require the Licensee to rectify the breach within a time frame the Licensor considers reasonable, being not less than twenty eight (28) Days.
- 10.2 The timeframe for rectification of breaches will as much as possible be determined in consultation with the Licensee however the Licensor maintains the right to arbitrarily specify a timeframe if an agreed timeframe cannot be reached with the Licensee.
- 10.3 If the Licensee fails to take remedial action within the required timeframe, the Licensor may arrange for such action to be taken and the cost incurred by the Licensor is to be reimbursed by the Licensee.
- 10.4 Any other right of the Licensor is not affected.

11. Responsibility in Relation to Clients, Employees, Volunteers, Contractors etc

- 11.1 The Licensee shall ensure that all employees, volunteers, agents, contractors and all other people accessing the property do not do or fail to do anything on the premises that would, if the Licensee did or failed to do such action, would constitute a breach of the licence.
- 11.2 The Licensee shall ensure that all employees, volunteers, agents, contractors and all other people accessing the property do not conduct any illegal activities on the property.
- 11.3 The Licensee shall ensure that all contractors accessing the property for the purpose of conducting maintenance to the property are suitably qualified and experienced and conduct all necessary work in accordance with relevant building regulations, Australian Standards and industry codes of practice that apply at that time.
- 11.4 The Licensee shall obtain the Licensor's approval for any maintenance work to be undertaken prior to arranging for a contractor to do such work. The Licensee shall advise

- the Licensor when the works are completed so they may be inspected by the Licensor if required.
- 11.5 The Licensor will not unreasonably withhold approval for any required maintenance works to be undertaken provided the requirements of clause 11.4 are satisfied.

12. Issue of Notices

- 12.1 All notices issued to either party shall be posted to the address specified in Items 8 and 10 of Schedule 1 of this Licence (as appropriate).
- 12.2 It is the obligation of the parties to ensure the other party is advised in writing of any change of mailing address.
- 12.3 A notice will be deemed to have been served if it has been delivered by hand and left at the current mailing address or if sent by post, after the expiration of two business days.
- Where practicable, email advice of the posting of the notice should also be sent to the other party to make them aware the notice is being posted or delivered.

13. Interest on Overdue Amounts

13.1 The Licensee will be required to pay interest on any money that is due to the Licensor but not paid by the due date. Interest will be calculated daily and compounded monthly and shall be calculated from the due date until the outstanding amount is paid in full. The rate of interest applicable shall be the penalty rate of interest applicable for the time being as set under the Penalty Interest Rates Act 1983.

14. Good and Services Tax (GST)

- 14.1 If a party makes a taxable supply in connection with this licence for a consideration which represents the value of the supplied item, the party liable to pay for the taxable supply must also pay at the same time and in the same manner as the value, the amount of any GST payable in respect of that taxable supply.
- 14.2 Unless otherwise stated, the consideration payable by any party under this lease represents the value of any taxable supply for which payment is to be made.
- 14.3 A party's right to payment is subject to a valid tax invoice being issued to the party liable to pay for the taxable supply.

15 Service Agreement

The Licensee acknowledges and agrees that:

- 15.1 it will only use the building in accordance with the Service Agreement,
- 15.2 the terms of the Service Agreement may be amended annually by the Licensor provided that the Licensor consults with the Licensee and gives the Licensee prior written notice of such amendments, and
- 15.3 if there is any inconsistency between the terms of this Licence and the Service Agreement, the terms of the Licence shall apply.

16 Keys

- 16.1 If a key is required to access the building, the Licensor's maintenance co-ordinator will provide the Licensee with the key to access the building.
- 16.2 All keys need to be compatible with the master set held by Licensor Infrastructure and Services Department.
- 16.3 The Licensee may request in writing for extra keys to be issued. However, the Licensor has absolute discretion to decide on the number of keys that are ultimately issued to the Licensee.
- 16.4 The Licensee must:
 - 16.4.1 not make any copies of the keys issued to the Licensee,
 - 16.4.2 notify the Licensor within 24 hours of it becoming aware of any lost or stolen keys, and
 - 16.4.3 not install or remove any key cylinders or padlocks in the Licensed Area without obtaining the prior written consent of the Licensor.
- 16.5 Licensor may remove or install, at the Licensee's expense, and at any time, any key cylinders or padlocks that have been installed or removed without the Licensor's prior consent.

17 Smoking

17.1 The Licensee must not permit any smoking in the Licensed Building.

18 Safety Requirements

18.1 The Licensee is responsible to have in place emergency/evacuation plans and generally adhere to occupational, health and safety requirements.

19. Execution of Licence

The parties having read and understood the terms and conditions of this licence agree to such terms and conditions and affix their signatures hereto:-

THE COMMON SEAL of Colac Otway Shire Council (ABN 32 430 819 755) is affixed in accordance with its Local Law No 4 Signed by the person/s authorised by **Gellibrand Community Group Inc.** (ABN 18525987435) to execute the Licence on behalf of the **Licensee**:

| nief Executive Officer | Member |
|------------------------|--------|
| | |
| | |
| | |
| | Member |
| | |

Schedule

| Item
No: | Type of Item | Details |
|-------------|--------------------------------------|--|
| 1 | Property | The property is addressed as 5 Main Road Gellibrand (being the maternal and child health centre building) |
| 2 | Term of Licence | Three (3) years (as consistent with Council's Property Leasing Policy 4.2) |
| 3 | Commencement Date of Licence | |
| 4 | Expiry Date of Licence | |
| 5 | Licence Fee | \$1.00 per annum payable in advance upon signing of the licence (if requested). |
| 6 | Use of Property | The property is to be used as an office and meeting place for the Gellibrand Community House. |
| 7 | Licensed Area | Part of the land contained in certificate of title volume 8469 folio 271 on which is sited a maternal and child health centre. |
| 8 | Licensor | Colac-Otway Shire Council (ABN 32 430 819 755) of 2-6 Rae Street, Colac 3250 |
| 9 | Licensee | Gellibrand Community Group Inc (ABN 18525987435) of 5 Main Street Gellibrand 3239 |
| 10 | Maintenance Responsibility | See Schedule A |
| 11 | Responsibility for Rates and Charges | The licensee is responsible for payment of :- - Waste Management Charge levied by Colac Otway Shire - any taxes, charges or rates levied by other authorities. |
| 12 | Insurance | The licensee is responsible to their own building contents insurance, public liability insurance (\$20 million), profession indemnity insurance and shall indemnify the landlord from any and all claims against it. |

Annexure A

Maintenance Responsibilities for Occupier and Council of Community/Neighbourhood Houses

| lk | Occupier's | Council's | |
|--|---|---|--|
| Item | Responsibility | Responsibility | |
| Air Conditioning and Heating Appliances | Service and repair when required. | Replacement of unit, if provided. | |
| Building | Determine and document the specific need of the building relating to any requests to Council for building alterations. Prepare plans and obtain quotes for requests for minor improvements | Assess all requests submitted. Undertake works required to bring premises and surrounds to appropriate standards to meet the required regulations. This excludes items identified as the lessee's responsibility in this document. | |
| Cleaning | Keep premises in clean, sanitary
and fresh condition. | ■ Nil | |
| Ceilings, Walls and
Skylights (internal) | Cost of repairs due to major or
continual misuse.Regular cleaning. | Major repair and/or replacement due
to structural faults/age. | |
| Curtains/Drapes/Blinds | Repair costs. Replacement costs. Supervision of installation of replacement items. Regular cleaning. | ■ Nil | |
| Doors, (including cupboard doors) | Regular cleaning and repair of internal/external doors due to major or continual misuse. Minor adjustments. | Replacement due to age, structural fault. | |
| Additional or security lighting. Cost of repair and replacement of electrical wiring if damage is due to major or continual misuse. Repair and replacement of all light globes. Regular cleaning of all light fixtures. | | Replacement of all building wiring from main supply to and including the switchboard. Replacement of light fittings. | |
| Essential Safety
Measures (e.g. fire
extinguishers, exit | Notification to Council of
maintenance or servicing issues. Not to interfere or obstruct | Undertake inspections, servicing, and
maintenance of all specified essential
safety measures as required under the | |

| | Occupier's | Council's | |
|--|--|--|--|
| Item | Responsibility | Responsibility | |
| lights, etc) | essential safety measures elements. | relevant Building Regulations. • Meet all costs associated with this function. | |
| Floor Surfaces and
Coverings | All regular cleaning and
maintenance of floor coverings,
such as carpet and tiles. | Replace to essential areas when
excessively worn or dangerous. | |
| Fly Screens | Maintain and replace fly wire.Install additional fly screens. | ■ Nil | |
| Garbage | Normal fee for service waste collection. | ■ Nil | |
| Glass | Replace broken or cracked
windows arising from misuse.Regular cleaning. | Replace due to breakage arising from
structural fault, age. | |
| Grounds | Keep all entry area clear and
sweep regularly. Cleaning and weeding of
pavement and driveway areas. | Repair paths, driveways etc Replacement of essential pavement, driveway, and carpark areas; retaining walls and ramps. Trees lopped/pruned to meet security/safety requirements where considered dangerous | |
| Internal Appliances
e.g. Fans, Kettles, Food
Processors, etc | Replacement as required of
minor kitchen appliances. | ■ Nil | |
| Keys and Locks | Repair and replacement of locks
if damaged through major or
continued misuse. | Replacement of lost or damaged keys as applies to Council's master key system. Supply of keys for user groups. Repair and replacement of locks as applies to Council's master key system. | |
| Painting | Internal painting if damaged
through major or continued
misuse or colour scheme changes
etc. | Internal and external for structural integrity reasons. | |
| Permanent Fixtures | Regular cleaning of all fixtures. Repair and/or replace if damaged through major or continual misuse. | Replace when required the following items: Hot water service Sinks and toilets Verandas attached to the building | |

| lkowa | Occupier's | Council's |
|---|---|---|
| Item | Responsibility | Responsibility |
| Pest Control | Keep all areas in a clean and
hygienic state. All pest control as required both
internal and external. | Pest control relating to structural items
(e.g. woodborer and termites). |
| Cost of internal repair due to major or continued misuse. Replacement and repair of internal surface plumbing fittings such as toilet seats, taps and washers etc. | | Replacement of damaged or corroded plumbing fittings, toilet bowls and cisterns. Repairs or works required for drainage purposes, including sewerage, drains, water pipes and pits. Replacement of gas pipes. |
| Roof, skylight, external walls, spouting and downpipes | Cleaning of roof, external walls,
spouting, downpipes and
guttering. | All maintenance and repair of the
structure of the premises as required. |
| Signage | Maintain and replace all
internal/external signs relating to
the committee. | Identification signage to be provided
by Council where required |
| Smoke Detectors Install, repair and replacement battery operated smoke detectors. Includes battery replacement as required. | | Installation and maintenance of hard
wire system where required |
| Telecommunication Systems (e.g. fax, photocopiers, telephones, etc) | Purchase, service and maintenance cost.Replacement costs. | ■ Nil |
| Vandalism | ■ Less than \$1000
(Subject to change based on Claims history) | ■ More than \$1000 (Subject to change based on Claims history) |

Annexure B

SERVICE AGREEMENT

License and Service Agreements

License and service agreements provide direction, accountabilities and expectations for both parties in the delivery of community and neighbourhood houses. This can be described as:

- The License Agreement outlines the Occupier's and Council's responsibilities for the facility and external grounds.
- The Service Agreement outlines the Occupier's and Council's responsibilities in relation to service provision and expectations.

1. Usage Policy

- 1.1 The Licensee acknowledges and agrees that the Licensed Building may at some time in the future be used on a regular basis for the purpose of a Maternal and Child Health Centre and prior to that time the joint usage arrangements of the building will be negotiated.
- 1.2 There may be need to store Maternal and Child Health equipment on site from time to time. This will be discussed to ensure mutual satisfaction by the Occupier and Council.
- 1.3 Hours of usage of Licensed Building to be a maximum of 3 days per week.
- 1.4 The Licensed Building must not be used for any other use.

2. Termination of the Service Agreement

Either the Licensee or the Council may terminate this Service Agreement by giving the other party eight weeks notice in writing, or a shorter notice period if agreed by both parties. In the event of non-compliance with the terms and conditions of this agreement, Council may terminate the agreement. If the Council is considering termination of the agreement due to non-compliance, Council will provide 30 days notice in writing to the organisation representatives who are signatories to this agreement. If the Service Agreement is terminated, then Council may re-enter the Licensed Area and determine the Licence agreement.



Road Management Plan

GENERAL

Distribution

The General Manager of Infrastructure and Services shall be responsible for the:

- · Control of this Plan,
- Distribution of the Plan, and
- Control and issue of any amendments.

Amendment Register

| Issue | Date | Details | Amendment By |
|-------------|--------------------|-----------------|---|
| Version 1.1 | April, 2006 | Amendment No. 1 | Gary Dolan General Manager Infrastructure & Services |
| Version 2.0 | June, 2009 | Amendment No. 2 | Neil Allen General Manager Infrastructure & Services |
| Version 3.0 | September,
2013 | Amendment No. 3 | Adam Lehmann Acting General Manager Infrastructure & Services |
| | | | |



TABLE OF CONTENTS

| 1.0 | INTRO | DDUCTION | 4 |
|------------|------------------|--|----|
| 1.1 | Bac | KGROUND | 4 |
| 1 | 1.1.1 | History | 4 |
| 1 | 1.1.2 | Legislative Requirements | 4 |
| 7 | 1.1.3 | Local Government Act 1989 | 5 |
| | 1.1.4 | Road Management Act 2004 | 5 |
| | 1.1.5 | Duties of the Road User | 6 |
| 1.2 | | ND MANAGEMENT PLAN | |
| 1.3 | Cor | DES OF PRACTICE | 6 |
| 2.0 | COUN | ICIL OBJECTIVES/POLICY | 8 |
| 2.1 | Kry | STAKEHOLDERS | ۰ |
| 2.1 | | OUTCOME AREAS | |
| 2.3 | | ICY FRAMEWORK | |
| 2.4 | | UNCIL PLAN | |
| 2.5 | Cou | INCIL POLICIES & STRATEGIES | 9 |
| 2.6 | BES | T VALUE | 9 |
| 2.7 | Ass | ET MANAGEMENT POLICY | 9 |
| 2.8 | | ND ASSET MANAGEMENT PLAN | |
| 2.9 | Risi | (Management Policy | 10 |
| 3.0 | BUDG | ET PROCESS | 11 |
| 0.4 | | NTENANCE FUNDING | |
| 3.1
3.2 | | ITAL WORKS | |
| | 3.2.1 | Renewal | |
| | 3.2.2 | Upgrade | |
| | 3.2.3 | Expansion | |
| | 3.2.4 | Summary | |
| 3.3 | EVA | LUATION OF CAPITAL WORKS | 13 |
| 4.0 | COLA | C OTWAY MUNICIPAL PUBLIC ROAD REGISTER | 15 |
| | | | |
| 4.1 | | RODUCTION | |
| 4.2 | . REG
1.2.1 | SISTER OF MUNICIPAL PUBLIC ROADS | 15 |
| 4.3 | | All Discontinuance | 10 |
| 4.4 | ROA | NAMING AND RENAMING | 17 |
| 4.5 | | ND HIERARCHY | |
| | 1.5.1 | Local Road Classification | 18 |
| 4.6 | DEN | MARCATION OF RESPONSIBILITY | |
| 4 | 1.6.1 | VicRoads | 23 |
| 4 | 1.6.2 | Department of Sustainability and Environment | |
| | 1.6.3 | Adjoining Municipalities | 24 |
| | 1.6.4 | Rail Operators | 24 |
| | 1.6.5 | Service Authorities | 24 |
| | 1.6.6 | Other Assets | |
| | 1.6.7 | Vehicle Crossings | 25 |
| | 1.6.8 | Nature Strips, Infill Areas and Vegetation
Property Stormwater Drains | 25 |
| | 1.6.9
1.6.10 | Stock Underpasses | 25 |
| | 1.6.10
1.6.11 | Cattle Grids | |
| | 1612 | Fire Access Tracks | |



| 5.0 | RISK MANAGEMENT MODEL | . 27 |
|----------------------------------|---|--|
| 5.1
5.2
5.3 | Introduction Objective Systems Approach | . 27 |
| 6.0 | MANAGEMENT SYSTEMS | . 28 |
| 6
6
6.3
6
6
6 | 3.1 Routine Inspections 3.2 Condition Inspections 3.3 Request Inspections 3.4 Incident Inspections | . 28
. 29
. 29
. 29
. 30
. 30
. 31
. 31 |
| 6.4
7.0 | CUSTOMER REQUEST SYSTEM | |
| 7.1
<i>7.</i> | COMMUNITY CONSULTATION | . 36
. <i>36</i>
. 36
. 36
. 37 |
| 8.0 | COORDINATION OF WORKS | . 39 |
| 8.1
8.2 | ROAD OPENINGS | . 39 |
| 9.0 | PLAN IMPROVEMENT & MONITORING | |
| 9.1
9.2
<i>9.</i> 3
9.4 | Internal Monitoring Annual Performance Review 2.1 Performance Measures Periodic Review Road Management Plan Amendment | . 40
. <i>41</i>
. 41 |
| 10. | REFERENCES | . 42 |

APPENDIX A - MAINTENANCE PERFORMANCE CRITERIA & RESPONSE



1.0 INTRODUCTION

1.1 Background

Colac Otway Shire is the road authority for those roads within the municipality for which it accepts management responsibility. Colac Otway Shire exercises its duty of care to the public in a number of ways, including planning and undertaking repairs and maintenance to the road network that it manages.

Colac Otway Shire demonstrates its duty of care through having in place a reasonable regime to:

- Inspect the road network to discover defects; and
- Plan and implement repairs to overcome these defects

Where a dangerous condition in the road network is shown to exist, Council may satisfy its duty of care to road users which may include taking one or more of the following actions, depending on the circumstances of any particular case:

- Prioritising the condition in a capital works or maintenance program;
- Installing appropriate signs warning of the dangers;
- Closing the road; or
- Repairing the dangerous condition completely.

1.1.1 History

Negligent repairs and maintenance were known as *misfeasance*. Road authorities in the past may have been liable for injuries and loss caused by misfeasance.

Where a road authority fails to construct, repair or maintain a road under its control, this is known as *nonfeasance*. Under this long-standing common law rule, road authorities in Victoria were protected from findings of negligence in respect of the condition of a road due to any failure to maintain or carry out remedial or improvement works. The High Court of Australia abolished the nonfeasance immunity of highway authorities in May 2001.

The Road Management Act 2004 was implemented as the long-term resolution to road management issues. For Council to show that it has satisfied its duty of care to road users, it is required to demonstrate that it has in place a reasonable regime for inspecting the road network to discover defects and a reasonable system for planning and implementing repairs to overcome those defects.

1.1.2 Legislative Requirements

Council has many obligations specified and its activities must fall within the powers provided by Acts of Parliament, associated Regulations and common law.

The foremost legislative powers and duties in relation to Council's management of its road assets are:

- Local Government Act 1989
- Road Management Act 2004



1.1.3 Local Government Act 1989

This Plan has been developed to reflect the purposes and objectives of Council as specified in sections 6 and 7 of the *Local Government Act 1989*. Section 6 (1) of this Act describes the purposes of a Council that includes the following:

- To provide equitable and appropriate services and facilities for the community and to ensure that those services and facilities are managed efficiently and effectively; and
- To manage, improve and develop the resources of its district efficiently and effectively.

The Local Government Act 1989 contains the legislation relating to the care and management of all public highways vested in the Council and all roads that are the subject of a declaration under section 204(2).

Section 205(2) states 'A Council that has the care and management of a road:

- Must ensure that if the road is required for public traffic, it is kept open for public use (subject to the exercise of any powers that it has to the contrary under Schedules 10 and 11);
- b) May carry out work on the road; and
- c) Is not obliged to do any particular work on the road, and in particular, is not obliged to carry out any surface or drainage work on an unmade road.

1.1.4 Road Management Act 2004

The Road Management Act 2004 ('the Act') establishes improved road management legislation to provide a more efficient and safer road network for all road users.

The aim of the Act is to establish for road management authorities, management systems for the public road network that they manage. The Act assists Council, as a road authority, to determine its own appropriate management plan and standards in order to manage civil liability by defining and achieving its responsibilities.

The objectives of the Act are to:

- Specify the general rights of road users and their obligations in relation to responsible road use:
- Establish a system for the management of safe and efficient public roads that best meets the needs and priorities of the community within the limitations of Council's resources and budgetary frameworks;
- Establish a system of road classification for the division of responsibilities between State and local road authorities;
- Provide for the keeping of a register which records public roads to be constructed, maintained and managed by Council; and
- Clarify the law relating to civil liability for the management of public roads and other public highways.

As a Road Authority, Council has the general management functions of:

- Provision and maintenance of a network of public roads for use by the community;
- Management of the use of public roads having regard that the primary purpose of a road is use by member of the public;
- Management traffic on public roads; and
- Coordinating the installation of infrastructure on public roads in such a way to minimise adverse impacts on the provision of utility services.

The Act also allows for a road authority to develop and publish a Road Management Plan, and outlines the applicable purpose, contents, powers and procedures.

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398

Page - 5



1.1.5 Duties of the Road User

A road user has specific duties in the respect to the use of a public highway, including having regards to the rights of other road users. A road user must also take all due care to avoid causing the risk of damage to a public highway or any infrastructure located in the road reserve.

A person who drives a motor vehicle on a public highway must drive in a safe manner having regard to all the relevant factors including the:

- Standard of construction of the road;
- Prevailing weather conditions;
- Level of visibility;
- Condition of the motor vehicle;
- Prevailing traffic conditions;
- Relevant road laws and advisory signs; and
- Physical and mental condition of the driver.

The *Road Safety Act 1986* requires other road users (other than those driving a motor vehicle) to use a road in a safe manner, having regard to all the relevant factors. Other obligations of road users are also set out in the *Road Safety Act 1986* in regard to relationships with other road users and damage to road infrastructure.

1.2 Road Management Plan

The Road Management Plan ('the Plan') sets the relevant standards and policy decisions in relation to the discharge of Council's duties in the performance of its road management functions.

This Plan details the management systems that Council will implement to maintain, upgrade and operate its physical road assets cost-effectively.

Colac Otway Shire through the Plan accomplishes its duties by combining engineering principles with sound business practices, and providing tools to facilitate an organised logical approach to decision making.

The following basic elements are included in Council's Road Management Plan:

- The relevant standards and policies in relation to Council's performance of its road management functions;
- Descriptions of the road asset management systems that Council has established and will
 implement to effectively provide a road network that is appropriate and meets the needs
 of road users and the community;
- A schedule of maintenance processes and standards, taking into account affordable community needs; and
- Reference to all relevant Codes of Practice.

1.3 Codes of Practice

Council is guided in their application of the Plan through Codes of Practice, as part of the Act. The codes set out benchmarks of good practice in relation to the road management duties of councils and allow scope for individual councils to set standards and allocate road maintenance priorities according to their particular level of resources.

The Plan should include matters that a relevant Code of Practice specifies.



Code of Practice objectives include:

- To set benchmarks for exercise of powers and conduct of utilities, service providers and infrastructure managers;
- To clarify and determine operational responsibility for different parts of the road reserve; and
- To provide practical guidance in determining how to allocate resources, develop policies, set priorities and make road management plans.

A Code of Practice cannot:

- Impose a duty;
- Direct how operations may be done;
- Create an enforceable legal right; or
- Impose a liability or penalty.



2.0 COUNCIL OBJECTIVES/POLICY

The Colac Otway Shire is committed to continual improvement in the way it manages its road network and associated assets. A fundamental component of this task is maintenance or the management of the ongoing performance and condition of this infrastructure.

This Road Management Plan provides a vision for how Council plans to manage its road network. This vision will ensure that the community is provided with a road system that returns optimum economic benefit for the life of the asset while recognising social, safety, environmental and user needs.

This document provides a policy framework to guide Council's management of the road infrastructure under its authority. It defines roles and responsibilities for decision making, outlines the way management requirements should be assessed, and addresses appropriate methodologies for roads based funding.

2.1 Key Stakeholders

A stakeholder represents any groups or individuals having an interest, in this case, the service provided by Council's road network.

The stakeholders in the management of Council's road and other related assets are many and often their needs are wide-ranging. The relevant key stakeholders are:

- Local residents including private car drivers, cyclists, pedestrians, etc;
- Industrial and commercial operators and other transport services;
- Emergency services;
- Enforcement agencies;
- Primary producers;
- Land developers;
- Other Government Departments;
- Tourists and visitors to the area;
- Utilities as prescribed in section 3 of the Road Management Act 2004; and
- Council as the custodian of the network, including all internal and external support staff.

The community's needs and expectations are subject to change frequently and are becoming more demanding manifested by demands for services that provide better quality, value for money, environmental awareness and relevant value adding.

2.2 Key Outcome Areas

The specific objectives of Council's vision are:

- To ensure sound road management decisions;
- To ensure that Council's road assets perform effectively throughout their service lives; to appropriate standards, which have been set with due consideration of community expectations:
- To enable a sound basis for establishing road funding requirements; and
- To ensure sound allocation decisions between capital works and maintenance.

2.3 Policy Framework

This policy framework provides that Colac Otway Shire apply a systematic approach to its road management responsibilities.

Maintenance and construction performance criteria are defined to ensure that a safe and efficient road network is provided to the community. Council approved funding levels corresponding to these performance criteria are allocated to achieve such standards.



2.4 Council Plan

The Road Management Plan is a key document in Council's overall strategic planning objectives and is structured to meet the requirements of the *Road Management Act 2004*.

The Council Plan outlines the principles that support Council's commitments and serves as a standard by which community outcomes can be assessed. The Council Plan is a dynamic document which is updated annually to reflect changing priorities and impacts of external factors.

The Colac Otway Shire's Road Management Plan is consistent with Council's commitment to providing and maintaining infrastructure and assets that meet community needs now and in the future, whilst providing Best Value to the community.

2.5 Council Policies & Strategies

The Colac Otway Shire applies a 'whole of life' approach to the management of its Infrastructure Assets. This provides for an encompassing view of asset management through the application of an Asset Management Policy and a Strategic Asset Management Plan.

In its simplest terms, asset management is about the way in which we look after the assets around us, both on a day-to-day basis (maintenance and operations) and in the medium to long term (strategic and forward planning).

2.6 Best Value

In association with Best Value, Council is required to comply with the Best Value Principles as defined by the *Local Government Act 1989*, section 208B. Council has considered these fundamental principles in developing the relevant standards, policy and operational objectives as they relate to this Plan.

The principles that Council must observe are as follows:

- There must be quality and cost standards set for all services that a council provides to the community;
- All services provided by a council must be responsive to the needs of the community;
- Each service provided by a council must be accessible to those members of the community for whom the service is intended;
- A council must achieve continuous improvement when providing services to the community;
- A council must develop a program of regular consultation with its community in relation to the services it provides; and
- A council must report regularly to its community on its achievements in relation to the Best Value Principles.

2.7 Asset Management Policy

The Asset Management Policy states Council's commitment to working towards implementing most appropriate asset management principles to ensure that assets are planned, created, operated, maintained, replaced or disposed in accordance with Council's priorities for the services it delivers.

This policy provides a framework and guiding principles for the processes involved in managing Council assets. The policy provides clarity of expectations when planning, creating, maintaining/operating and reviewing Council's assets.



2.8 Road Asset Management Plan

The objective of Council's Road Asset Management Plan is to outline the particular actions and resources necessary to manage the local road network and associated assets to provide a defined level of service in the most cost effective manner. A significant component of the plan is a long-term cash flow projection for the activities.

The aim of this plan is to:

- Identify all assets within the class of roads and associated infrastructure,
- Develop a level of service to which these assets will be developed and maintained,
- Determine lifecycle costs based on current management techniques,
- Assess risks involved in the operation of these assets,
- Develop management strategies to enable Council to operate a sustainable road network that meets the communities expectations for performance, and
- Identify a short and long term improvement program so that financial costs and information may be modeled and refined.

2.9 Risk Management Policy

The Colac Otway Shire is committed to managing risk by logically and systematically identifying, analysing, assessing, treating and monitoring risks that are likely to adversely impact on Council's operations.

The purpose of this policy is to provide a framework for risk management, and to define the responsibilities of staff and management in the risk management process.

The Colac Otway uses the Risk Management Standard AS/NZ ISO 31000:2009 – Risk Management. For all significant risks associated with Council's road infrastructure appropriately planned actions are determined and implemented. These actions include capital development, maintenance and/or operational enhancement.



3.0 BUDGET PROCESS

This aim of Council's Financial Strategic Resource Plan is to assist it in understanding the medium to long term implications of its policies and strategies which are proposed each year and subsequently adopted in the annual budget process.

The Financial Strategy is closely aligned to the Council Plan and it provides Council with a broader understanding of the financial implications of its strategic decisions. It guides Council and management in the preparation of future corporate strategies and associated allocation of budgets.

3.1 Maintenance Funding

Maintenance is all actions necessary for retaining an asset as near as possible to its original condition, excluding rehabilitation or renewal.

Maintenance activities are not only important to ensuring the maximum 'useful' life of an asset is achieved, but also impacts directly on aspects of risk management and the delivery of expected levels of service to the community.

Roads deteriorate as a result of repeated traffic loading and environmental influences such as climate and soils. Maintenance is a 'day to day' activity to provide an acceptable level of service for the road user and allow road assets to continue to function as built, taking into account seasonal conditions and activities.

Road maintenance involves remedying the defects that occur from time to time and providing treatments that retard the rate of deterioration. Also included under the heading of maintenance is the upkeep of road shoulders, verges, drainage facilities, signs, line marking and road furniture.

In most cases, the commencement of a maintenance or operational activity is triggered by the asset showing certain measurable defects or conditions. This trigger is termed the Maintenance Performance Criteria. Examples of these defects include size of potholes or corrugations in a road, or the length of grass on a roadside.

The principles outlined in this Road Management Plan ensure that the standard condition to which Council's assets are maintained will provide an appropriate and efficient road network.

Budget constraints may result in undesirable asset deterioration. Council is responsible to ensure that budget funding levels are allocated adequately to ensure undesirable asset deterioration does not occur.

Funding for roads must compete against a wide range of services that Council delivers. The following factors will be considered by Council during its annual budget process to determine and review its road maintenance funding levels:

- The ability to meet the specified levels of service in regards to its adopted maintenance performance criteria within the limitations of funding levels;
- Maximisation of asset life and reduction in whole of life costs;
- Priorities for maintenance are consistent with the objectives of the Road Management Plan:
- All relevant information relating to the gap between what maintenance works are funded by Council and listings of any deferred maintenance required to be completed; and
- Annual Community Satisfaction Survey outcomes (Council Plan performance indicators)



3.2 Capital Works

Capital Works can be defined as expenditure that either creates a new asset or improves or restores the current function of an existing asset, e.g. reconstruction of a road or bridge.

Capital Works may be split into three distinct categories, Renewal, Expansion and Upgrade. Capital Works, as it relates to Councils road related infrastructure includes renewal, expansion and upgrade of the following asset classes:

- Road infrastructure;
- Stormwater drainage;
- Footpaths;
- Kerb & channel; and
- Bridges and major culverts

3.2.1 Renewal

Capital renewal is those works required to refurbish or replace an existing asset with an asset of equivalent capacity or performance capability e.g. reconstruction of a 5-metre wide road to match the existing width and levels is considered a renewal project.

Some maintenance activities may also be considered as renewal. These activities significantly impact upon the condition and useful life of an asset. Only those maintenance activities that result in replacement of a significant asset or asset component are considered renewal.

Examples of such activities are:

- Gravel road resheeting;
- Major patching or reconstruction of failed sections of sealed pavements; or
- Road resealing.

3.2.1.1 Funding of Asset Renewal

Prioritised programs are developed in support of the budget. In the development of these programs, consideration is given to the following factors:

- Asset condition assessments;
- Asset hierarchy;
- Analysis of maintenance costs;
- Relative risk to the travelling public, and
- Available funding.

The majority of Council's road renewal expenditure is sourced from its own funds. The commitments and obligations specified in this Plan are matched to the financial resources available to deliver those commitments and obligations.

The financial resources allocated for the renewal of local roads and pathways is considered reasonable having regard to the overall service delivery priorities of the Council. Renewal funding needs are reviewed on an annual basis as part of Council's budget planning process in order to deliver a sustainable road network.

3.2.2 Upgrade

Capital upgrade is work designed to deliver an improved level of service to existing ratepayers.

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398

Page - 12



For example, the widening of an existing 5-metre wide road to a width of 7-metres, or the installation of a roundabout at an intersection to improve safety can be defined as capital upgrade projects.

Upgrade projects improve service delivery to the community; however, consideration must be given to their long-term sustainability. Most of the projects that fall into this category are fully or partially funded by external contributions.

3.2.3 Expansion

Capital expansion may be best described as the creation of new assets to service new ratepayers.

An example of this would be the construction of new infrastructure (e.g. roads, footpaths, drainage, etc) as part of a new subdivision development.

All expansion work is externally funded, and in some cases, can be termed as 'donated assets'. Long term operation, maintenance and renewal of these assets may be of concern because, as the asset portfolio increases, the annual cost of sustaining that portfolio increases respectively.

3.2.3.1 Funding of Asset Creation

Funding of new assets can come from:

- External funding sources;
- Developer contributions;
- Rate revenue; and
- Special Charge Schemes targeted at specific improvements for property owners who gain special benefit from those improvements.

Whilst road asset acquisition through donated assets does not in itself create a capital cost it does create an on-going maintenance cost which must be factored into Council's long-term finance allocations.

3.2.4 Summary

All three classifications of Capital Investment, Renewal, Upgrade and Expansion are warranted in differing circumstances:

- Renewal works maintain assets;
- Expansion projects accommodate growth; and
- Upgrade works satisfy changes in demand or rectify assets that are perceived as insufficient in meeting community needs.

Council has a current Budget strategy that responds to community demand and asset renewal requirements. Council's current emphasis is on asset renewal expenditure rather than asset development.

3.3 Evaluation of Capital Works

Council's Capital Evaluation Process provides the framework for an objective evaluation process for all projects and to be considered for the Capital Works Program.

This process enables projects of competing priority being considered for inclusion within the Capital Investment Program to be evaluated in a coordinated approach involving the collation of project information, costings and business case assessments.



The outcome of this process provides a prioritised list of projects forming the basis of the Annual Capital Investment Program and future years within the Ten (10) Year Capital Works and Major Projects Program.

Capital Works Projects are assessed on the following criteria:

- Community priority survey; Corporate Plan references;

- Population benefiting; Health and social issues;
- Risk level;
- Legal liability;
- Works funding;
- Future maintenance costs; and
- Expenditure type (i.e. renewal, upgrade, or new)



4.0 COLAC OTWAY MUNICIPAL PUBLIC ROAD REGISTER

4.1 Introduction

A reliable inventory of road features is the basic component of any road management system. The most obvious road items that are normally recorded in a network asset register are the carriageway, footpaths, signage, kerb and channel, amongst many others.

4.2 Register of Municipal Public Roads

The *Road Management Act 2004* requires Council to keep and maintain a register of municipal public roads, and ancillary areas for which it has the responsibility for managing operational functions.

Public Roads are municipal roads which meet the definition as prescribed under the *Road Management Act 2004* and have been determined by Council, acting as a Coordinating Road Authority, to be roads reasonably required for general public use. The definition of a municipal road under the *Road Management Act 2004* includes any road within the municipality which is not a State road, including any road which:

- Is a road referred to in section 205 of the Local Government Act 1989, which indicates certain roads for which Council is responsible for care and management;
- Is a road declared by VicRoads to be a municipal road under section 14(1)(b) Road Management Act 2004: and
- Is part of a Crown land reserve under the Crown Land (Reserves) Act 1978 and has the relevant municipal council as the committee of management.

As prescribed by section 19 and Schedule 1 of the *Road Management Act 2004*, Council will record the following information in its municipal public roads register as it relates to those roads for which it is the principle authority.

The register must include:

- (a) The name of each public road or, if a road is unnamed, a description which enables the particular road to be easily identified;
- (b) If a road becomes a public road after 1 July 2004, the date on which the road became a public road;
- (c) If a public road ceases to be a public road, the date on which the road ceased to be a public road;
- (d) The classification, if any, of the public road;
- (e) The reference of any plan or instrument made on or after 1 July 2004 that fixes or varies the boundaries of a public road;
- (f) Any ancillary areas;
- (g) A reference to any arrangement under which road management functions in respect of any part of a public road or ancillary area is transferred to or from another road authority;
- (h) Any matter required to be included by the relevant road Minister under section 22;
- (i) Any other matter required to be included by this Act;
- (j) Any other matter which is prescribed for the purpose of this clause.

Council's Register of Municipal Public Roads is available for public inspection upon request. This document may be viewed at both the Colac and Apollo Bay Customer Service Centres during normal business hours.

Assets on municipal public roads that the Colac Otway Shire is responsible for and which this Road Management Plan incorporates include:

- Road surface, pavement, and earth formation;
- Surface and underground drainage systems;



- Signs, guideposts, line marking, barriers, and retaining walls;
- Footpaths and shared pathways;
- Parking areas,
- Bridges and major drainage structures, and
- Street furniture.

4.2.1 Criteria for Determining Whether a Road is Reasonably Required for General Public Use

A road is considered a Public Road Councils has made a decision that the road is reasonably required for general public use and hence included in the Municipal Public Road Register.

When deciding on which roads should be included or not included on the Register the very broad test of is it 'reasonably required for general public use' needs to be refined into more specific criteria. These criteria will provide a fair, consistent and justifiable process for Shire staff when deciding on which areas need to be added to the Register.

For a road to "reasonably required for general public use", consideration should be given, but not necessarily limited to the following:

- The number and nature of separately owned and occupied properties abutting onto the road or requiring the road for access purposes;
- Whether the properties which abut the road or require the road for access purposes have alternative access rights;
- Whether the road connects into, and forms part of, the wider network of Public Roads;
- Whether the road contains assets owned and managed by public service authorities (gas, electricity, telecommunications, sewerage, water); and
- Whether the road is safe for public access (no horizontal or vertical alignment issues, existing pavement, suitable drainage, no large trees or obstacles restricting vision).

All roads included in the Register of Public Roads will be maintained to a standard as specified in the Road Management Plan. Council is not obliged to undertake any works on roads that are not registered as Public Roads.

4.2.2 Amendments to the Register of Municipal Public Roads

Developers generally fund the construction of new infrastructure e.g. roads, footpaths, drainage, etc as part of new subdivision developments. This leads to an expansion in Council's asset portfolio for which it is responsible for.

The Colac Otway Shire assumes responsibility of public highways created though expansion at registration of subdivision, providing that all infrastructure is constructed to meet Council's minimum specifications.

A public highway is not a public road for the purposes of the Act unless and until it is registered on Council's register of municipal public roads.

The register of municipal public roads will need to be maintained on an ongoing basis. It is proposed that the register of municipal public roads be maintained under delegation to ensure it is readily updated on a regular basis.

Council gives the right to review the status of public highways as public roads, should they not appear on its register of public roads.

As standard practice following completion of construction work on subdivision infrastructure all related information shall be documented and formally handed over to Council's maintenance staff. For example, drawings clearly showing as-constructed pavement details, locations of hidden features such as underground drainage systems, and other information critical to the ongoing management of the asset.



4.3 Road Discontinuance

Council may in accordance with *Schedule 10(3)* of the *Local Government Act 1989* discontinue a public highway or part of a public highway via a notice published in the Government Gazette.

Prior to gazettal, Council is obligated by its statutory process to call for public submissions. In addition, all abutting property owners shall be advised of the proposal in writing and advised of their right to make submission. All submissions will be considered in accordance with the provisions of section 223 of the *Local Government Act 1989*.

If a road or part of a public road is discontinued, Council must specify all details in its register of public roads.

4.4 Road Naming and Renaming

Where a road is required to be named or renamed the *Local Government Act 1989* provides an administrative procedure for Road Renaming.

The *Local Government Act 1989* clearly sets out the procedures for road naming, but the Road Renaming process is a very sensitive issue due to local residents, history, and pioneers of the district or acceptance of the existing name for keepsakes.

The provisions of the *Local Government Act 1989* relating to the naming of roads are contained in section 206 and Schedule *No.* 10 clause 5.

With respect to Road Renaming, Schedule No. 10, clause 5 - The Council has the power to name roads, erect signs and require premises to be numbered:

A Council may:

- Approve, assign or change the name of a road:
- Erect signs on a road:
- Approve, assign and change the number of a road and any premises next to a road; and
- Require people to number their premises and to renew those numbers.

In exercising its power under *Clause 5*, Council must act in accordance with the guidelines in force for the time being under the *Geographic Place Names Act 1998* and must advise the Registrar under that Act of the naming or renaming of a road.

4.5 Road Hierarchy

Colac Otway Shire is a unique municipality with major topographical, climatic and geological differences within the shire that have a direct impact on the ability of Council to provide a suitable road network. If Council is to provide a sustainable road network system, its Road Classification system must take into account these differences. A Classification system and Hierarchy was adopted as part of this Plan.

A 'Functional' classification system has been adopted rather than a 'Structural' system. This is on the basis that current structural standards do not necessarily reflect the use and purpose of each road in the network. A functional classification system enables each road to be critically assessed based on agreed criteria to determine whether the road system is capable of meeting the needs of the road users.

In a Functional Road Classification system, it is also necessary to clearly differentiate between the Urban and Rural road network. This allows consideration to be taken of the differences in use, intensity of abutting land development, speed and mass of vehicles and traffic volumes.



The Colac Otway Planning Scheme, Victorian Grants Commission and VicRoads definitions were reviewed for applicability to the Urban and Rural areas of the Colac Otway Shire.

4.5.1 Local Road Classification

The classification system detailed below takes into consideration the above key issues and establishes a clear distinction between each classification. A separate functional classification system, for the Urban and Rural road networks is adopted with sub-functions, clearly defining the current use of a particular road within each category.

The classification system is primarily based on the functions of **Link**, **Collector**, **Access** and **Minor** within the road system. The classification system is divided into Rural & Urban localities to reflect the varying needs of these areas.

Rural Road Network

| Hierarchy
identifier | Name | Explanatory Notes | Road Surface |
|-------------------------|----------------|--|--------------------|
| | | Direct linkage between significant population centres and major traffic generators and supplementary
to arterial road system within the municipality | Generally a sealed |
| 2 | Rural Link | High truck count | surface, may be a |
| ř | | Access to major industries and tourism nodes | gravel surface |
| | | ■ Generally >100 vpd | |
| | D
Fo | Carry moderate volumes of traffic and provide access by linking local areas to link and arterial roads. | May be either |
| RC | Rural | Also provide links between the various collector roads. | sealed or gravel |
| | Collector | Cater for, but may restrain, service and heavy Vehicles. | SILLace |
| | | Minimum two clear traffic lanes | שמוומטט |
| | | Carry only local traffic | |
| | | Primary function is to provide property access to rural developed areas | |
| | | Medium usage access to rural properties generating regular and consistent vehicle usage. Generally > | May be either |
| RA | Rural Access | | sealed or gravel |
| | | Rural bus route minimum standard | surface |
| | | In the case of access to a single property with a residence, the road will only be maintained to the | |
| | | closest boundary of that property, the balance will be maintained as a Rural Minor Road | |
| | | Occasional usage property access routes | Conorally oithor |
| | DisolMinos | Maintained infrequently (less than annual) | crevel formed or |
| 28 | חמומו ואווויטו | Dry weather road only. All year round access is not guaranteed. | graver, rorried or |
| | | Occasional usage primary access to non-residential rural properties generating sporadic vehicle usage | riaturai suriace |
| | Fire Access | Perform a very low order public access function | |
| | Track (No | Specific purpose access tracks not intended for general access | |
| ΕΛΤ | Primary | Provide only occasional access to non-residential property. Single vehicle access and low speed. | Either formed or |
| 2 | Access to | | natural surface |
| | Residential | Fire Tracks or emergency access points only maintained by Council where Council has agreed to do | |
| | Property) | so as a community emergency service and they are listed in the Municipal Fire Prevention Strategy | |
| | | Road Reserve not intended for general access | |
| | 2 | All year round access is not guaranteed | Standards define |
| Z | Maintained | Includes unmade road reserves, those subject to lease or licence or roads located on Crown Land | by others |
| | Maillailled | which Council is not the Committee of Management for | מי סוופוס |
| | | Will not be listed on Council's Municipal Public Road Register | |

Colac Otway

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398

Urban Road Network

| M | MO | UA | UC | UL | Hierarchy
Identifier |
|---|---|---|---|---|-------------------------|
| Not Maintained | Urban Minor
Laneway | Urban Access | Urban
Collector | Urban Link | Name |
| Private roads and lanes. Not a Council responsibility Will not be listed on Council's Public Road Register | Perform a very minimal function as local access roads Maintained infrequently (less than annual) Low usage property access streets/lanes. All year round access not guaranteed Provide alternate side or rear property access (secondary access) to urban residential or commercial allotments | Primary function to provide property frontage access to residential developed allo Carry local traffic | Urban collector routes from urban access streets to community, school or commerce centres or popular focal points High usage connector routes to the Arterial road network Minimum two clear traffic lanes (excl. Parking) <2,000 vpd and 50 or 60 km/h speed limit | Carry significant volumes of traffic and provides access by linking residential areas to the arteria roads. They also provide links between the various collector roads. Cater for, but may restrain, Service and Heavy Vehicles Minimum two clear traffic lanes (excluding parking) 2,000 + vpd and 60 km/h speed limit (or less) | Explanatory Notes |
| Standards defined by others | Generally either gravel, formed or natural surface | otments Maybe either sealed or gravel surface | ce centres or Sealed surface | s to the arterial Sealed surface | Road Surface |



Footpath Network

| Hierarchy
Identifier | Name | |
|-------------------------|--------------------|---|
| PC | Primary | Primary footpaths provide connectivity between the different communities to the most popular destinations, including community facilities, medical facilities, sporting facilities, transport hubs, etc. Primary footpaths have a width of at least 1.5 metres |
| SP | Secondary | General public pedestrian access between residences, the Local footpath network and the Primary network |
| Г | Local | Local footpaths provide linkages between property frontages in residential areas to the Secondary and Primary Footpath Networks. Local footpaths are generally for residential access only. |
| ≤ | Minor | These are seldom-used areas where there exist paths known by Council to be used by the public but are not constructed. Inspections on areas of this type are to identify specific defects. No additional maintenance is undertaken. |
| SP | Shared Use
Path | Shared use paths can be described in simple terms as off road trails, tracks or paths that provide for access for a range of activities such as walking, blke riding or horse riding. A shared path is designated by signs and is jointly used by pedestrians and cyclists. Council has a combination of pathways, including those within public areas and private land (under agreement), those on public reserves, and those located on arterial roads. |

Zolac Otway



4.6 Demarcation of Responsibility

Council is responsible for the majority of the roads within the municipality. These are known as Local Roads and are listed on Council's Register of Municipal Public Roads.

The register of municipal public roads and associated maps define the roads for which Council has operational duties as a road authority. Operational functions for the purposes of this road management plan relate to the establishment of standards for the construction, inspection, maintenance and repair of road infrastructure.

Various infrastructure assets, for which Council has no management responsibility, may exist in the road network within the municipality. These assets are owned and managed by service authorities, individuals and other statutory bodies.

4.6.1 VicRoads

VicRoads is the coordinating road authority for the declared arterial road network within the municipality. Section 37 of the *Road Management Act 2004* sets out those parts of the arterial road network for which Council is the responsible road authority, across urban and rural areas.

Arterial roads located in the Colac Otway Shire are as follows:

Beech Forrest Road Cororooke Road Birregurra Road Forrest Apollo Bay Road Birregurra Deans Marsh Road Gellibrand River Road Birregurra Forrest Road Great Ocean Road Birregurra Road Lavers Hill Cobden Road Colac Ballarat Road Princes Highway Colac Carlisle Road Skenes Creek Road Colac Forrest Road Timboon Colac Road Colac Lavers Hill Road Warncoort Birregurra Road

4.6.1.1 Urban Areas

In the situation where the public road is an arterial road within an urban area, VicRoads is the coordinating road authority, excepting the following instances where Council has responsibility for all local components of the road system. These are:

- Service road traffic lanes and shoulders,
- Pathways outside of through carriageways and central medians,
- Indented parking bays and any other part of the roadway located 'kerb to kerb' that could
 not be made available for through traffic (being located either on the side of the road, in
 the outer separator or in the central median), and adjacent kerb and channel,
- Drainage pits and underground drainage outside of through carriageways or outer separators and underground drainage that is part of a municipal drainage scheme,
- Off road bicycle paths,
- Off road furniture at bus stops,
- Road markings for all parking bays, plus road markings on service roads,
- Nature strips including vegetation,
- Local signage including street name signs, local direction signs, parking signs for the control of stopping or parking, and advance warning (but not advance direction) signs on municipal roads,
- Pedestrian fencing outside of central medians,
- Tactile Ground Surface Indicators (TGSIs) in footpaths and kerb ramps and at bus stops (except at central medians), and

An urban area is defined in section 3 of the Road Management Act 2004.

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398

Page - 23



4.6.1.2 Rural Areas

In the situation where the public road is an arterial road outside an urban area, VicRoads is the coordinating road authority; however Council is responsible for service roads, off road bicycle paths, pathways, associated local signage, and underground drainage that is part of a municipal drainage scheme.

For definition of the limits of responsibility between VicRoads and Council, where local roads intersect with arterial roads in an urban and rural environment, refer to the Code of Practice for Operational Responsibility for Public Roads.

4.6.2 Department of Sustainability and Environment

Within the municipality a number of roads exist of Crown Land, in such areas as parks and forests, for which Department of Sustainability and Environment (DSE) or Parks Victoria has management responsibility.

4.6.3 Adjoining Municipalities

The Act requires that a road authority be responsible for the operational functions of a road. In the instance of boundary roads with other municipalities, the responsibility is allocated according to an agreement between each municipality.

4.6.4 Rail Operators

The Rail Safety Act 2006 requires rail operators and road managers to identify and assess risks that may arise from operations at certain interfaces (i.e. rail crossings), and seek to enter into safety interface agreements to manage those risks.

Within the Colac Otway Shire, V/Line and Australian Rail Track Corporation, as rail operators, are generally responsible for installing and maintaining all infrastructure located at rail crossings (e.g. crossing position signs together with other signs, barriers, gates, flashing lights, etc).

Council is generally responsible for the erection and maintenance of advance warning signs and all pavement markings associated with the approaches to rail crossings on municipal roads. Details relating to each crossing are able to be detailed in relevant rail Safety Interface Agreements between rail operators and Council as the relevant road manager.

4.6.5 Service Authorities

Many Utility Agencies utilise a road for their infrastructure. Non-road infrastructure within the road reserve is the responsibility of the person or body that is responsible for the provision, installation, maintenance, or operation of that particular asset.

A listing of typical utility assets found within a road reserve, and the relevant management authority is given below.

| Asset Type | Management Responsibility |
|---|---|
| Street Lights | Powercor |
| Telecommunication infrastructure assets | Telstra |
| Gas infrastructure assets | Tenix Gas |
| Water & Sewerage infrastructure assets | Barwon Water |
| Electricity infrastructure assets | Powercor |
| Traffic Signal Installations | VicRoads |
| Rail Crossings | V/Line and Australian Rail Track
Corporation |

Road Management Plan (Version 3.0) Date Adopted:

File Ref: 11/95398

Page - 24



Assets or services within a municipal public road for which Council is not responsible for include gas pipes, water and sewerage pipes, cables, electricity poles, public telephones, and mail boxes. Any person who has an issue with one of these assets should refer it to the relevant Infrastructure Manager (e.g. external service authority)

4.6.6 Other Assets

In relation to provision of access from adjoining properties, there are a number of assets within a road reserve for which Council has no obligation to construct or maintain. Assets of these types are described as follows.

4.6.7 Vehicle Crossings

Generally in urban areas the adjoining property owner is responsible for maintaining the portion of a vehicle crossing (i.e. driveway) located between the carriageway and the abutting footpath. Where there is no footpath, the property owner is responsible for that part of the driveway which extends from carriageway to the fence line. This also applies to vehicle crossings located in rural areas where the property owner is responsible for all of that part of the driveway between the road edge and the fence line.

The construction of a vehicle crossing along with its ongoing maintenance is to be performed in order to meet Council's requirements.

The property owner is also responsible for the maintenance of the immediate surrounds impacted on by the vehicle crossing to ensure that it is in a safe condition.

4.6.8 Nature Strips, Infill Areas and Vegetation

Nature strips and infill areas are those residual areas between the edge of road or back of kerb and the property boundary not occupied by a footpath or vehicle crossing. These are normally sown to grass and may contain other features such as street trees and utility poles and underground services.

Nature strips are not recognised as a road related asset and are therefore not formally inspected or maintained to a standard defined under Council's Road Management Plan. Consequently, Council may only undertake works on a nature strip where there is an obvious safety or amenity issue either reported as a customer request or identified through programmed inspection activities.

Responsibility for maintenance of the nature strip areas is generally left to the abutting property owner as part of the presentation of their property and general appearance of the local streetscape.

Service authorities have an obligation to reinstate any disturbed nature strip areas to a condition which existed prior to any excavation works in relation to the installation or maintenance of their infrastructure.

Street trees within the road reserve are however managed by Council. An abutting owner has the responsibility to keep a road or footpath clear of vegetation growing from their property. Council may direct the property owner to trim any overhanging branches under provisions of its Local Laws.

4.6.9 Property Stormwater Drains

Property stormwater drains are constructed within the road reserve from the property boundary to a discharge outlet in the kerb, table drain or connected directly to Council's underground drainage system. Property drainage lines directly benefits the property and as such are the responsibility of the owner of the property being served to maintain.

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398



4.6.10 Stock Underpasses

A stock underpass is generally a box culvert type structure constructed for the purpose of providing a safe under road crossing.

A landowner that constructs a stock underpass on a local road must first sign an section 173 Agreement (*Planning and Environment Act 1987*) with Council that includes requirements for the landowner to maintain the structure. A cattle underpass shall be designed in accordance with all relevant VicRoads Guidelines, Australian Standards, and other applicable design codes.

Council has a responsibility to maintain the road pavement areas, seal markings and guideposts across the stock underpass. Responsibility for the maintenance of the structure, including attachments such as guardrail, stock lanes, fencing and stock underpass drainage remains with the landowner for the duration of the agreement.

Regardless of maintenance obligations, Council has a duty of care to ensure that that these assets are in a condition safe to the general community. There often exists a point of conflict with residents who have an expectation that Council will maintain these assets as they are within the road reserve.

4.6.11 Cattle Grids

A cattle grid is a type of obstacle used to prevent livestock from passing along a road which penetrates the fencing surrounding an enclosed piece of land. Cattle grids generally consist of a depression in the road covered by a transverse grid of bars or rails, normally constructed of metal and firmly fixed to the ground on either side of the depression, such that the gaps between them are wide enough for animals' legs to fall through, but sufficiently narrow not to impede a wheeled vehicle.

The landowner benefiting from the use of a cattle grid is required to enter into a section 121 Agreement (*Road Management Act 2004*) for the construction, maintenance, repair, and insurance of the cattle grid. This agreement defines the roles and responsibilities of both Council and the landowners for the ongoing management of the cattle grid.

Cattle grids located on municipal roads are to be inspected and maintained in accordance with Council's relevant policy.

4.6.12Fire Access Tracks

Designated fire access tracks throughout the Colac Otway Shire are specific purpose access tracks not intended for general access and provide only occasional access to non-residential property.

These are maintained by Council where Council has agreed to do so as a community emergency service and they are listed in the Municipal Fire Prevention Strategy. Fire access tracks are maintained to the standard as defined by Municipal Fire Prevention Plan and as funded by the Municipal Fire Prevention budget.



5.0 RISK MANAGEMENT MODEL

5.1 Introduction

The purpose of this section is to describe Council's risk management model and the manner in which it will manage risk associated with its road network and associated infrastructure.

It essential to note that it is not possible for Council to address all defects and eliminate all risks through remedial action. Rather, this model provides a basis for identifying and managing risks within the resources available to the community through clear priority setting and an appropriate system of responses.

5.2 Objective

Council's objective of road management is to ensure that a safe and efficient road network is provided primarily for use by the members of the public and is available for other appropriate uses.

5.3 Systems Approach

Council manages risk in relation to roads by performing its road construction and maintenance activities in accordance with this plan.

In ensuring that programmed inspections and work activities are completed pursuant to the standards of Council's Road Management Plan, road users are offered a reasonable level of safety during the use of the local road network.

Council's road management functions are based on policy and operational objectives which consider the resource limitations faced by Council in inspecting, maintaining, and repairing its road infrastructure. Council is able to minimise its risk from litigation resulting from claims of negligence by delivering on the standards specified in the Road Management Plan.

Levels of service for inspections and maintenance activities are specified for each category within Council's road and footpath classification systems. In general terms, higher classification roads and footpaths are inspected more frequently and issues identified are responded to more promptly.

The adopted Colac Otway Shire risk management process is consistent with Australian Standard AS/NZS ISO 31000:2009 – Risk Management, which defines risk assessment and management.

The approach taken in developing Council's risk management system for its road network is to:

- Require routine inspections of the road network and associated assets at specified intervals to identify defects;
- Initiate additional inspections, as required, of issues raised by the community or Council
 employees through Council's corporate customer request system, MERIT;
- Record defects that may result in a potential hazard to the public, or fail to meet Council's adopted Maintenance Performance Targets;
- Assess the potential risk to road users due to defects identified;
- Prioritise maintenance activities based on assessment of risk, taking into account the need to complete work in an efficient and cost effective manner, and the need to preserve the assets condition;
- Prepare appropriate work schedules;
- Undertake scheduled maintenance; and
- Record and document all actions taken at various stages throughout this process.

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398



6.0 MANAGEMENT SYSTEMS

6.1 Maintenance Management

Maintenance management is a systematic approach to the planning and execution of maintenance activities. This management method delivers the benefits of operational efficiencies and reduced maintenance costs. Council's maintenance management process addresses the following areas:

- Inspection and data collection;
- Condition rating of road infrastructure to support strategic asset management;
- Keeping of proper records;
- Program preparation including proper planning, prioritising and scheduling; and
- Effective execution of maintenance operations

Roads are designed to varying standards and built out of natural processed materials to meet the needs of the community they serve. Like all other structures, they are subject to deterioration.

Ideally, maintenance would ensure that a road functioned as efficiently as when it was first constructed. However, when planning maintenance due regard must be paid to the limitations of the available resources. For this reason, maintenance programs are adjusted to control the rate of deterioration and to ensure the serviceability of the road, or related asset, does not fall below an adopted minimum standard. This is dependent on resources and policy decisions.

In determining the appropriate standards of road maintenance, existing practices, community expectations, use and function of the road, affordability and equity have all been considered. This is because the Colac Otway Shire road network supports a diverse industry including dairying, agriculture, forestry, timber processing, and tourism. These competing uses and operating expectations need to be considered in determining applicable maintenance standards, whilst providing a safe and sustainable road network.

Poor maintenance costs the community. The costs of major rehabilitation and replacement far outweigh the costs associated with continual good maintenance practices. Poor standard roads also incur a cost to road users through increased running and repair costs to vehicles. Safety of road users can also be compromised if the network is not maintained at a satisfactory level.

6.2 Maintenance Program

There are two main components of the Council's maintenance programs, these are:

- Proactive Routine Maintenance programmed routine maintenance and repair work; and
- Reactive Maintenance work carried out to rectify defects that are identified as exceeding 'tolerable levels' or where an emergency response is required.

6.2.1 Strategies for Planning Maintenance Work

A systematically planned approach is undertaken to ensure maintenance is effective. This includes the implementation of a maintenance strategy to key asset types, such as pavements, bridges, drainage, and other road related infrastructure.

For a particular asset type, the maintenance strategy includes the following considerations:

- A sound maintenance policy as a basis for planning all maintenance activity on that asset type:
- Consideration at both the design and constructions phases in order to reduce potential maintenance problems and in-service costs;

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398



- A maintenance management system, including:
 - A current inventory for the asset type in question (e.g. pavements, signs, bridges, etc);
 - A regime of asset inspections to satisfy adopted schedules;
 - An effective asset condition and inspection recording system to produce informed decisions with regard to maintenance requirements; and
 - Maintenance performance criteria for the road network with consideration to community expectations.

6.2.2 Maintenance Policies

Council's maintenance policies for specific asset types are based upon the following principles:

- Road infrastructure assets being maintained to ensure that their whole-of-life performance is maximised, having regard to safety, community benefits, environmental and funding considerations
- A collaborative approach taken to improve the performance and reduce maintenance costs of Council's road assets through team work by the Infrastructure and Services Units.
- A systematic, efficient and sustainable approach to maintenance management and work practices utilising best practice.
- Regular planned inspections of Council's assets undertaken to identify and monitor their overall condition over time, and
- Accessible information systems implemented for inventory control, condition identification
 of selected assets, and recording of inspections, service requests and all actions relating
 to maintenance activities.

6.2.3 Prioritising Works

Maintenance activities are objectively planned in order to achieve cost and operational efficiencies. The works program and schedule is based on seasonal/annual events and routine servicing.

The most effective maintenance is, based on forecasting a need and scheduling the available and proper resources and corrective actions at the appropriate time to achieve best results.

The following factors will be considered in preparing programs and scheduling of maintenance activities:

- Distance of work sites from the base of operations and time and expense to transport personnel, materials and equipment to sites;
- Weather conditions;
- Availability of suitable personnel, materials and equipment to handle intended jobs;
- Size and grouping of each work package and relationship to other works required on that area of the network;
- Response time requirements and defect ranking for prioritising the correction of defects that are either identified through customer requests or routine inspections; and
- Unplanned incidents and other emergencies that generally require immediate action by maintenance staff.

6.2.4 Maintenance Records

Accurate data is collected in order to make reliable judgments in relation to future network maintenance needs which consider funding requirements. Council's maintenance records are computer-based for ease of transfer, communication, and analysis.

The type and frequency of data collected during inspections is a direct reflection of the resources made available for this activity.

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398



- Inventory Registers give information on assets such as location and type. Council's inventory registers include the following records, type of asset, dimensions, location, date of construction, and any specific features.
- Inspection Records document maintenance activities. Council's Inspection regimes include requirements for the format, scope, and storage of records of inspections against each particular asset.
- Cost Records or time cards are regarded also as a type of maintenance record. Time
 cards are able to detail the date, location and type of remedial work on defects identified
 by inspection or customer requests. Council's Financial system is able to generate reports
 to assist in identifying areas of relatively high expenditure.

Keeping current and comprehensive records of inspections and maintenance activities, including accurate location information, is essential for Council is to perform its statutory duties as a road authority.

In many cases, litigation can be commenced a number of years after the event which is subject of the claim. It is not possible to predict the timing or location of events that may become the subject of litigation against Council. Council must therefore ensure that records be kept of all maintenance inspections and activities and will be adequately archived for future reference.

6.3 Asset Inspections

In order for Council to carry out effective planning and competent management of its road infrastructure, both in a strategic and operational sense, it is essential to collect maintenance-related information through disciplined and regular inspections of the whole of the network.

Council's inspection activities can be grouped into the following categories based on definition and purpose:

- Routine Inspections;
- Condition Inspections
- Request Inspections; and
- Incident Inspections.

6.3.1 Routine Inspections

Inspections undertaken in accordance with the formal inspection schedule to determine if road asset complies with the levels of service as specified by the Maintenance Performance Criteria.

Identified defects are rated against the criteria adopted for routine maintenance works on the asset. These performance criteria indicate the magnitude of the undesirable condition for each defect requiring remedial action.

A record of each street/road is completed detailing the name of the inspector, the inspection date, time, road name/asset description and report of any defects found that are at the 'tolerable' defects level as defined by Council's Maintenance Performance Criteria.

In addition, a notation is recorded of any road/asset inspected where no defect was apparent under the specific rigour of the inspection.

6.3.2 Condition Inspections

Condition inspections are undertaken specifically to identify deficiencies in the structural integrity of the various components of the road infrastructure that if untreated, are likely to adversely affect network values. The deficiencies may well impact on short-term serviceability as well as the ability of the component to continue to perform at the level of service for the duration of its intended useful life.

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398



The condition inspection process must also meet the requirements for accounting regulations and asset management.

Regular or periodic assessment, measurement and interpretation of the resulting condition data is required so as to determine the need for any preventive or remedial action and is used in the development of relevant programs of rehabilitation or renewal works.

The table below details the type of programmed and reactive inspections undertaken by Council in relation to its road infrastructure assets, the inspection frequency, and the resources utilised for the inspection.

6.3.3 Request Inspections

A maintenance request is any request to undertake maintenance on an infrastructure asset. Customers or users of the asset generally make these requests. To provide the highest level of service, Council's objective in relation to maintenance requests is to inspect and prioritise the work requests within the time frames as specified.

Upon record of a request for maintenance or report of a defect received from the public, Council Officers or Councillors, an inspection will be carried by an appropriately experienced Council Officer within 10 working days of notification, dependent on assessed urgency. As with routine maintenance inspections, any recorded defects beyond the maintenance performance criteria for that particular asset will be prioritised and rectified to satisfy established response times.

Council aims to obtain best value for its maintenance budget within the constraint of the resources made available. Maintenance works delivered under an 'Emergency Response' will inevitably cost more than maintenance delivered under the Routine or Periodic Maintenance Programs.

To ensure that the best value is obtained for the available maintenance dollar, work of the same nature must be grouped in a given area so that work is completed efficiently. Therefore, most maintenance work will be completed on the Routine and Periodic Maintenance Programs. Only true emergency works will be actioned immediately.

The benefit of adopting such a strategy means that for example, over a year, more potholes may be repaired from the limited funds available than if completed on a reactive basis. This provides an improved overall level of service and consequently reduces the risk to the community

If works identified are beyond what is considered maintenance, then the project will be referred to and be considered for inclusion in Council's 3–year Capital Investment Program. Council reviews projects for its Capital Investment Program annually, in conjunction with its budget planning process.

6.3.4 Incident Inspections

If a person proposes to commence legal proceedings or wishes to make a claim for damages in relation to an incident arising from the condition of a public road or infrastructure on a public road then the person must give written notice of the incident to Council within 30 days of its occurrence. This notice must provide sufficient information to enable Council to undertake an inspection and prepare a condition report. Details to included, but not limited to, are:

- Nature of, and any defect that may have contributed to the incident;
- Brief description of the location of the incident;
- Date, time and prevailing weather conditions at which the incident occurred; and
- Any other information that may be deemed to be applicable.

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398



Within 14 days of receipt of this notice, an inspection of the road or associated infrastructure specified in the notice will be undertaken by the Asset Inspection Officer or suitably qualified Council Officer. A report will then be prepared detailing the outcomes of this inspection, providing the following:

- A description of the condition of the relevant section of the public road or infrastructure; providing adequate photographic evidence of the site of the incident;
- Reference to Council's Road Management Plan and in particular its construction and maintenance criteria relating to the public road or infrastructure;
- A summary of, or any reference to, any records relating to the condition of the road or infrastructure from inspections and reports; and
- A summary of inspections relating to the condition and maintenance of that part of the public road or infrastructure conducted in the 12 months prior to the incident.

A copy of this report will be filed in Council's Electronic Document Management System for future reference.

| | | inspe | nspection Type, Maximum inspection interval & Responsibility | ction Interval & Res | ponsibility |
|--------------------------------------|-------------------|--------------------|--|----------------------|---------------------------|
| Åsset Class | Hierarchy | Routine | Relevant Department | Condition | Relevant Department |
| | Urban Link | 3 months | Infrastructure & Services | 3 years | Infrastructure & Services |
| | Urban Collector | 4 months | Infrastructure & Services | 3 years | Infrastructure & Services |
| Urban Road Network | Urban Access | 12 months | Infrastructure & Services | 3 years | Infrastructure & Services |
| includes sealed and unsealed roads | Urban Minor | 3 years | Infrastructure & Services | 3 years | Infrastructure & Services |
| | Not Maintained | Not Applicable | | Not Applicable | |
| | Rural Link | 3 months | Infrastructure & Services | 3 years | Infrastructure & Services |
| | Rural Collector | 4 months | Infrastructure & Services | 3 years | Infrastructure & Services |
| Rural Road Network | Rural Access | 12 months | Infrastructure & Services | 3 years | Infrastructure & Services |
| * Includes sealed and unsealed roads | Rural Minor | 3 years | Infrastructure & Services | 3 years | Infrastructure & Services |
| | Fire Access Track | Not Applicable | • | Not Applicable | - |
| | Not Maintained | Not Applicable | | Not Applicable | - |
| | Primary | 6 months | Infrastructure & Services | 2 years | Infrastructure & Services |
| | Secondary | 12 months | Infrastructure & Services | 2 years | Infrastructure & Services |
| Footpath | Local | 12 months | Infrastructure & Services | 2 years | Infrastructure & Services |
| | Minor | Request Inspection | Infrastructure & Services | No Inspection | • |
| | Shared Use Paths | 6 months | Infrastructure & Services | 2 years | Infrastructure & Services |



Note* - Relates only to the inspection of relevant assets associated with the approaches to rail crossings located on all municipal roads, as defined by applicable Safety Interface Agreements.

| | | inspe | Inspection Type, Maximum Inspection Interval & Responsibility | ction Interval & Res | ponsibility |
|-----------------|--|--|---|---|---------------------------|
| Asset Class | Hierarchy | Routine | Relevant Department | Condition | Relevant Department |
| Kerb & Channel | All Road Categories (where applicable) | 12 months | Infrastructure & Services | 3 years | Infrastructure & Services |
| Bridges | All Road Categories | Level 1 Inspection (Basic visual inspection) 12 months | Infrastructure & Services | Level 2 Inspection
(Detailed condition
inspection)
3 years | Infrastructure & Services |
| | Guard Rail | 12 months | | | |
| | Bus Shelters | 12 months | | | |
| Road Furniture | Traffic Management Devices | 2 years | Infrastructure & Services | 3 years | Infrastructure & Services |
| | Signs & Other Furniture | As per frequency for road category | | | |
| Vegetation | Roadside Vegetation | As per frequency for road category | Infrastructure & Services | No Inspection | - |
| * ogewiion | Urban Vegetation | As per frequency for footpath category | Infrastructure & Services | 3 years | Infrastructure & Services |
| Rail Crossings* | All Road Categories | 3 Months | Infrastructure & Services | 3 years | Infrastructure & Services |
| | | | | | |





6.4 Customer Request System

Requests for maintenance of Council's engineering infrastructure assets are recorded on Council's corporate Customer Request System. These requests are generally made by the public, Councilors and Council staff. Each request will be inspected to meet the established response time as detailed for that asset class.

The system records each action associated with a particular maintenance request and is able to its show history through to completion. The costs, location, date and nature of the work completed by the Maintenance Department is recorded in Council's Job Card System.

The Customer Request System described above is able to provide management with measures of effectiveness by giving valuable data on the workload and the level of service being achieved in a given time period. The system provides the ability to report on:

- Time taken to complete inspection;
- Priority allocation made at inspection;
- An indication of the number of requests received for a particular locality;
- Number of requests complete;
- Average number of days to completion;
- Requests for each maintenance activity; and
- Responsiveness



7.0 LEVELS OF SERVICE

The foundation of the Road Management Plan includes setting of appropriate and reasonable standards as they relate to maintenance and construction of road assets.

Council has established maintenance and construction performance criteria that are equitable, sustainable and reflect the requirements for management of its road assets.

The defined levels of service have regard to:

- Community needs and aspirations;
- Industry standards;
- The need to provide a safe and efficient road network; and
- The Council's and its community's ability to fund such standards.

The implementation of an equitable road classification system also enables the community to readily identify the road system and have clear expectations as to the standard of construction and maintenance of the road system.

7.1 Community Consultation

An important objective of this Plan is to match the level of service provided by Council's road infrastructure with the expectations of its community given financial, technical and legislative constraints.

7.1.1 Future Consultation

Council, as a continued improvement process, will measure and review both its capacity to deliver road services and actual performance of its road network against a number of key outcome areas. These are:

- Annual Community Satisfaction Survey Outcomes (Council Plan Performance Indicators),
- Quarterly Customer Surveys,
- Levels of expenditure and funding gaps,
- Analysis of Customer requests and responses (MERIT), and
- Ongoing development of Council Policies

Community input into service delivery needs to be considered against its willingness to fund a desired level of service. It is also important that any decision to adopt any changes to the defined maintenance and construction performance criteria is in the best interest of the overall community.

The defined levels of service have in built performance measures that apply to the maintenance and construction performance criteria and response levels. These aspects will be monitored on an on-going basis and will be reviewed when required.

7.2 Maintenance Performance Criteria

The proposed maintenance standard is recommended to be generally the same across the network, whether the road is in the rural or urban area or its classification. The actual

maintenance effort required is directly affected by the amount of traffic using a particular road, the type of pavement and materials used together with its location.

A defect refers to the visible evidence of an undesirable condition in the road infrastructure asset. A defect may affect the safety, serviceability, structural capacity or appearance of the asset

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398

d: Page - 36



Council's maintenance performance criteria indicate the magnitude of the undesirable condition for each defect requiring maintenance work to be initiated. Standards relating to road network performance and Council's response upon notification of identification are specified in Appendix A – Maintenance Performance Criteria and Response. Applicable defect response codes, defining target response times for Council to take action after defect are identified, are detailed in Appendix A.

Council, as part of its overall objective of establishing clear and equitable policies for its community, has determined to review the functions and purpose of its entire local road network.

7.3 Construction Performance Criteria

The standards for construction of new local roads and pathways and for the upgrade of local roads and pathways will be in accordance with the standards and specifications adopted by Council in any particular instance.

Generally the standards for renewal and refurbishment will be based on the existing built standards taking into account the environmental sensitivities of matters such as established trees and historical features, road safety and traffic management requirements.

The type of vehicles and axle loading on a pavement are considered as a separate exercise when designing the pavement. Depth and type of materials to be used will vary depending on whether heavy transport or light vehicles use the road.

Council's construction standards have been developed to identify the various standards necessary to accommodate the Urban and Rural road network. In instances where property owners and/or road users require a higher standard than designated, and are prepared to meet the costs of this increased standard of construction, Council may be prepared to consider constructing the road at that standard.

7.4 Exceptional Circumstances

Council, under a normal operating environment, will make every endeavour to deliver all aspects of its Road Management Plan.

However, in the event of natural disasters and other events including, but not limited to, fires, floods, droughts or similar, together with human factors, such as a lack of Council staff or suitably qualified Contractors, because of section 83 of the *Victorian Wrongs Act 1958*, as amended, Council reserves the right to suspend compliance with its Road Management Plan.

In the event that the CEO of Council, has to, pursuant to section 83 of the above Act, consider the limited financial resources of Council and its other conflicting priorities, meaning the standards Council's Plan cannot be met, the General Manager Infrastructure and Services will be advised in writing that some, or all, of the services delivered under the Plan are to be suspended until further notice.

Once the events beyond the control of Council have abated, or if the events have partly abated, Council's CEO will provide direction to the General Manager Infrastructure and Services as to which aspects of Council's Plan are to be reactivated and when.

7.5 Unmade Road Reserves and Upgrading Roads Adjacent to Development

There are many road reserves within the shire which are currently unmade. These road reserves by definition are unmade or natural surface roads. In some cases these roads may be graded periodically as fire access tracks or for other purposes. For the purposes of Council's Road Management Plan, these roads are also considered to be unmade roads by

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398



virtue that they have not been fully developed by Council or built by others to meet Council's standards. In other cases unmade road reserves may be totally untouched and unused.

There are also many roads within the municipal area which are categorised as 'lower category' roads (e.g. Minor road) in accordance with Council's local road hierarchy. Roads of this nature are generally made to a very low standard and are graded periodically consistent with Council's standards.

Where a request is received or a development application is lodged which requires the construction of an unmade road reserve or for the upgrade of an existing 'lower category' road to a 'higher category', Council will give consideration for the work to be carried out provided that the developer or proponent is prepared to meet the full cost of construction.

All construction will be carried out to Council's specification, Council will then undertake to maintain the road thereafter should it be deemed to be a public road.

Road Management Plan (Version 3.0) Date Adopted:

File Ref: 11/95398



8.0 COORDINATION OF WORKS

The primary purpose of public highway is for use by the public for transport. The provision of utility infrastructure is to be managed in such a way so as to minimise, as far as reasonably practicable, interference with a road primary purpose. In particular:

- Ensure that risks to the safety and property of road users and the public are minimised;
- Minimise any damage to roads and related infrastructure;
- Minimise disruption to road users; and
- Require that roads and related infrastructure be reinstated by utility and service providers
 to a condition as near as practicable to their prior condition.

8.1 Road Openings

All works carried out within the road reserve, including those by service authorities, are recorded on Council's Road Openings Register.

For private individuals, upon completion of a Non-Utility Minor Works within Municipal Road Reserves Application Form and payment of the appropriate fee, Council's consent to works is generally issued.

Council's consent to works allows contractors to perform civil works in a road reserve or make a connection to a drain, water main, gas, sewer or telecommunications service, or construct a vehicle crossing.

The issue of consent signifies to Council that the proponent undertakes to comply with the relevant conditions of Council's general conditions of consent. These conditions also relate to all temporary and permanent reinstatement works.

Council Officers inspect the works after four weeks from the date of proposed opening to ensure that reinstatement works have been completed adequately and that the area of works has not exceeded that as indicated on the application for consent.

Council requires that road crossings be bored rather than opened trenched unless consent is granted.

8.2 Service Authorities

Service Authorities are required under the relevant legislation to provide Council with prior notification of planned works before commencement.

Council may make comment, in writing, regarding the impact of the proposed works on native vegetation, Council assets, safety and location. For Service Authorities, no Road Opening Permit is required for works; however a consent notice is issued providing Council with a record of the works.

Where Council is not satisfied with some aspects of the proposal outlined in the notice, it may provide consent to the works proceeding, subject to the utility/service provider complying with certain conditions. These conditions may involve:

- Management of traffic,
- Timing of works to minimise disruption to road users, and
- Timing and quality of reinstatement, etc

In such cases Council will provide written advice to the utility/service provider that it consents to the proposed works subject to certain conditions.

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398



9.0 PLAN IMPROVEMENT & MONITORING

The Act requires that Council's Road Management Plan be formally reviewed at prescribed intervals. However, it is proposed that Council review its Plan more frequently as part of the continuous improvement process being applied to this new road management system.

The Plan improvement and monitoring process is proposed as follows.

9.1 Internal Monitoring

The processes that are to be audited internally per annum are as follows:

- Collection and storage of condition information,
- Recording of complaints/requests in an appropriate database in the manner required,
- Each complaint/request is inspected and/or assessed in relation to safety & specified maintenance intervention levels,
- That programmed inspections are carried out as scheduled,
- Relevant inspection reporting & recording mechanisms are in place,
- That reported defects are being properly recorded in the system,
- Where required, appropriate rectification responses are determined and works orders issued.
- Where customer requests require scheduling of works onto annual maintenance programs or capital works programs, that the required listing takes place,
- Record of maintenance activities is made in the database against the asset, including actual date of completion,
- Record that maintenance works have been delivered as intended (i.e. someone has signed off on the satisfactory completion of the work),
- Procedure is in place for collecting and storing information regarding road asset condition for developing future maintenance programs,
- Management system in place to record and respond to customer enquiries, and
- Asset handover/update process is being managed as required.

The outcome of the internal audit is to be reported to the General Manager, Infrastructure & Services

9.2 Annual Performance Review

It is intended that this Plan will be updated on an annual basis in line with changes to the budget and results of predictive modelling of elements of Council's road infrastructure assets.

Council shall ensure that there is ongoing review of its asset management practices to ensure continued suitability and effectiveness having regard to:

- Asset performance following delivery of maintenance and construction programs;
- The level of achievement of Council's asset management strategies; and
- The consideration of any external factors, including legislative requirements, ongoing development of Council Policies and other major system implementations, that may affect the contents of this Plan.

The review will include, but not limited to:

- Audit and review of maintenance response times (to confirm whether maintenance works were delivered on time).
- Review of inspection frequencies (to ensure appropriateness),
- Review of levels of service (to ensure appropriateness)
- Review of road classifications (to ensure appropriateness), and
- Review of customer feedback/contact.

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398



9.2.1 Performance Measures

The following performance measures have been adopted to provide an indication of the levels of service meet community requirements in terms of satisfaction of delivery.

| Performance Measure | Target |
|--|-------------------|
| Routine inspections completed as per schedule | 100% as specified |
| Response times for remedial work as assessed against Council's Maintenance Performance Criteria* | 85% as specified |

^{*}Note - Includes provision of appropriate warning of an identified hazard

9.3 Periodic Review

The Road Management Plan is a dynamic document and is subject to continuous improvement based on:

- The Council's 'Best Value' Review program;
- Changing legislative and government policy requirements;
- Economic, social and environmental impacts;
- Changing traffic patterns and community expectations;
- New road assets being continually acquired through subdivision of land;
- Updated assessments of the condition of road assets; and
- Updated predictive modelling of the funding requirements of road assets.

Should the need arise to update the Plan due to changing circumstances then this will be carried out at the relevant time.

9.4 Road Management Plan Amendment

To ensure the effective development and implementation of this plan all reviews will be undertaken in accordance with Part 3 of the *Road Management* (General) *Regulations 2005*.

Subject to the results of any review all amendments required to be made to the Plan will be undertaken pursuant to section 54 of the *Road Management Act 2004*.

Records of all reviews and plan amendments will be maintained.



10. REFERENCES

Colac Otway Shire Council Plan

Asset Management Policy

Risk Management Policy

Strategic Resource Plan

Road Asset Management Plan

Bridge Asset Management Plan

Infrastructure Design Manual



Appendix A

Maintenance Performance Criteria & Response



Defects Response Codes

| Response
Code | Target Response Time | Action, Response & Control |
|------------------|--|--|
| 2D | Within 2 working days of defect identification via inspection or notification | Inspect and rectify defect within defined target response time |
| 1W | Within 1 week of defect identification via inspection or notification | Inspect and rectify defect within defined target response time |
| 2W | Within 2 weeks of defect identification via inspection or notification | Inspect and rectify defect within defined target response time |
| 3W | Within 3 weeks of defect identification via inspection or notification | Inspect and rectify defect within defined target response time |
| 1M | Within 1 month of defect identification via inspection or notification | Inspect and rectify defect within defined target response time |
| 2M | Within 2 months of defect identification via inspection or notification | Inspect and rectify defect within defined target response time |
| ЗМ | Within 3 months of defect identification via inspection or notification | Inspect and rectify defect within defined target response time |
| PW | Programmed Works - Long term mainter developed on a priority basis having regulation budget limitations. | |
| N/A | Not Applicable | |
| * | Appropriate response within 1 working of the travelling public to a high level of risk practicable, or provide appropriate warni | exposure. Inspect, rectify defect if |

^{*}Note – Where, because of the nature of the repair, availability of resources required or existing workload, it is not possible to rectify a defect within its prescribed response time, appropriate warning of the hazard is to be provided until necessary repairs can be completed.

An appropriate warning may include, but is not limited to -

- Provision of warning signage,
- Traffic control action,
- Diversion of traffic around the site,
- Lane closure,
- Restriction of use of road by vehicles of a certain size (eg. Load limit), or
- Temporary Road Closure.

An intermediate response of this type is to manage any risk associated with a particular defect until further remedial action may be undertaken.

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398

Attachment 1 - Road Management Plan

INFRASTRUCTURE DEPARTMENT

Mission: To effectively manage infrastructure and provide Best Value community services.

MAINTENANCE PERFORMANCE CRITERIA

| I LEVEL OF SERVICE Link Collector Access Milinor Link Collector Access Milinor Link Collector Access Milinor Link Collector Access Milinor 2W* 3W* 1M* PW* in diameter or likely to deteriorate rapidly Repair when edge break exceeds 100mm from the average existing seal width, or when drop off of pavement exceeds 75mm measured over a 20m length. Toma Emergency treatment where wearing course becomes hazardous to traffic, particularly on horizontal curves or and intersections, or not waterproof. Other areas to be considered within annual reseal | | 1 | | | | TAR | TARGET RESPI | ONSE TIMES | MES | | |
|--|-------------------|------------------------------|--------------------------|-------|-----------|--------|--------------|------------|-----------|---------------|----------------|
| Itink Collector Access Milinor Link Collector Access In the collector Access In the come and the pair when pothole exceeds 50mm in depth and/or 300mm in d | ACTIVITY | DEFINITION | LEVEL OF SERVICE | | Cra |)an | | | | al · | |
| lled way lead to sand exceeds 50mm in depth and/or 300mm of the lead of the exceeds 50mm in dameter or likely to oth deteriorate rapidly. Repair when edge break exceeds 100mm from the average existing seal width, or when drop off of pavernent exceeds 75mm measured over a 20m length. Emergency treatment ecome becomes hazardous or or on horizontal curves or approaches to intersections, or not waterproof. Other areas to be considered within annual reseal. | | DESCRIPTION | | Link | Collector | Access | Minor | | Collector | Access | Minor |
| potholes in travelled way using bituminous and other appropriate materials to restore riding surface to a smooth depth and/or 300mm in depth and/or 300mm atterials to restore riding surface to a smooth cell of tretting along edge of seal to maintain width. Repair of tretting along edge of seal to maintain width, or when drop off of pavernage existing seal which can become sticky in hot weather and often slippery in wet or frosty. Surface, which becomes surface, which becomes areas to be confered waterproof. Other sticky in hot weather, and often slippery in wet or frosty weather. Surface, which becomes areas to be confered within areas to be confered within areas to be confered within areas to so intersections, or not waterproof. Other sticky in hot weather, and often slippery in wet or approaches to intersections, or not waterproof. Other sticky weather, and often slippery in wet or approaches to a mouth bitument on the surface, which becomes areas to be confered within areas to be confered within a considered within and other shades are as to be confered within a considered within and the confidered within and the | SEALED ROADWAY | MAINTENANCE | | | | | | | | | |
| Surface patching of potholes in travelled way exceeds 50mm in other appropriate materials to restore riding of the propriate materials to restore riding in diameter or likely to surface to a smooth condition. Repair when edge break exceeds 50mm in depth and/or 300mm materials to restore riding in diameter or likely to surface to a smooth deteriorate rapidly condition. Repair when edge break exceeds 50mm in depth and/or 300mm in depth | Minor Patching | | | | | | | | | | |
| potholes in travelled way using bituminous and other appropriate exceeds 50mm in other appropriate materials to restore riding of the propriate materials to restore riding in diameter or likely to surface to a smooth condition. Repair when edge break exceeds Repair of fretting along edge of seal to maintain correct overall pavement width. Loss of aggregate from a seal which can become sitoky in hot weather and to frosty. Surfaces resulting from too much bitumen on the surface, which becomes stricky in hot weather, and often silppery in wet or frosty weather. Surfaces resulting from too or approaches to much bitumen on the conditions. The pair when pothole exceeds 50mm and 2W* 3W* 1M* PW* 2W* 3W* 1M* PW* 2W* 3W* 1M* PW* PW* PW* PW* PW* PW* PW* PW* PW* PW | | Surface patching of | | | | | | | | | |
| using bituminous and other appropriate materials to restore riding depth and/or 300mm and depth and/or 300mm and/or 30 | | potholes in travelled way | Repair when pothole | | | | | | | | |
| other appropriate materials to restore riding in diameter or likely to surface to a smooth deteriorate rapidly condition. Repair of fretting along edge of seal to maintain correct overall pavement width. Repair of fretting along edge of seal to maintain width. Repair when edge break exceeds 100mm from the exceeds 75mm measured over a 20m length. Loss of aggregate from a sticky in hot weather and often slippery when wet or stricky in hot weather, and offen slippery in wet or considered within frosty weather. Surfaces resulting from too intersections, or not surface, which becomes 'sticky in weather, and organized waterproof. Other considered within and often slippery in wet or considered within and often slippery considere | | using bituminous and | exceeds 50mm in | | | | | | | | |
| materials to restore riding surface to a smooth condition. In diameter or likely to surface to a smooth condition. Repair of fretting along edge of seal to maintain width. Repair of fretting along everage existing seal which can become sticky in hot weather, and offer surface, which becomes or approaches to much bitumen on the surface, which becomes or approaches to offosty weather, and offer slippery in wet or considered within manual reseal of the footness of an annual reseal which can become shazardous slippery when wet or surface, which becomes or approaches to much bitumen on the considered within areas to be considered within annual reseal | Potholes | other appropriate | depth and/or 300mm | 2W* | 3W* | 1M* | PW* | 2W* | 3W* | 1
★ | ₽W∗ |
| surface to a smooth condition. Repair when edge break exceeds Repair of fretting along edge of seal to maintain correct overall pavement width. Loss of aggregate from a seticky in hot weather and often slippery when wet or stricky in hot weather, and often slippery in wet or stricky in hot weather, and often slippery in wet or annual reseal over a comsidered within are set on the surface, which becomes areas to be considered within areas to be consin | | materials to restore riding | in diameter or likely to | | | | | | | | |
| Repair when edge break exceeds Repair of fretting along edge of seal to maintain correct overall pavement width. Repair of fretting along edge of seal to maintain correct overall pavement width, or when drop off of pavement width. Loss of aggregate from a sticky in hot weather and slippery when wet or much bitumen on the surface, which becomes resulting from too often slippery in wet or annual reseal of the stricky weather. Repair when edge break exceeds 5000000000000000000000000000000000000 | | surface to a smooth | deteriorate rapidly | | | | | | | | |
| Repair of fretting along edge of seal to maintain correct overall pavement width. Loss of aggregate from a seal which can become sticky in hot weather and often slippery in wet or frosty weather. Repair of fretting along break exceeds shown to maintain correct overall pavement width. 100mm from the broames existing seal which can become sticky in hot weather and often slippery when wet or approaches to intersections, or not surface, which becomes eares to be considered within areas to be considered within and of the seal which can be comes hazardous so or approaches to intersections, or not waterproof. Other areas to be considered within and the considered within and the considered within areas to be considered within and the considered within | | CONDITION. | | | | | | | | | |
| Repair of fretting along edge of seal to maintain correct overall pavement width. Width, or when drop off of pavement exceeds 75mm measured over a 20m length. Loss of aggregate from a seal which can become sticky in hot weather and sulppery when wet or much bitumen on the surface, which becomes 'sticky in hot weather, and often slippery in wet or annual reseal frosty. Begin of seal to maintain width, or when drop off of pavement exceeds 75mm measured over a 20m length. Emergency treatment where wearing course becomes hazardous to traffic, particularly on horizontal curves or approaches to intersections, or not waterproof. Other areas to be considered within annual reseal | | | Repair when edge | | | | | | | | |
| Repair of fretting along edge of seal to maintain correct overall pavement width. Repair of fretting along evisiting seal average existing seal width, or when drop off of pavement width. Loss of aggregate from a seal which can become sticky in hot weather and slippery when wet or much bitumen on the surface, which becomes 'sticky' in hot weather, and often slippery in wet or annual reseal Repair of fretting along average existing seal width, or when drop off of pavement exceeds 75mm measured over a 20m length. Loss of aggregate from a seal which can become sticky in hot weather and slippery when wet or or approaches to intersections, or not surface, which becomes 'sticky' in hot weather, and offen slippery in wet or annual reseal | | | Di can exocodo | | | | | | | | |
| average existing seal average existing seal width, or when drop off of pavement exceeds 75mm off of pavement exceeds 75mm measured over a 20m length. Loss of aggregate from a seal which can become sticky in hot weather and slippery when wet or frosty. Surfaces resulting from too much bitumen on the surface, which becomes stroky in hot weather, and often slippery in wet or annual reseal of the surface was to be considered within annual reseal of the seal within annual reseal of the seal of th | | Repair of fretting along | 100mm from the | | | | | | | | |
| correct overall pavement width. off of pavement exceeds 75mm measured over a 20m length. Loss of aggregate from a seal which can become sticky in hot weather and slippery when wet or much bitumen on the surface, which becomes 'sticky' in hot weather, and often slippery in wet or annual reseal width. width. Emergency treatment where wearing course becomes hazardous to traffic, particularly on horizontal curves. Surfaces resulting from too intersections, or not surface, which becomes 'areas to be considered within areas to be considered within annual reseal | Saal Edge Breaks | edge of seal to maintain | average existing seal |)W/* | ગ્ર\
* | 1M* | D\\/* | >\/* | 3W* | <u>.</u> | D\ <i>\</i> /* |
| worn. exceeds 75mm measured over a 20m length. Loss of aggregate from a sticky in hot weather and surfaces resulting from too much bitumen on the surface, which becomes 'sticky' in hot weather, and often slippery in wet or frosty weather. exceeds 75mm measured over a 20m length. Emergency treatment where wearing course becomes hazardous to traffic, particularly on horizontal curves or approaches to intersections, or not surface, which becomes 'sticky' in hot weather, and often slippery in wet or annual reseal | | correct overall pavement | off of pavement | : | : | | : | ! | | | : |
| measured over a 20m length. Loss of aggregate from a sticky in hot weather and surfaces resulting from too much bitumen on the surface, which becomes 'sticky' in hot weather, and often slippery in wet or frosty weather. | | WIGHT. | exceeds 75mm | | | | | | | | |
| Loss of aggregate from a sticky in hot weather and surfaces resulting from to much bitumen on the surface, which becomes 'sticky' in hot weather, and offen slippery in wet or frosty weather. | | | measured over a 20m | | | | | | | | |
| Loss of aggregate from a seal which can become sticky in hot weather and slippery when wet or frosty. Surfaces resulting from too much bitumen on the surface, which becomes 'sticky' in hot weather, and often slippery in wet or frosty weather. Emergency treatment where wearing course where wearing course becomes hazardous to traffic, particularly on horizontal curves or approaches to intersections, or not surface, which becomes 'sticky' in hot weather, and often slippery in wet or annual reseal | | | length. | | | | | | | | |
| seal which can become sticky in hot weather and slippery when wet or surfaces resulting from too much bitumen on the surface, which becomes 'sticky' in hot weather, and often slippery in wet or frosty weather. | | Loss of aggregate from a | Emergency treatment | | | | | | | | |
| sticky in hot weather and becomes hazardous slippery when wet or to traffic, particularly frosty. Surfaces resulting from too much bitumen on the surface, which becomes 'sticky' in hot weather, and often slippery in wet or frosty weather. Sticky in hot weather and becomes hazardous PW* | | seal which can become | where wearing course | | | | | | | | |
| slippery when wet or frosty. Surfaces resulting from too much bitumen on the surface, which becomes 'sticky' in hot weather, and offen slippery in wet or frosty weather. It is to traffic, particularly on horizontal curves or approaches to intersections, or not waterproof. Other areas to be considered within annual reseal | Stripped Seals | sticky in hot weather and | becomes hazardous | PW* | PW* | PW* | PW* | PW* | PW* | PW* | PW* |
| frosty. In the surfaces resulting from too surfaces resulting from too much bitumen on the surface, which becomes stricky' in hot weather, and often slippery in wet or frosty weather. In the surfaces resulting from too or approaches to intersections, or not waterproof. Other waterproof. Other areas to be considered within annual reseal. In the surfaces resulting from too or approaches to intersections, or not waterproof. Other waterproof. Other areas to be considered within annual reseal. | | slippery when wet or | to traffic, particularly | | | | | | | | |
| Surfaces resulting from too much bitumen on the surface, which becomes 'sticky' in hot weather, and offen slippery in wet or frosty weather. or approaches to intersections, or not waterproof. Other areas to be considered within annual reseal | | frosty. | on horizontal curves | | | | | | | | |
| much bitumen on the intersections, or not surface, which becomes waterproof. Other 'sticky' in hot weather, and often slippery in wet or frosty weather. In the surface, which becomes waterproof. Other pw* | | Surfaces resulting from too | or approaches to | | | | | | | | |
| surface, which becomes 'waterproof. Other 'sticky' in hot weather, and often slippery in wet or frosty weather. waterproof. Other PW* PW* PW* PW* PW* PW* PW* PW* PW* | | much bitumen on the | intersections, or not | | | | | | | | |
| 'sticky' in hot weather, and offen slippery in wet or considered within frosty weather. | Blooding Surface | surface, which becomes | waterproof. Other | D\\/* | D\\^* | D\\/* | D\\/* | D\\. | D\\/* | D\/* | D_* |
| | Diocound Children | 'sticky' in hot weather, and | areas to be | - 44 | - 44 | - 44 | - 44 | - 44 | • | - 44 | - 44 |
| | | often slippery in wet or | considered within | | | | | | | | |
| | | frosty weather. | annual reseal | | | | | | | | |

INFRASTRUCTURE DEPARTMENT

Mission: To effectively manage infrastructure and provide Best Value community services.

| | DEFINITION | | | | | TARGET RESPO | ONSE TIMES | | | |
|-------------------|------------------------------|------------------------|-------------|------------------|-------------|--------------|------------|------------------|---------|-------|
| ACHVIIT | DESCRIPTION | LEVEL OF SERVICE | | C. | DIDAH | | | nuiai | iai | |
| | CECCION CON | | Link | Collector Access | Access | Minor | Link | Collector Access | Access | Minor |
| | Slick, fatty or smooth | program. | | | | | | | | |
| | surfaces resulting from | | | | | | | | | |
| | loss of aggregate or the | | | | | | | | | |
| | wearing down of the | | | | | | | | | |
| | aggregate with age, | | | | | | | | | |
| Slick Surfaces | accompanied by an | | ₽ ₩* | PW* | PW* | PW* | PW* | ₽W∗ | PW* | PW* |
| | upward movement of | | | | | | | | | |
| | bitumen to form a hard, | | | | | | | | | |
| | smooth surface with little | | | | | | | | | |
| | grip to motor tyres in wet | | | | | | | | | |
| | weather. | | | | | | | | | |
| | Surface waving or shoving | Regulate if rutting | | | | | | | | |
| | is caused by traffic | depression holds | | | | | | | | |
| | shoving on unstable | water or exceeds | | | | | | | | |
| Surface Waving or | bitumen mixtures, resulting | 75mm in 60 km/h | | | | | | | | |
| Shoving | in shallow waves and | speed zones and | 2W* | 3W* | 1M* | PW* | 2W* | 3W* | 1
M* | PW* |
| | hollows. Surface patching | 75mm in open speed | | | | | | | | |
| | and regulation of adjacent | zones under a 3m | | | | | | | | |
| | surface irregularities | straight edge | | | | | | | | |
| | <5sqm | longitudinally. | | | | | | | | |
| | | Regulate if depression | | | | | | | | |
| | Depressions in the traffic | holds water or | | | | | | | | |
| | Depressions in the trainic | mounding exceeds | | | | | | | | |
| Deformation or | lanes, with building of the | 75mm in 60 km/h | | | | | | | | |
| Heaving and | tracks Surface patching | speed zones and | 2W* | 3₩* | 1
1
* | PW* | 2W* | 3W* | Ĭ, | PW* |
| Depressions | and regulation of editions | 75mm in open speed | | | | | | | | |
| | surface irregularities <5sqm | zones under a 3m | | | | | | | | |
| | - | straight eage | | | | | | | | |
| | | יטוטונטטוומויץ. | | | | | | | | |

INFRASTRUCTURE DEPARTMENT

Mission: To effectively manage infrastructure and provide Best Value community services.

| Manual/
Mechanical
Sweeping | Mechanical
Pavement
Cleaning | | ACTIVITY | |
|--|--|-----------------------------------|------------------|--------------|
| Cleaning of pavement at intersections | Suction sweeping/cleaning of pavement surface including; intersections, kerb & channel, etc | 5 - 60 m - 11014 | DESCRIPTION | president. |
| When accumulation of crushed rock, dirt, or debris at critical locations | When accumulation of aggregate*, dirt, or debris at critical locations *Note – Removal of access resealing aggregate or excess asphalt after spraying/laying is the responsibility of the relevant contractor under direction of the Infrastructure & Services Department | | LEVEL OF SERVICE | |
| 1W* | *Md | Link | | |
| 2W _* | PW* | Collector Access | Url | |
| 2W* | PW* | Access | Urban | TAR |
| P
W _* | PW* | Minor | | TARGET RESPO |
| 1
W* | PW* | Link | | PONSE TIMES |
| 2W* | PW* | Collector | Rural | IMES |
| 2W* | PW* | Link Collector Access Minor | ra | |
| PW* | PW* | Minor | | |



Page - A3

INFRASTRUCTURE DEPARTMENT

| Resealing | Major Patching | ACTIVITY |
|--|---|----------------------------------|
| The rejuvenation of a sealed surface through the fresh application of bitumen and aggregate or asphalt overlay. | Treatment of failed pavement over large areas requiring excavation of pavement and/or subgrade with plant and specialised repair procedures and materials. | DEFINITION /
DESCRIPTION |
| Programmed basis only on a projected cycle of 12 years, or based on visual inspection, subject to budget approval. | When a failed area presents a hazard to the public, the sealed surface no longer holds, extensive shoving has occurred and road surface drainage is no longer effective. Repair when treatments have failed to solve problem or other treatment is inappropriate. | LEVEL OF SERVICE |
| PW | PW* | Link |
| PW | PW* | TAF
Urban
Collector Access |
| PW | *W4 | TAR
ban
Access |
| PW | *Md | TARGET RESPO |
| PW | PW* | |
| PW | PW* | MES Rural |
| PW | PW* | Rural Collector Access Minor |
| PW | PW* | Minor |

INFRASTRUCTURE DEPARTMENT

| Resheeting
Shoulders | Shoulder
Grading | SHOULDER MAINTENANCE | | ACTIVITY |
|--|--|----------------------|------------------------|----------------------|
| The application of gravel or other approved imported material strengthening and reshaping unsealed shoulders | The regular grader maintenance of unsealed shoulders in accordance with the appropriate intervention levels, including spot gravelling to avoid pavement drop off, reworking existing materials to remove shoulder surface irregularities and maintain shoulder shape | TENANCE | | DEFINITION / |
| Insufficient shoulder material to maintain shoulder at pavement levels, over 40% of road length. | Shoulders, potholed, rutted, holding water, pavement unsupported, drop from pavement > 100mm measured over a 20m length *Note - Grading of unsealed shoulders will only take place when moisture content of materials is sufficient to maintain cohesiveness of soil aggregates. | | | LEVEL OF SERVICE |
| Md | *M7 | | Link | |
| PW | 3W* | | Collector | G |
| PW | 1M* | | Collector Access | TAR
Urban |
| PW | PW* | | Minor | TARGET RESPI |
| PW | 2W* | | Link | PONSE TIMES |
| PW | 3W* | | Collector | t 00000000000 |
| PW | 1 _M * | | Collector Access Minor | Rural |
| PW | PW* | | Minor | |



INFRASTRUCTURE DEPARTMENT

| Grading Roads | Potholing | UNSEALED ROAD | | ACTIVITY | |
|---|--|------------------------------|------------------|------------------|--------------|
| Treatment to reduce corrugations, potholes, and rutting to maintain shape and crossfall of unsealed roadways and road shoulders and restore trafficable surface condition. | The application of gravel or appropriate material to potholes exceeding 300mm in diameter and 75mm in depth where moisture content is too high for regular grading | UNSEALED ROADWAY MAINTENANCE | orgeriii iidis | DESCRIPTION / | |
| Grading unsealed roads may be conducted on a regular basis, however roads that are in a good trafficable condition will be excluded from the grading cycle. The frequency of programmed road grading is based upon the road classification within the adopted road hierarchy. Road grading is generally not conducted in response to customer requests but may be initiated in response to emergeness to under circumstances which present an unacceptable risk to road users. | Repair when pothole eceeds 75mm in depth and/or 300mm in diameter or likely to deteriorate rapidly | | | LEVEL OF SERVICE | |
| N/A | N/A | | Link | | |
| N
A | N/A | | Collector | u r | |
| 2 per
year | 2W* | | Access | Urban | TAF |
| Average Gradin | PW* | | Minor | | TARGET RESPO |
| 3 per 2 p | 2W* | | Link | | PONSE TIMES |
| 2 per
year | 3W* | | Collector | R | MES |
| 2 per
year | 1M* | | Collector Access | Rural | |
| 1 per 2
years | PW* | | Minor | | |



Page - At

INFRASTRUCTURE DEPARTMENT

|--|

| | | | | | TAR | TARGET RESPONS | ONSE T | E TIMES | | |
|-------------------------|---|---|------|------------------|--------|----------------|--------|------------------|----------|-------|
| ACTIVITY | DESCRIPTION / | LEVEL OF SERVICE | | Ç. | Urban | | | Rural | <u>ਕ</u> | |
| | DESCRIPTION | | Link | Collector Access | Access | Minor | Link | Collector Access | | Minor |
| | | Road surface, scoured, potholed, rutted, corrugated to depth of | | | | | | | | |
| | | 75mm over 30% of any | | | | | | | | |
| | | 1km length of road. Treatment may include | | | | | | | | |
| | | spot gravelling with appropriate materials. | | | | | | | | |
| | | *Note - Grading of unsealed roads will only | | | | | | | | |
| | | take place when moisture content of | | | | | | | | |
| | | pavement materials is | | | | | | | | |
| | | sufficient to maintain cohesiveness of soil aggregates. | | | | | | | | |
| | The application of gravel or crushed rock to the wearing surface to | Emergency treatment where road subgrade | | | | | | | | |
| Emergency
Resheeting | strengthen and reshape the surface. Includes | soft or slippery areas creating a hazard to | N/A | N/A | 2W* | PW* | 2W* | 3W* | 1
M* | PW* |
| | table drains. | traffic | | | | | | | | |

Colac Oyway

Page - A

INFRASTRUCTURE DEPARTMENT

| Signs – Guide,
Warning &
Information
(excluding rail
crossing signs) | Signs – Statutory
Signs | ROAD FURNITURE | Resheeting | | ACTIVITY | |
|---|--|----------------|---|------------------|------------------|--------------|
| cleaning of signs and sole
purpose supports. | The minor repair, re- | | The application of gravel or other approved imported material to the pavement strengthening and reshaping pavement while maintaining all weather trafficable road conditions. Approved materials will include but are not limited to soil aggregates, scoria and quarry rubble. | | DESCRIPTION | Difficulties |
| support ineffective. Clean/ replace the sign face when: There is a noticeable accumulation of dirt. Graffiti covers more than 10% of sign or | Straighten sign
support when it
becomes noticeable
that it is not vertical. Replace when
damage renders | | Road subgrade is exposed over 25% of section length or resheeting requirement is assessed by visual inspection. | | LEVEL OF SERVICE | |
| 3 <u>M</u> | 1W | | N/A | Link | | |
| <u>ω</u>
Σ | 1W | | N/A | Collector | Ç | |
| <u>8</u> | 1W | | PW | Collector Access | Urban | TAR |
| <u>8</u> | PW* | | N/A | Minor | | TARGET RESPO |
| <u>8</u> | 1W | | PW | Link | | PONSE TIMES |
| 3
X | 1W | | PW | Collector | 2 | WES |
| 3
X | 1W | | PW | Collector Access | Rural | |
| 3
Z | PW* | | N/A | Minor | | |

INFRASTRUCTURE DEPARTMENT

| Guide Post
Installation
Program | Guide Posts /
Delineators | Guard Rail | Signs – Rail Crossing Warning Signs (includes only those signs on the approach to a crossing for which Council is responsible) | ACTIVITY |
|--|---|--|---|-----------------------------|
| Prioritised installation of new guide posts and delineators along road lengths to improve delineation. | Reinstatement, repair, cleaning of guide posts and delineators to ensure safe and acceptable condition. | The re-alignment, repair and replacement of isolated guardrail sections less than 10m in length, posts and hardware that is defective. Includes the cleaning of guardrail. | | DEFINITION /
DESCRIPTION |
| Annual installation program subject to budget allocations | Any missing or damaged guide posts (where existing) making them substantially ineffective in a hazardous location for the travelling public | Replace damaged guard rail sections, end terminals and support posts, subject to the availability of materials. | message on sign is defaced Replace missing or if incorrect sign is in place. Replace if sign is illegible at 150m under low beam or in daylight | LEVEL OF SERVICE |
| PW | N/A | 1
M* | 14 | Link |
| PW | N/A | 2M* | ĭ | Urt |
| PW | N/A | 2M* | ž | A co |
| PW | N/A | PW* | N/A | TARGET RESPO |
| PW | 2W | 1M* | ž | PONSE TIMES |
| PW | 3W | 2M* | | 8 |
| PW | 1M | 2M _* | ž | Rural
for Access |
| PW | PW* | PW* | N/A | Minor |

Colac Otway

Page - /

INFRASTRUCTURE DEPARTMENT

Mission: To effectively manage infrastructure and provide Best Value community services.

| Bus Shelters | All Street
Furniture
e.g. Seating,
Bollards,
Bike Racks, etc | | ACTIVITY | |
|---|--|------------------|------------------|-------------|
| Reinstatement, repair, cleaning and painting of shelters, associated infrastructure and surrounds to ensure safe condition. | Covers reinstatement, repair, cleaning, and painting of street furniture to ensure aesthetic, safe and acceptable condition. | | DESCRIPTION | PARTITION: |
| Bus shelters, infrastructure and surrounds kept serviceable, safe, neat and tidy in appearance. | Provide emergency repairs or response depending on the extent of the damage when: - Asset becomes nonfunctional or becomes a hazard to the public - Not fixed correctly to the ground or relevant support - Does not conform to Council's or manufacturer's specification and / or becomes unattractive in appearance Replacement of infrastructure considered as part of Annual Renewal Program. | | LEVEL OF SERVICE | |
| PW* | PW* | Link | | |
| PW* | PW* | Collector | U:I | |
| PW* | PW* | Access | Urban | TAR |
| PW∗ | PW* | Minor | | ARGET RESPO |
| PW* | N/A | Link | | PONSE TIMES |
| PW* | Z
> | Collector | R | MES |
| PW* | Z
> | Collector Access | Rural | |
| PW _* | Z
> | Minor | | |



INFRASTRUCTURE DEPARTMENT

| | | , | | | | | to ensure effective | | (|
|-------|---|---------|--------------|----------------------|----------------------------------|------|--|-----------------------------|-------------------|
| | | Program | 2 Year Pro | | | | Reinstate line marking | | Parking Bays |
| PW | PW | PW | PW | PW | PW | PW | locations. | line work where existing. | Railway Crossings |
| PW | PW | PW | PW | PW | PW | PW | legibility at safe sight distances at critical | illegible/defective road | School Crossings |
| PW | PW | ΡW | PW | PW | PW | PW | reflectivity and/or | Defined as remarking of all | STAT Cons |
| | | Program | 3 Year Pro | | | | When markings lack | | Centre Line |
| | | | | | | | |)s | Pavement Markings |
| Rural | NSE TIMES Rural Link Collector Acce | | TARGET RESPO | TAR
ian
Access | TAR: Urban Link Collector Access | Link | LEVEL OF SERVICE | DEFINITION /
DESCRIPTION | ACTIVITY |

Colac Otway

Page - A

INFRASTRUCTURE DEPARTMENT

| | | | | | TAR | TARGET RESPO | ONSE TIMES | MES | |
|------------------------|-----------------------------|--|------|------------------|--------|--------------|------------|------------------|----------|
| ACTIVITY | DEFINITION / | LEVEL OF SERVICE | | Urban | än | | | Rural | <u>a</u> |
| | DESCRIPTION | , | Link | Collector Access | Access | Minor | Link | Collector Access | Access |
| VEGETATION MAINTENANCE | TENANCE | | | | | | | | |
| | Prune street trees to | | | | | | | | |
| | provide adequate | Line Clearance in | | | | | | | |
| | clearance around | accordance with Code | | | | | | | |
| I ine Clearance | overhead cables. (This | of Practice for | D/V | D/V | D/V | D
8 | N/N | <u> </u> | Z /> |
| Lille Cicalalice | activity includes pruning | Electrical Line | - 44 | - | - 44 | - ۷۷ | 2 | 2 | 2 |
| | within Arterial and | Clearance | | | | | | | |
| | Municipal Road Reserves, | (Vegetation) 1999. | | | | | | | |
| | and Nature Strips). | | | | | | | | |
| | | Prune road side trees | | | | | | | |
| | | to comply with the | | | | | | | |
| | | following clearance | | | | | | | _ |
| | | limits: | | | | | | | _ |
| | | Height Clearance: | | | | | | | |
| | The cyclic maintenance of | min. 5.0m above | | | | | | | |
| | trees and shrubs in road | carriageway | | | | | | | |
| Tree & Shrub | reserves not in urban | Lateral Clearance: | | | | | | | |
| Obstruction - | areas, control provides for | min. 1.0m from | PW | PW | PW | PW | PΨ | PW | PW |
| Roadway | fuel reduction as part of | guide posts, back | | | | | | | |
| | annual fire prevention | of shoulder, or | | | | | | | |
| | program. | kerb | | | | | | | |
| | | Maintenance of | | | | | | | |
| | | safe sight | | | | | | | |
| | | distances at | | | | | | | |
| | | intersections and | | | | | | | |
| | | curves. | | | | | | | |

N/A

PW

Colac Otway

Page - A1

INFRASTRUCTURE DEPARTMENT

| Tree obstructing safe sight distances, restricts viewing of warning signage, or assessed to be in an unsafe condition causing hazard to traffic or public. | ICE Link afe f or 2W |
|--|----------------------|
| | |
| Urb
1M | |
| Urban Acc | TARK an Accress 2M |
| TARGET RESP
Urban Collector Access Minor 1M 2M PW* | TARGET RESI |
| Minor Link PW" 1M | Minor Link PW* 1M |
| Minor Link PW" 1M | Minor Link PW* 1M |
| Minor Link Co | Minor Link PW* 1M |

INFRASTRUCTURE DEPARTMENT

Mission: To effectively manage infrastructure and provide Best Value community services.

| ACTIVITY BRIDGE AND STRI | ACTIVITY DESCRIPTION / DESCRIPTION BRIDGE AND STRUCTURES MAINTENANCE | LEVEL OF SERVICE | Link | TAI
Urban
Collector Access | TAR
Urban
Itor Access | TARGET RESPO | PONSE TIMES | 18 | Rural
tor Access | 200000 200000 200000400000 |
|---|--|---|------|----------------------------------|-----------------------------|--------------|-------------|-----|---------------------|---------------------------------------|
| Routine
Maintenance –
Deck Cleaning | Cleaning and clearing of deck, expansion joints, drainage scuppers, etc. | Clear and clean when any accumulation of material causes interruption to the escape of drainage water or the operation of expansion joints. | *Md | PW∗ | PW* | PW* | PW* | PW∗ | | PW* |
| Routine
Maintenance –
Substructure
Clearance | Cleaning and clearing of dirt and debris from superstructure and substructure, and vegetation from in and around bridge. | Clear and clean when stream flows are obstructed at structure. | *Md | PW* | PW* | PW* | PW* | PW* | | PW* |
| Minor Repair /
Painting | Minor repair and minor painting, including repair of spalled posts and parapets. Includes repair, tightening and painting of railing. | Undertake minor repair or replacement, painting, etc to enure safe and effective condition of bridge components. | PW* | PW* | PW* | PW* | PW* | PW* | | PW* |
| Running Deck
Repair | Treatment of timber running planks rotted at the ends or edges, severely split and/or cracked through significantly loose or highly weathered. | Repair deck when timber running planks very loose, defective or missing to ensure safe running surface. Includes retightening of coach screws or redriving of spikes. | *Md | PW* | PW* | PW* | PW* | PW* | | PW* |



INFRASTRUCTURE DEPARTMENT

| Major Repairs | ACTIVITY | |
|--|--|--|
| Replace or undertake major repairs or replacement when structure condition suggests that infrastructure is beyond repair and/or non-functional | DEFINITION /
DESCRIPTION | |
| Structure in dangerous condition, not serviceable, structurally unsound or unsafe. | LEVEL OF SERVICE | |
| PW* | Link | |
| PW* | Urban
Collector Ac | |
| PW* | | |
| PW* | TARGET RESPONS | |
| PW* | ONSE TI | |
| PW* | 3E TIMES Rural R Collector Ac | |
| PW* | ONSE TIMES Rural Link Collector Access Min | |
| PW* | Minor | |



Page - A1t

INFRASTRUCTURE DEPARTMENT

| | | | | | TAR | TARGET RESPO | ONSE TIMES | MES | | |
|----------------------|-----------------------------|-------------------------|------|------------------|--------|--------------|------------|------------------|-----|-------|
| ACTIVITY | DESCRIPTION/ | LEVEL OF SERVICE | | Urban | an . | | | Rural | ral | |
| | deddin non | | Link | Collector Access | Access | Minor | Link | Collector Access | | Minor |
| DRAINAGE MAINTENANCE | ENANCE | | | | | | | | | |
| | Cleaning and minor | | | | | | | | | |
| | reshaping of isolated | Reshape when there | | | | | | | | |
| | ditches and surface drains | is ponding in drains or | | | | | | | | |
| Surface Drains | >50 m long to maintain | the drain is not | ₽₩* | PW* | PW* | PW* | PW* | PW* | PW* | PW* |
| | adequate drainage. | functioning to 80% | | | | | | | | |
| | Includes verge drains and | capacity. | | | | | | | | |
| | back drains. | | | | | | | | | |
| | The removal of dirt and | Inspect and clean | | | | | | | | |
| | debris from sub-surface | subsoil drains | | | | | | | | |
| Sub-Surface | drain outlets and pits to | annually. Inspect | | | | | | | | |
| Drains | ensure water is removed | known problem areas | PW* | PW* | PW* | PW* | PW* | PW* | PW* | PW* |
| | from subgrade. Includes | and free flowing | | | | | | | | |
| | checking of rodent and | subsoil drains at | | | | | | | | |
| | flood flaps. | scheduled intervals. | | | | | | | | |
| | Removal of dirt, tree roots | Inspect and clean | | | | | | | | |
| Underground | and debris from | annually Inspect | | | | | | | | |
| Storm Water | underground pipes to | rogularly known | PW* | PW* | PW* | PW* | PW* | PW* | PW* | PW* |
| Drains | maintain adequate | problem areas at | | | | | | | | |
| | drainage. | scheduled intervals | | | | | | | | |



INFRASTRUCTURE DEPARTMENT

Mission: To effectively manage infrastructure and provide Best Value community services.

| ACTIVITY | DEFINITION / | LEVEL OF SERVICE | | Urban | | TARGET RESPON | | ISE TIMES | Rural |
|-----------------|----------------------------|-------------------------------------|------|------------------|----------|---------------|-----|-----------|-------------|
| | DESCRIPTION | | Link | Collector Access | Access | Minor | - | ₹ | Collec |
| | | Inspect and clean culverts and pits | | | | | | | |
| | | based on Annual | | | | | | | |
| | | Program. Inspect | | | | | | | |
| | The removal of dirt and | regularly known | | | | | | | |
| Culvert And Pit | debris from culverts and | problem areas after | * | J |)
* | 7.4 | 2 | * | |
| Cleaning | pits to maintain adequate | heavy rain, and | 7 | ٧ | ٧ | ٧ | 7 | V | 7 |
| | drainage. | mouths of pits keeping | | | | | | | |
| | | such free of | | | | | | | |
| | | blockages. Inspect | | | | | | | |
| | | catch basins after | | | | | | | |
| | | heavy rains. | | | | | | | |
| | Clearance of any debris | Clearance of kerb and | | | | | | | |
| Kerb And | fouling the surface | characterist to | | | | | | | |
| Channel | between the face of the | channel undertaken to | Ź | ₹ | <u>1</u> | PW* | _ | ₹ | 3
1
1 |
| Cleaning | kerb and 2.4-metres from | ensure ettective | | | | | | | |
| Ċ | the invert of the channel. | drainage. | | | | | | | |
| | | Repair or replace | | | | | | | |
| | The minor repair of | culverts and pits when | | | | | | | |
| Culvert And Pit | damaged culverts and nits | they are damaged to | | | | | | | |
| Renair | due to concrete | the extent that they | 2D | 2D | 2D | PW* | 1 × | ₹ | /* 2W* |
| i i | deterioration or damage. | are hazardous or | | | | | | | |
| | | functional. | | | | | | | |

PW*

Colac Otway

Page - A1

Road Management Plan (Version 2.1)
Date Adopted:
File Ref: GEN01710 - Road Management Plan

 PW^*

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INFRASTRUCTURE DEPARTMENT

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| ound –
d Or | Pit Lid – Damaged Or Missing | Kerb And
Channel Repair | | ACTIVITY | |
|---|--------------------------------------|--|------------------|------------------|-------------|
| Replacement or reseating of pit surround. | Replacement or reseating of pit lid. | Repair of damaged kerb
and channel due to
concrete deterioration or
damage. | | DESCRIPTION | |
| pedestrian areas and traffic lanes. | Damaged or missing pit lids, | Replace or undertake repairs when: - Uplift section of 20mm in tray and water ponds for greater than 10 m in - channel - Lateral displacement of top of kerb and tilted tray by more than 50mm - Broken pieces greater than 200mm missing - Sites where repairs exceed +10% are to be referred to Project implementation | | LEVEL OF SERVICE | |
| 2D | 2D | PW _* | Link | | |
| 2D | 2D | PW* | Collector Access | Ç | |
| 2D | 2D | PW* | Access | Urban | TAR |
| PW* | PW* | PW* | Minor | | TARGET RESP |
| 1W* | 1W* | PW* | Link | | PONSE TIMES |
| 2W* | 2W* | PW* | Collector Access | æ | MES |
| 1M* | 1M* | PW* | Access | Rural | |
| PW* | PW* | PW* | Minor | | |

INFRASTRUCTURE DEPARTMENT

| | | | | TARGET RESP | RESPONSE TIMES |
|---|---|---|----------------------------------|-------------|----------------|
| ACTIVITY DEFIN | DEFINITION / DESCRIPTION | LEVEL OF SERVICE | Primary -
Commercial
Areas | Secondary | Local |
| FOOTPATH AND SHARED USE PATH MAINTENANCE | SE PATH MAINTENANCE | m | | | |
| Repla
reguli | Replacement, repair, regulation and surface | Repair or regulate footpath | | | |
| Displacements patching ensure ur condition | patching of footpath to ensure uniform safe condition. | surface where vertical displacement between concrete bays exceeds 20mm. | 1W | 1M | 1M |
| Footpath Replacement Replacement surface | Replacement of sections of path to restore a trafficable surface | Surface suffering from extensive and substantial distress such as very extensive and wide cracking, shoving, displacement, and/or | PW* | PW* | PW* |
| Potholes (Sealed paved Surface) surface safe o | Repair of potholes in hard paved areas to restore the surface to a smooth and safe condition. | Repair or regulate where potholes exceed 25mm in depth. | 1W | 1M | 1M |
| Potholes (Unsealed surface) Spot pa | Spot patching of potholes in unsealed surfaces to restore smooth trafficable surface. | Repair when pothole exceeds 25mm in depth and/or 300mm in diameter or likely to deteriorate rapidly | 1W | 1M | 1M |
| Depressions and lo resto | Regulation of subsided areas exceeding 1-sqm and less than 5-sqm to restore the surface to a smooth and safe condition. | Repair or regulate where depressions exceed 30mm in depth over a 2 metre straight edge. | 1W | 1M | 1M |
| Regulation surface e surface e and less ensure un condition | Regulation of raised surface exceeding 1-sqm and less than 5-sqm to ensure uniform safe | Repair when mounding exceeds 50mm in height over a 2 metre straight edge. | 1W | 1
M | 1
M |

INFRASTRUCTURE DEPARTMENT

| provide Best Value community services. | Mission: To effectively manage infrastructure and |
|--|---|
| | |

| | | | | TARGET RESP | ESPONSE TIMES | |
|-----------------------|--|---|----------------------------------|-------------|---------------|--------------------|
| ACTIVITY | DEFINITION / DESCRIPTION | LEVEL OF SERVICE | Primary -
Commercial
Areas | Secondary | Local | Shared
Pathways |
| FOOTPATH AND SHA | FOOTPATH AND SHARED USE PATH MAINTENANCE | m | | | | |
| | Street tree and/or shrub | | | | | |
| | shaping to control future | Prune street trees and shrubs | | | | |
| | growth, provide for long | to comply with the following | | | | |
| Footpath - Tree & | term stability/health, and | clearance limits: | | | | |
| Shrub | maintain desired height, | Height Clearance: min. 2.4m | 1M | 3M | 3M | N/A |
| Obstruction | lateral and sight | above footpath | | | | |
| | clearances. Pruning to | Lateral Clearance: min. | | | | |
| | address dead/diseased | 500mm from edge of path | | | | |
| | and/or damaged iiiilbs. | - | | | | |
| Footpath - | The control of vegetation | Areas wnere grass
encroaches across greater | | | | |
| Vegetation | growth, predominantly | than 30% of footpath width or | 1W | зм | зм | N/A |
| Control | tree maintenance. | obstructs viewing of signage, | | | | |
| | | Benair of surface if | | | | |
| Corrugations | Repair surface of unsealed | corrugations exceed 25mm in | | | | |
| (Unsealed | footpaths to a safe and | depth at a critical location on | 1W | 3M | зм | 1
M |
| Surface) | acceptable condition. | the approach to intersection or | | | | |
| | | curve. | | | | |
| Emergency Resheeting | The application of gravel or | Emergency treatment where | | | | |
| (Unsealed
Surface) | crushed rock to unsealed surface. | hazard to pedestrians or cyclists. | 1W* | 2W* | 2W* | 2W* |
| | | • | | | | |



INFRASTRUCTURE DEPARTMENT

| | ion: |
|---------------------------------------|---|
| provide Best Value community services | n: To effectively manage infrastructure and |
| nmunity services. | infrastructure and |
| | |

| | | | | TARGET RESP | RESPONSE TIMES | |
|---|---|---|----------------------------------|-------------|----------------|--------------------|
| ACTIVITY | DEFINITION / DESCRIPTION | LEVEL OF SERVICE | Primary -
Commercial
Areas | Secondary | Local | Shared
Pathways |
| FOOTPATH AND SHA | FOOTPATH AND SHARED USE PATH MAINTENANCE | Ħ | | | | |
| Brick Paved
Areas | The maintenance of paved areas of various construction to remove and defects that may constitute a hazard to pedestrians and other users. | Distressed area where: - There are loose, missing, or dislodged pavers, - This is vertical displacement greater than 20mm, or - There are gaps exceeding 25mm Consideration given to replacement of paved areas within annual programs. | PW* | PW* | PW* | PW* |
| Edge Repair | Treatment to reduce depressions, holes or drop-off at the interface (edge) of constructed asphalt, concrete or brick paved footpaths. | Provide repair of depressions exceeding 75mm in depth at the interface of the nature strip and surrounding constructed paths with topsoil, gravel or sand | 1W | 1M | 1M | 1
M |
| Shared Use
Pathway Guide
Posts /
Delineators | Reinstatement, repair, cleaning of guide posts and delineators to ensure safe and acceptable condition. | Any missing or damaged guide posts (where existing) at a critical location making them substantially ineffective. | N/A | N/A | N/A | 1M |



INFRASTRUCTURE DEPARTMENT

| | | | | TARGET RESP | RESPONSE TIMES | |
|-------------------------|---|--|----------------------------------|-------------|----------------|--------------------|
| ACTIVITY | DEFINITION / DESCRIPTION | LEVEL OF SERVICE | Primary -
Commercial
Areas | Secondary | Local | Shared
Pathways |
| FOOTPATH AND SHA | FOOTPATH AND SHARED USE PATH MAINTENANCE | m | | | | |
| | | Straighten sign support
when it becomes noticeable | | | | |
| Shared Use | | that it is not vertical. Replace when damage renders either the sign or | | | | |
| Pathway Signs – | The minor repair, re- | support ineffective. | | | | |
| Guide,
Information, | erection, straightening, and cleaning of signs and sole | Clean/ replace the sign face
when: | N/A | N/A | N/A | 3M |
| недиатогу &
Warning. | purpose supports. | I nere is a noticeable accumulation of dirt. | | | | |
| | | Message on sign is | | | | |
| | | defaced by graffiti etc. | | | | |
| | | Replace missing or it
incorrect sign is in place. | | | | |
| | Street tree and/or shrub shaping to control future | Prune street trees and shrubs to comply with the following | | | | |
| Shared Use | growth, provide for long term stability/health, and | clearance limits: | | | | |
| Shrub | maintain desired height, lateral and sight | - Height Clearance: min. 2.4m | N/A | N/A | N/A | 1 M |
| Obstruction | clearances. Pruning to address dead/diseased | - Lateral Clearance: min. 500mm from edge of path | | | | |



undertaken.

N/A

1W*

INFRASTRUCTURE DEPARTMENT

Mission: To effectively manage infrastructure and provide Best Value community services.

| ACTIVITY | DEFINITION / DESCRIPTION | LEVEL OF SERVICE | Primary -
Commercial
Areas | TARGET RESPONS Secondary | ONS |
|---|---|---|----------------------------------|--------------------------|-----|
| FOOTPATH AND SHA | FOOTPATH AND SHARED USE PATH MAINTENANCE | Œ | | | |
| Shared Use Path -
Vegetation
Control | The control of vegetation growth, typically grass and/or undergrowth not including tree maintenance. | Areas where grass encroaches across greater than 30% of footpath width or obstructs viewing of signage, guideposts, etc | N/A | N/A | |
| Shared Use
Pathway
Infrastructure
Maintenance -
General | Involves maintenance of all shared path/trail infrastructure, including: Gates, pedestrian bridges, bollards, seats, shelters barriers, etc | Structure or pedestrian facility in poor condition, not serviceable, structurally unsound or has safety implications based on assessment. | N/A | N/A | |
| Shared Use Path -
Emergency
Response | Emergency situations or circumstances which present an unacceptable risk to users (e.g. tree across path, etc) | Inspect, rectify defect if practicable, or provide appropriate warning. An appropriate warning may include, provision of warning signage, or path closure, etc until further remedial action may be | N/A | N/A | |

Z A

14

Colac Oyway

SE TIMES

Shared Pathways

N A

 PW^*



Variations between the Road Management Plan v2.0, June 2009 and the Revised Plan – v3.0 September 2013

1.1.1 History

2nd paragraph –

Deletion of words after highway authorities in May 2001... 'after their decision in the case of Brodie vs Singleton Shire Council'.

Deletion of words 'In response, the State Government introduced legislation to temporarily reinstate this immunity, the Transport (Highway Rule) Act 2002. This immunity sunset on the 1 January 2005.'

Replacement of 'The Road Management Act is seen as the long-term solution to road management issues' with 'The Road Management Act 2004 was implemented as the long-term resolution to road management issues'.

1.1.2 Legislative requirements

2nd paragraph, deletion of dot point two:

Transport Act 1983

1.1.4 Victorian Road Management Act

Heading, deletion of Victorian

1.1.4 Victorian Road Management Act

Insertion of final paragraph -

'The Act also allows for a road authority to develop and publish a Road Management Plan, and outlines the applicable purpose, contents, powers and procedures.'

1.1.5 Transport Act 1983

Deletion of entire section

2.4 Council Plan

1st paragraph, deletion of words after Road Management Act 2004... 'from its operational commencement date of 1 July 2004'.

Removal of 4th paragraph -

The specific strategies and outcomes identified in the draft Council Plan 2009 – 2013 include:

- Ensure infrastructure development, renewal and maintenance plans address current and forecast community needs;
- Implement and manage Colac Otway Shire's Road Management Plan;
- Manage Council's buildings and facilities in a responsible, safe and sustainable manner; and
- Improve local and regional transport networks to ensure safety and accessibility

2.8 Strategic Asset Management Plan

Removal of -

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398



2.8 Strategic Asset Management Plan

The Strategic Asset Management Plan outlines and guides Council's asset response to its service requirements, through the development of an asset portfolio, risk management strategies and asset performance measures.

The principal objective of strategic asset management is to ensure that Council meets its service delivery objectives efficiently and effectively.

This objective will be achieved by:

- Maximising the service potential of existing assets by ensuring they are appropriately used and maintained;
- Reducing the demand for new assets through demand management techniques and consideration of alternative service delivery options;
- Achieving greater value for money through a rigorous project initiation and evaluation process which takes into account life cycle costing, value management techniques and private sector involvement.
- Eliminating unnecessary acquisition and holding of assets by ensuring agencies are aware of, and required to pay for, the full costs of holding and using assets; and
- Focusing attention on results by clearly assigning responsibility, accountability and reporting requirements in relation to asset management.

This outcome will be supported by a comprehensive Strategic Asset Management Plan that address capital investment, the operation and maintenance of existing assets, and the rationalisation and disposal of assets.

2.10 Risk Management Policy

 $3^{\rm rd}$ paragraph, replacement of AS/NZ 4360 – Risk Management with ISO 31000:2009 – Risk Management.

2.10 Road Management Review (Policy 13.6)

Removal of -

2.10 Road Management Review (Policy 13.6)

Council, as part of its overall objective of establishing clear and equitable policies for its community, has determined to review the functions and purpose of its entire local road network.

This review includes the establishment of construction and maintenance criteria for each particular classification.

This review also incorporates consideration of issues pertinent to road closure, road renaming and the establishment of processes to allow community feedback on these issues.

3.2.2.1 Funding of Asset Renewal

Deletion of -

Additional funding for asset renewal is available from Roads to Recovery funding. This is designed to bring forward renewal programs which would otherwise be difficult to fund.

The program has previously been used for rehabilitation of failed road pavements and replacement of bridges having a low load bearing capacity.

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398



These funds could also be used to contribute to the upgrade of assets which could otherwise become backlog items. This is especially important where network capacity improvements are required to accommodate the effects of growth and demand changes.

And replaced with -

The majority of Council's road renewal expenditure is sourced from its own funds. The commitments and obligations specified in this Plan are matched to the financial resources available to deliver those commitments and obligations.

The financial resources allocated for the renewal of local roads and pathways is considered reasonable having regard to the overall service delivery priorities of the Council. Renewal funding needs are reviewed on an annual basis as part of Council's budget planning process in order to deliver a sustainable road network.

3.3.1 Funding of Capital Works

Deletion of the following paragraph:

3.3.1 Funding of Capital Works

Funding for Capital Works is viewed as an essential component of the Ten (10) Year Capital Works and Major Projects Program. Traditionally, Council's approach to Capital Works and other major non-recurrent expenditure have been to include funding in the Capital Works and Major Projects Program where identifiable. Identifiable Capital Works funding is regularly incorporated for most infrastructure expenditure.

4.2 Register of Municipal Public Roads

Insertion of the following paragraph:

Public Roads are municipal roads which meet the definition as prescribed under the *Road Management Act 2004* and have been determined by Council, acting as a Coordinating Road Authority, to be roads reasonably required for general public use. The definition of a municipal road under the *Road Management Act 2004* includes any road within the municipality which is not a State road, including any road which:

- Is a road referred to in section 205 of the Local Government Act 1989, which indicates certain roads for which Council is responsible for care and management;
- Is a road declared by VicRoads to be a municipal road under Section 14(1)(b) Road Management Act 2004: and
- Is part of a Crown land reserve under the Crown Land (Reserves) Act 1978 and has the relevant municipal council as the committee of management.

4.2.1 Criteria for Determining Whether a Road is Reasonably Required for General Public Use

Insertion of the following section:

4.2.1 Criteria for Determining Whether a Road is Reasonably Required for General Public Use

A road is considered a Public Road Councils has made a decision that the road is reasonably required for general public use and hence included in the Municipal Public Road Register.

When deciding on which roads should be included or not included on the Register the very broad test of is it 'reasonably required for general public use' needs to be refined into more specific criteria. These criteria will provide a fair, consistent and justifiable process for Shire staff when deciding on which areas need to be added to the Register.

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398



For a road to "reasonably required for general public use", consideration should be given, but not necessarily limited to the following:

- The number and nature of separately owned and occupied properties abutting onto the road or requiring the road for access purposes;
- Whether the properties which abut the road or require the road for access purposes have alternative access rights;
- Whether the road connects into, and forms part of, the wider network of Public Roads;
- Whether the road contains assets owned and managed by public service authorities (gas, electricity, telecommunications, sewerage, water); and
- Whether the road is safe for public access (no horizontal or vertical alignment issues, existing pavement, suitable drainage, no large trees or obstacles restricting vision).

All roads included in the Register of Public Roads will be maintained to a standard as specified in the Road Management Plan. Council is not obliged to undertake any works on roads that are not registered as Public Roads.

4.5.1 Local Road Classification

1st paragraph -

Replacement of 'The model detailed below' with 'The classification system detailed below'.

Deletion of words '4-tier' before functional classification system.

2nd paragraph -

Replacement of 'The 4-tier system is primarily based on the functions...' with 'The classification system is primarily based on the functions...'

Deletion of 'The model below identifies each category and the criteria proposed to be used in evaluating each road in the network. The Technical Support Document identifies in detail how the classification system is applied in terms of the road function and its current or proposed use (subfunction).'

Local Road Classification Table

Update and replacement of local road classification tables. Deletion of the following:

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398

Rural Road Network Hierarchy

| | | | Rural | Hier:
Network |
|---|--|--|---|-------------------------|
| RM | RA | RC | RL | Hierarchy
Identifier |
| Rural Minor | Rural Access | Rural Collector | Rural Link | Name |
| These roads generally provide occasional access to non-residential property only. | A road in this category provides direct access for abutting properties and generally connects into the Collector road network. There is minimal to no through traffic. | Roads of this classification primarily provide a route between, and through, Residential, Industrial, Agricultural, Tourist and Forest traffic nodes and the Rural Link and /or Declared road network. | Roads of this classification primarily provide a direct linkage between significant population centres and major traffic generators such as Residential, Industrial, Commercial, Agricultural and Tourist areas and/or Declared Roads. These roads have an Identifiable Origin and Destination. | Explanatory Notes |
| Generally either gravel, formed or natural surface | May be either sealed or gravel surface | May be either sealed or gravel surface | Generally a sealed surface,
may be a gravel surface | Road Surface |

Urban Road Network

| | | | Urban | Hiera
Network |
|---|---|---|---|-------------------------|
| MU | UA | UC | UL | Hierarchy
Identifier |
| Urban Minor | Urban Access | Urban
Collector | Urban Link | Name |
| Provides secondary access to residential properties or provides access to | A road, street, court or laneway that primarily provides direct access for abutting Residential, Industrial and Commercial properties to their associated nodes | Roads of this classification primarily provide a route between and through Residential, Industrial and Commercial areas and convey traffic to the Urban Link or Declared Road network system. | Roads of this classification primarily provide a linkage between significant Residential, Industrial and Commercial nodes and or the declared road network. These roads have an identifiable Origin and Destination | Explanatory Notes |
| Generally either gravel, | Maybe either sealed or gravel surface | Sealed surface | Sealed surface | Road Surface |

Road Management Plan (Version 3.0)
Date Adopted:
File Ref: 11/95398

Insertion of the following:

Road Management Plan (Version 3.0)
Date Adopted:
File Ref: 11/95398

Footpath Network

| SP | L | S | Ι | Hierarchy
Identifier |
|---|---|--|---|-------------------------|
| Shared Use Path | Low Use Area | Standard Use Area | High Use Area | Name |
| Shared use paths can be described in simple terms as off road trails, tracks or paths that provide for access for a range of activities such as walking, bike riding or horse riding. Council has a combination of pathways, including those within public areas and private land (under agreement), those on public reserves, and those located on arterial roads. | These are seldom-used areas where there exist paths known by Council to be used by the public. Inspections on areas of this type are to identify specific defects. No additional maintenance is undertaken. | Footpaths of this classification provide pedestrian access in local residential streets. | Footpaths of this classification are primarily located in the near vicinity of shopping precincts, aged care centres, senior citizen centres, schools, kindergartens, hospitals and other community facilities. | Explanatory Notes |
| Maybe concrete, brick paved,
asphalt, sealed or gravel surface | Generally natural surface | Maybe concrete, asphalt, sealed or gravel | Generally concrete, asphalt or modular paving | Footpath Surface |



Rural Road Network

| Hierarchy
Identifier | Name | Explanatory Notes | Road Surface |
|-------------------------|--|---|---|
| Æ | Rural Link | Direct linkage between significant population centres and major traffic generators and supplementary to arterial road system within the municipality High truck count Access to major industries and tourism nodes Generally > 100 vpd | Generally a sealed
surface, may be a
gravel surface |
| RC | Rural Collector | Carry moderate volumes of traffic and provide access by linking local areas to link and arterial roads. Also provide links between the various collector roads. Cater for, but may restrain, Services and Heavy Vehicles. Minimum two clear traffic lanes | May be either sealed or gravel surface |
| RA | Rural Access | Carry only local traffic Primary function is to provide property access to rural developed areas Medium usage access to rural properties generating regular and consistent vehicle usage. Generally > 30 vpd Rural bus route minimum standard In the case of access to a single property with a residence, the road will only be maintained to the closest boundary of that property, the balance will be maintained as a Rural Minor Road | May be either sealed or
gravel surface |
| RM | Rural Minor | Occasional usage property access routes Maintained infrequently (less than annual) Dry weather road only. All year round access is not guaranteed. Occasional usage primary access to non-residential rural properties generating sporadic vehicle usage May provide access to state forest or crown land areas | Generally either gravel,
formed or natural
surface |
| FAT | Fire Access Track
(No Primary Access
to Residential
Property) | Perform a very low order public access function Specific purpose access tracks not intended for general access Provide only occasional access to non-residential property Single vehicle access and low speed, generally 10 km/h Dry weather road only. All year round access is not guaranteed Fire Tracks or emergency access points only maintained by Council where Council has agreed to do so as a community emergency service and they are listed in the Municipal Fire Prevention Strategy | Either formed or natural surface |
| M | Not Maintained | Road Reserve not intended for general access All year round access is not guaranteed Includes unmade road reserves, those subject to lease or licence or roads located on Crown Land which Council is not the Committee of Management for Will not be listed on Council's Public Road Register | Standards defined by others |

Colac Otway

Road Management Plan (Version 3.0)
Date Adopted:
File Ref: 11/95398

Urban Road Network

| | Urban Minor
Laneway | UA Urban | UC Urban | UL Urban Link | Hierarchy
Identifier |
|---|---|---|---|--|-------------------------|
| | Minor
'ay | Urban Access | Urban Collector | Link | Name |
| Private roads and lanes. Not a Council responsibility | Perform a very minimal function as local access roads Maintained infrequently (less than annual) Low usage property access streets/lanes. All year round access not guaranteed Provide alternate side or rear property access (secondary access) to urban residential or commercial allotments | Primary function to provide property frontage access to residential developed allotments Carry local traffic | Urban collector routes from urban access streets to community, school or commerce centres or popular focal points High usage connector routes to the Arterial road network Minimum two clear traffic lanes (excl. Parking) <2,000 vpd and 50 or 60 km/h speed limit | Carry significant volumes of traffic and provides access by linking residential areas to the arterial roads. They also provide links between the various collector roads. Cater for, but may restrain, Service and Heavy Vehicles Minimum two clear traffic lanes (excluding parking) 2,000 + vpd and 60 km/h speed limit (or less) | Explanatory Notes |
| - | Generally either
gravel, formed or
natural surface | Maybe either sealed or gravel surface | Sealed surface | Sealed surface | Road Surface |



Road Management Plan (Version 3.0)
Date Adopted:
File Ref: 11/95398

Footpath Network

| Hierarchy
Identifier | Name | Explanatory Notes |
|-------------------------|--------------------|---|
| PCA | Primary | Primary footpaths provide connectivity between the different communities to the most popular destinations, including community facilities, medical facilities, sporting facilities, transport hubs, etc. Primary footpaths have a width of at least 1.5 metres |
| SP | Secondary | General public pedestrian access between residences, the Local footpath network and the Primary network |
| L | Local | Local footpaths provide linkages between property frontages in residential areas to the Secondary and Primary Footpath Networks. Local footpaths are generally for residential access only. |
| ≼ | Minor | These are seldom-used areas where there exist paths known by Council to be used by the public but are not constructed. Inspections on areas of this type are to identify specific defects. No additional maintenance is undertaken. |
| SP | Shared Use
Path | Shared use paths can be described in simple terms as off road trails, tracks or paths that provide for access for a range of activities such as walking, bike riding or horse riding. A shared path is designated by signs and is jointly used by pedestrians and cyclists. Council has a combination of pathways, including those within public areas and private land (under agreement), those on public reserves, and those located on arterial roads. |

Colac Otway

Road Management Plan (Version 3.0)
Date Adopted:
File Ref: 11/95398



4.6 Demarcation of Responsibility

2nd – 5th paragraph (inclusive), deletion of:

'Previously, VicRoads were responsible for the management, maintenance and development of the major arterial component of Victoria's road network, known as the 'Declared Road Network'. These declared roads were classified as Freeways, State Highways, Main Roads, Tourists' Roads and Forest Roads under the Transport Act 1983.

From the 1 July 2004 VicRoads are the responsible road authority for all arterial roads within the Colac Otway Shire. An arterial road means a public road that is declared to be an arterial road under Section 14 of the Act. The arterial roads for which VicRoads are responsible include all roads that were previously categorised as Declared Main Roads.

Other roads in areas such as parks and forests within the municipality are managed by organisations such as the Department of Sustainability & Environment and Parks Victoria. The Act assists road authorities to define and achieve their road maintenance responsibilities as a defence to the threat of civil liability. Each road authority may formulate its own road management plan, which includes the setting of appropriate and reasonable road management standards.

A Road Management Plan establishes the standards of care for the purposes of judging civil liability. Failure to protect or maintain a road to an appropriate standard may result in a road authority being found liable in the event of personal injury or loss as a direct result of inadequate inspection and maintenance systems.'

3rd paragraph, insertion of:

'Various infrastructure assets, for which Council has no management responsibility, may exist in the road network within the municipality. These assets are owned and managed by service authorities, individuals and other statutory bodies.'

4.6.1 VicRoads

1st paragraph, insertion of new section –

'VicRoads is the coordinating road authority for the declared arterial road network within the municipality. Section 37 of the Road Management Act 2004 sets out those parts of the arterial road network for which Council is the responsible road authority, across urban and rural areas.'

Arterial roads located in the Colac Otway Shire are as follows:

Beech Forrest Road Cororooke Road Birregurra Road Forrest Apollo Bay Road Birregurra Deans Marsh Road Gellibrand River Road Birregurra Forrest Road Great Ocean Road Birregurra Road Lavers Hill Cobden Road Colac Ballarat Road Princes Highway Colac Carlisle Road Skenes Creek Road Colac Forrest Road Timboon Colac Road Colac Lavers Hill Road Warncoort Birregurra Road

4.6.1.1 Urban Areas

1st paragraph, inclusion of 'within an urban area' after words 'where the public road is an arterial road'.

3rd paragraph -

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398



Insertion of 'An urban area is defined in Section 3 of the Road Management Act 2004', as a replacement to:

'An urban region is defined by Section 3 of the Act -

- A speed limit of 60 kilometres per hour or less applies not being a speed limit that applies only because of a temporary reason such as roadworks or a street event;
- There are buildings on land next to the road, or there is street lighting, at intervals not exceeding 100 metres for:
 - o a distance of at least 500 metres; or
 - o if the length of the road is less than 500 metres, over the length of the road'

4.6.1.2 Rural Areas

1st paragraph -

Insertion of 'In the situation where the public road is an arterial road outside an urban area, VicRoads is the coordinating road authority; however...'

3rd paragraph -

Replacement of 'Code of Practice - Physical Limits of Responsibility for Declared Freeways and Arterial Roads' with 'Code of Practice for Operational Responsibility for Public Roads'

4.6.2 Department of Sustainability and Environment

Insertion of new subsection, 'Within the municipality a number of roads exist of Crown Land, in such areas as parks and forests, for which Department of Sustainability and Environment (DSE) or Parks Victoria has management responsibility.'

4.6.3 Adjoining Municipalities

Previous section 4.7 Shared Responsibility, restructured.

4.6.4 Rail Operators

Previous section 4.8.2 Rail Crossings, restructured.

1st paragraph -

Insertion of 'The Rail Safety Act 2006 requires rail operators and road managers to identify and assess risks that may arise from operations at certain interfaces (i.e. rail crossings), and seek to enter into safety interface agreements to manage those risks.'

Replacement of:

Within the Colac Otway Shire V/Line and Australian Rail Track Corporation are responsible for installing and maintaining all infrastructure located at rail crossings (e.g. crossing position signs together with other signs, barriers, gates, flashing lights, etc). Railway authorities are also responsible for the roadway immediately adjacent to the railway line (i.e. within 2.1-metres each side of the rail)

Council is responsible for the erection and maintenance of advance crossings on all municipal roads.

Council will continue to maintain and respond to issues identified within the Australian Level Crossing Assessment Model (ALCAM) database as administered by the Department of Transport within its annual budget cycle.'

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398



Within the Colac Otway Shire, V/Line and Australian Rail Track Corporation, as rail operators, are generally responsible for installing and maintaining all infrastructure located at rail crossings (e.g. crossing position signs together with other signs, barriers, gates, flashing lights, etc).

Council is generally responsible for the erection and maintenance of advance warning signs and all pavement markings associated with the approaches to rail crossings on municipal roads. Details relating to each crossing are able to be detailed in relevant rail Safety Interface Agreements between rail operators and Council as the relevant road manager.'

4.6.5 Service Authorities

Previous section 4.8.1 Utility Assets, restructured.

4.6.12 Fire Access Tracks

1st - 2nd paragraph -

Insertion of words, 'Designated fire access tracks throughout the Colac Otway Shire, are specific purpose access tracks not intended for general access and provide only occasional access to non-residential property.

These are maintained by Council where Council has agreed to do so as a community emergency service and they are listed in the Municipal Fire Prevention Strategy. Fire access tracks are maintained to the standard as defined by Municipal Fire Prevention Plan and as funded by the Municipal Fire Prevention budget.'

Deletion of words, 'which are open for traffic under a controlled level of service, however are infrequently used or dry weather access only. Maintenance of these roads is only carried out as directed by Council's Fire Prevention Officer.

Traditionally Council maintains these tracks to a standard that will cater for farm machinery and fire fighting vehicles to travel to and from non-residential properties as and when weather conditions allow.

These types of roads are damaged by inappropriate use by motorists during wet weather periods when conditions do not support the movement of any vehicles.'

5.3 Systems Approach

5th paragraph, replacement of AS/NZ 4360 – Risk Management with ISO 31000:2009 – Risk Management.

Asset Inspection Table

Insertion of rows into table:

| Urban Road
Network | Urban Minor | 3 years | Infrastructure &
Services | 3 years | Infrastructure &
Services |
|--------------------------------------|-------------------|-------------------|------------------------------|-------------------|------------------------------|
| * Includes sealed and unsealed roads | Not Maintained | Not
Applicable | • | Not
Applicable | - |
| Rural Road | Rural Minor | 3 years | Infrastructure &
Services | 3 years | Infrastructure &
Services |
| Network * Includes sealed | Fire Access Track | Not
Applicable | 1 | Not
Applicable | - |
| and unsealed roads | Not Maintained | Not
Applicable | ı | Not
Applicable | - |
| Footpath | Primary | 6 months | Infrastructure &
Services | 2 years | Infrastructure &
Services |
| Tootpatii | Secondary | 12 months | Infrastructure &
Services | | |

Road Management Plan (Version 3.0) Date Adopted:

File Ref: 11/95398



| Local | 12 months | Infrastructure &
Services | | |
|-----------------|-----------------------|------------------------------|---------|------------------------------|
| Minor | Request
Inspection | Infrastructure &
Services | | |
| Shared Pathways | 6 months | Infrastructure &
Services | 2 years | Infrastructure &
Services |

Deletion of rows from table:

| | High Use Area | 6 months | Infrastructure &
Services | 2 years | Infrastructure & Services |
|-----------|----------------------|-----------------------|------------------------------|------------------|---------------------------|
| Footpath | Standard Use
Area | 12 months | Infrastructure &
Services | 2 years | Infrastructure & Services |
| Footpatii | Low Use Area | Request
Inspection | Infrastructure &
Services | No
Inspection | Not Applicable |
| | Shared
Pathways | 6 months | Infrastructure &
Services | 2 years | Infrastructure & Services |

7.2 Maintenance Performance Criteria

3rd paragraph -

Insertion of 'Applicable defect response codes, defining target response times for Council to take action after defect are identified, are detailed in Appendix A.' after 'Maintenance Performance Criteria and Response.'

7.3 Construction Performance Criteria

Replacement of section, with the following:

'The standards for construction of new local roads and pathways and for the upgrade of local roads and pathways will be in accordance with the standards and specifications adopted by Council in any particular instance.

Generally the standards for renewal and refurbishment will be based on the existing built standards taking into account the environmental sensitivities of matters such as established trees and historical features, road safety and traffic management requirements.

The type of vehicles and axle loading on a pavement are considered as a separate exercise when designing the pavement. Depth and type of materials to be used will vary depending on whether heavy transport or light vehicles use the road.

Council's construction standards have been developed to identify the various standards necessary to accommodate the Urban and Rural road network. In instances where property owners and/or road users require a higher standard than designated, and are prepared to meet the costs of this increased standard of construction, Council may be prepared to consider constructing the road at that standard.'

Deletion of the following:

An integral part, in the establishment of the road classification model, is the inter-relationship with various physical and social factors, assessment of risk and applying industry benchmarks in a practical manner.

Topography, extent of vegetation, soil conditions, traffic volumes and type, practical width of roads, availability of suitable material, accident records, horizontal and vertical alignment, property access and what can practically be achieved at specific locations are all important factors that must be taken into consideration for road construction standards. Each road classification and in particular the subfunction, is directly related to (AADT) Annual Average Daily Traffic. The type of vehicles and axle loading on a pavement are considered as a separate exercise when designing the pavement. Depth

Road Management Plan (Version 3.0)
Date Adopted:

Date Adopted: File Ref: 11/95398



and type of materials to be used will vary depending on whether heavy transport or light vehicles etc uses the road.

In assessing the requirements of the future road network, the Council needs to determine which roads it wishes to be used for the various functions. Undertaking an overall Traffic Management exercise is paramount, as this will provide the means to restrict or increase the traffic volumes to meet the designated road classification. Road standards need to match actual or proposed usage to ensure the limited funds available are expended in the most effective, efficient and equitable manner. Until this is undertaken the adopted Road Hierarchy will be utilised.

Council's construction standard models have been developed to identify the various standards necessary to accommodate the Urban and Rural road network. The model takes into consideration the extensive work previously undertaken by the various professional and industry bodies such as:

- Victorian Code for Residential Development 1992
- Rural Roads Design Austroads 1989
- Pavement Design Austroads 1992
- VicRoads Road Design Guidelines
- VicRoads Road Design Manual
- VicRoads Traffic Engineering Manual Vol 1 Traffic Management 1997
- VicRoads Traffic Engineering Manual Vol 2 Signs and Markings
- Existing Council standards

In considering any model, differing circumstances will determine the final road standard. For instance, a minimum standard has been developed for all roads in the network identified as being a transport route to provide for an increased dimensional capacity. School bus routes and Industrial roads

In instances where property owners and/or road users require a higher standard than designated, and are prepared to meet the costs of this increased standard of construction, Council may be prepared to consider constructing the road at that standard.

Detailed standard drawings for each classification and standard are provided within Councils Road Asset Management Plan. Minimum widths are provided for in extenuating circumstances where the desired standard cannot be achieved. This may be due to a number of factors such as the non-availability of practical road reserve width, as occurs in steep terrain such as that exists in the Coastal areas of the municipality.

It is recognised that Rural and Urban areas have vastly different requirements. This is due to the nature, speed and volumes of vehicles, the density of development, distances to facilities etc. Road usage is also different with far greater intensity of pedestrian and bicycle movements on urban roads.

The implementation of consistent, practical and achievable standards, which provide for the safe passage of vehicles and pedestrians, is paramount. However, whereas minimum standards have been developed there may be special circumstances, which do not allow these standards to be achieved. In these instances attention to appropriate signage of roads particularly with roads of minimal standard is required.'

7.5 Unmade Road Reserves and Upgrading Roads Adjacent to Development

Inclusion of the following section:

7.5 Unmade Road Reserves and Upgrading Roads Adjacent to Development

There are many road reserves within the shire which are currently unmade. These road reserves by definition are unmade or natural surface roads. In some cases these roads may be graded periodically as fire access tracks or for other purposes. For the purposes of Council's Road Management Plan, these roads are also considered to be unmade roads by virtue that they have not been fully developed by Council or built by others to meet Council's standards. In other cases unmade road reserves may be totally untouched and unused.

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398



There are also many roads within the municipal area which are categorised as 'lower category' roads (e.g. Minor road) in accordance with Council's local road hierarchy. Roads of this nature are generally made to a very low standard and are graded periodically consistent with Council's standards.

Where a request is received or a development application is lodged which requires the construction of an unmade road reserve or for the upgrade of an existing 'lower category' road to a 'higher category', Council will give consideration for the work to be carried out provided that the developer or proponent is prepared to meet the full cost of construction.

All construction will be carried out to Council's specification, Council will then undertake to maintain the road thereafter should it be deemed to be a public road.

8.2 Service Authorities

3rd dot point -

Insertion of 'and quality' after 'Timing'

10 References

Replacement of 'Strategic Resource Plan (2007/08 - 2010/11)' with 'Strategic Resource Plan

Insertion of 'Infrastructure Design Manual'

Road Management Plan (Version 3.0) Date Adopted: File Ref: 11/95398



TOURISM DIRECTIONAL SIGNING POLICY

Policy No:

Date Adopted:

File No:

Revised:

1. PURPOSE

The purpose of this policy is to provide a clear and consistent standard for the management of tourism directional signage on road reserves throughout the Colac Otway Shire where Council is the coordinating road authority.

2. INTRODUCTION

Colac Otway Shire is obliged to manage the installation and control of directional signage under its obligations as a coordinating road authority pursuant to Section 66 of the *Road Management Act 2004* (the 'Act'). VicRoads is the relevant coordinating authority for all freeways and declared arterial roads and local government is the relevant coordinating authority for municipal roads.

The primary purpose of directional signage including tourist and service signs is to reinforce precise locations and reassure motorists that they are travelling in the right direction.

Directional signs include and provide directions to;

- towns and cities
- tourist attractions
- services, for example, accommodation including caravan parks, visitor information centres, tourist information bays, restaurants and cafes, service stations, public toilets, emergency medical services, rest and parking areas.

community facilities, for example, arts centres, churches, recreation centres, golf courses, swimming pools, sports facilities

3. SCOPE

This policy applies to the placement, type and design of Tourist Attraction Signs, Services Signs and Community Facilities Signs placed on road reserves under Council's jurisdiction within the Shire. The policy relates to tourism signage to individual tourist attractions within the Shire; and to service signs to facilities provided primarily for the travelling public or which are likely to be sought by travellers or by visitors to a district.

The policy:

- Defines the type of tourism signage used within the Colac Otway Shire
- Encourages the use of standardised signs and symbols that comply with the relevant Australian Standards for signs
- Determines the effectiveness of signs by rationalising their use
- Identifies facilities that will qualify for directional signage through an application process
- Provides administration guidelines that define permit requirements.

The policy does not apply to direction signs with white lettering on a green background. These signs provide direction to towns, cities and particular locations and are provided by the relevant coordinating road authority.

The policy does not apply to signs covered under the Planning and Environment Act 1987 and subsequent regulations.

Council's Tourism Signage Policy is relevant for the regulation of all tourism directional signs within the Colac Otway Shire. This policy directly aligns with the VicRoads Tourism Signing Guidelines February 2009. Where Council does not have direct authority over requirements for signs, the Policy recognises that fact and refers to the relevant authority and guidelines.

4. POLICY STATEMENT

This policy promotes high quality directional signage throughout the Shire. It is the policy of Council to ensure a consistent approach is adopted when considering all directional signage within the Colac Otway Shire. Council is committed to providing effective traffic management systems throughout the Shire and to providing strategies that contribute to the amenity and character of a living environment for its community. A key element of these commitments is to ensure the provision of clear and effective directional signage to tourist attractions and supporting services and facilities.

Where Council is the coordinating road authority for a road and signage is required to assist with directions to or guidance about a service, attraction or facility of interest, a permit will be issued by Council subject to an application being lodged and assessed for appropriateness under this Policy as well as the *VicRoads Tourism Signing Guidelines Feb 2009*.

It does not apply to signs which are subject to a planning permit. It does not apply to promotional signs. The primary purpose of tourism directional signs is to assist in directing road users to a specific destination, and not provide a promotional opportunity for a business or service.

All signs will comply with Australian Standards AS1742 and AS2342 in relation to the use of colour, lettering type, size and use of symbols.

5. CRITERIA AND GUIDELINES

5.1 Types of signs

This policy relates to signs which provide road users with information relating to the location of attractions, accommodation and facilities such as restaurants and cafes.

It also relates to signs which provide information relating to community messaging and community services.

It includes advance signs, intersection signs, gateway signs, reassurance signs, route markers, temporary signs and position signs.

5.2 Standards and Legislation

All signs will conform with the relevant legislation and standards. Signs that do not conform with relevant legislation and standards will not be considered. Any signs found to be non-conforming will be removed.

5.3 Roles and responsibilities

It is the responsibility of the coordinating road authority to ensure the safe and efficient flow of traffic within its network of roads. The coordinating road authority will make sure that this responsibility is met by ensuring that nothing is placed on a road reserve that detracts from the drivers field of vision,

causes a hazard by distracting the attention of the driver or distracts the drivers attention from a traffic control device.

From time to time, Council will inspect all signs to ensure its obligations are met and that all signs are compliant, up-to-date and in an acceptable condition. Out of date signs will be removed.

Council will maintain signs to Council assets or public community services and facilities such as public toilets.

Operators of attractions and services will be responsible for the development, installation, maintenance and removal of signs relating to their operations. Signs must be maintained to the satisfaction of Council. Signs must be installed by a suitably qualified and insured contractor.

Where a business changes owners, it is the new owner's responsibility to notify Council. If the business changes name or type and requires a new sign, this is the responsibility of the owner. New signs must meet the criteria as outlined in 5.6 of this policy.

5.4 Costs

All costs associated with the design, manufacture, installation, maintenance and removal of signs will be borne by the applicant.

5.5 Rationalisation

Where two (2) signs for a similar attraction or service already exist at one intersection, the introduction of a third sign will result in the rationalisation of signs at that intersection. This could include the removal of old or outdated signs and the aggregation of existing signs by way of the use of generic references.

5.6 Criteria for signage.

When considering any proposal or application for directional signage, the following basic criteria will be taken into consideration.

In the case of tourist attractions, the main consideration will be whether tourism is a core business activity of the attraction and whether the attraction complies with the criteria for tourist attractions set out in the *Tourism Signing Guidelines* 2009.

In the case of services facilities, consideration will be given as to whether the service which the facility is likely to be sought by travellers, and whether the facility complies with the criteria for services facilities set out in the *Tourism Signing Guidelines 2009*.

In the case of community facilities, consideration will be given to whether the facility is likely to be sought by visitors to the district, and whether the facility complies with the criteria for community facilities set out in the *Tourism Signing Guidelines 2009*.

It will also be considered as to whether the signage is necessary to help people not familiar with the area to find their way and also whether good maps/street directory in combination with a clear system of street names and numbering are the most appropriate aids to locating the facility. Consideration will also be given to whether the facility/attraction is a significant attraction in the Colac Otway Shire area that warrants special treatment.

6. APPLICATION PROCESS

Applications for signs are assessed for eligibility under the Act, the Tourism Signing Guidelines 2009 and the criteria outlined in section 5 of this policy. Applications should be made on the form which is available through Vic Roads and the Colac Otway Shire.

7. PERMIT

- Permits will be valid for a period of five (5) years, after which time the
 appropriateness and efficiency of the sign may be reassessed. The sign may be
 removed by Council if it is considered that the business no longer conforms to the
 criteria and guidelines or there is a need to rationalise the signs.
- Permits will be held on a secure database of permits. Inclusion on this database is subject to Council's Information Privacy Policy
- Permits will be issued by the relevant delegated officer of Colac Otway Shire.

8. RELATED LEGISLATION.

- Local Government Act 1989.
- Road Management Act 2004

9. RELATED POLICIES/PROCEDURES/STANDARDS/GUIDELINES.

- Vic Roads Tourism Signing Guidelines Feb 2009
- Victorian Planning Provisions
- Australian Standard AS1742, Uniform Traffic Control Devices
- Australian Standard AS2342, Development, Testing and Implementation of Information and Safety Symbols and Symbolic Signs
- Australian Standard AS1743, Road Sign Specifications.
- Australian Standard AS1744, Standard Alphabets for Road Signs.
- Vic Roads Traffic Engineering Manual, Volume 2.
- Colac Otway Shire Information Privacy Policy 2009

RED ROCK REGION



Contents

| I. INTRODUCTION | : |
|---|-----|
| 1.1 The project | 3 |
| 2.0 LOCATION AND CONTEXT | é |
| 2.1 Red Rock Region | |
| 2.2 Alvie | |
| 2.3 Cororooke | |
| 2.4 Warrion | |
| 2.5 Coragulac | |
| • | |
| 3.0 POLICY CONTEXT | |
| 3.1 Local Context | |
| 3.2 Demographic Considerations | |
| 3.3 Policy Context | |
| 3.3.2 Colac Otway Shire Tennis Facility Audit and Development Plan (2011) | |
| 3.3.3 Colac Otway Shire Public Open Space Strategy | |
| | |
| 4.0 SITE ANALYSIS | |
| 4.1 Community Engagement | |
| 4.2 Analysis | |
| 4.2.1 Red Rock Region | |
| 4.2.2 Alvie | |
| 4.2.3 Cororooke | |
| 4.2.4 Warrion | 11 |
| S.O RECOMMENDATIONS | 9 7 |
| 5.1 Red Rock Region | |
| 5.1.1 General | 11 |
| 5.1.2 Corangamite Lake Road | 12 |
| 5.1.3 Lake Corangamite Nature Reserve. | 12 |
| 5.2 Alvie | 12 |
| 5.2.1 Red Rock Playground and Picnic Reserve | 12 |
| 5.2.2 Red Rock Reserve | 13 |
| 5.2.3 Alvie Recreation Reserve | |
| 5.3 Cororooke | |
| 5.3.1 General | |
| 5.3.2 Public Hall | |
| 5.4 \Marrion | 1 / |

| | Red Rock Region |
|---|-----------------|
| | |
| 6.0 IMPLEMENTATION | 14 |
| Appendix 1 Red Rock Region Community Infrastructure Plan | 15 |
| Appendix 2 Red Rock Region Community Infrastructure Plan – Cororooke Town | 15 |
| Appendix 3 Red Rock Region Community Infrastructure Plan – Alvie Sites | 15 |
| Appendix 4 Red Rock Community Survey Results | 15 |
| Appendix 5 Sketch concepts for consideration | 15 |

Attachment 1 - Community Infrastructure Plan - Red Rock Region - September 2013

Red Rock Region

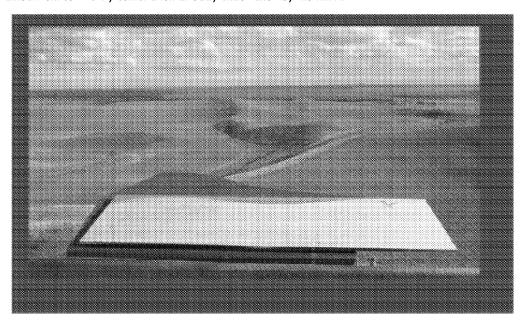
1. INTRODUCTION

1.1 The project

The Red Rock Region is located north west of Colac and consists of the townships of Coragulac, Cororooke, Alvie, Warrion and surrounding areas. The region extends from Cororooke and Corunnun in the South to Dreeite in the North, and from Lake Corangamite in the West to Lake Colac and Warrion in the East.

The Red Rock Progress Association (RRPA) was formed in 2011 to establish a strategic and cohesive direction for improvements and upgrades to the region in line with the identified needs and wants of the community.

The purpose of this project was to prepare a Regional Community Infrastructure Plan for the overall region as well as specific elements for the four identified townships. A focus of the Community Infrastructure Plan was to enhance the connectivity between the townships within the region, as well as using the material that had been obtained from community consultation already undertaken by the RRPA.

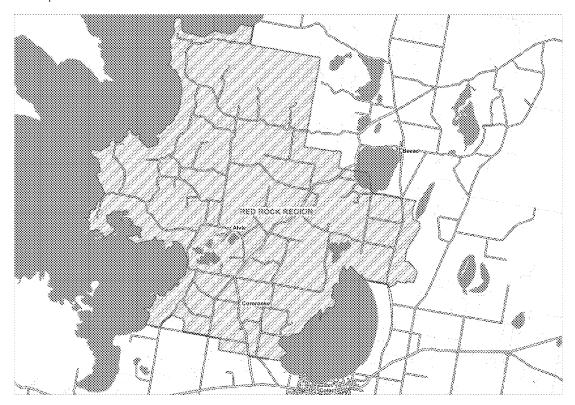


2.0 LOCATION AND CONTEXT

2.1 Red Rock Region

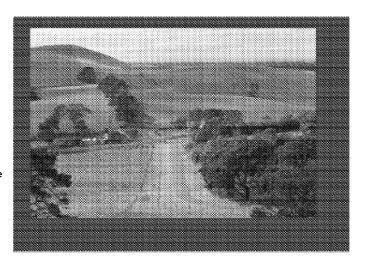
The Red Rock Region is approximately 12km North of Colac and is generally considered to be bordered by Cororooke and Corunnun in the South, Dreeite in the North, Lake Corangamite in the West and Lake Colac and Warrion in the East. The region takes its name from the Red Rock Volcanic Complex which was the site of many violent volcanic eruptions and which resulted in the craters and lakes found in the area.

The region consists of four main townships - Alvie, Coragulac, Cororooke and Warrion, with the surrounding land used for agricultural purposes, predominantly dairy farming. Being located so closely together the townships often share facilities.

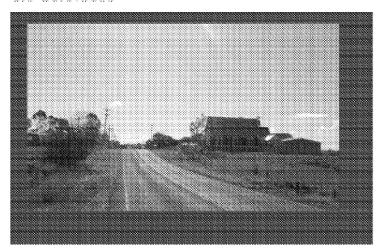


2.2 Alvie

Located approximately 18km north of Colac at the foot of Red Rock, Alvie is a small township with predominantly residential properties. The township has a recreation reserve including clubroom and social facilities which have recently been upgraded. The Red Rock Winery is located at the corner of Corangamite Lake Road and Red Rock Reserve Road. Also at the base of Red Rock is a picnic area with public toilets, playground, free gas barbecues, undercover seating with tables and benches.



2.3 Carornako

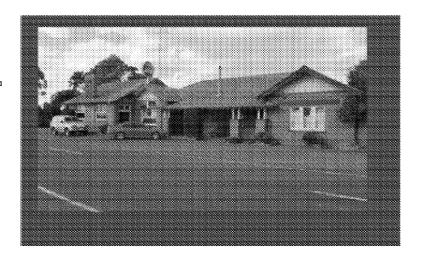


Approximately 10km from Colac, Cororooke is located on the corner of Corangamite Lake Road and Factory Road. Recognised as the largest of the townships within the Red Rock Region, Cororooke has the largest concentration of residential properties as well as a general store, post office, tennis courts, maternal health centre and public hall. Recent developments have included a new café and the Red Rock Regional Theatre and Gallery.

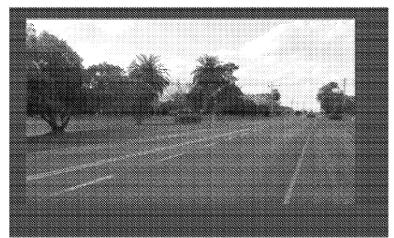
Cororooke is also the site for the Fonterra milk processing factory. The factory is due to cease operations in late 2013.

2.4 Warrian

Warrion is a small settlement on the Coragulac Beeac Road approximately 22km north of Colac. It consists of a small residential area and includes a cricket ground, CFA Station, Public Hall, church, hotel, and farm machinery repair workshop. As with the other townships in the region, the surrounding area is used for agricultural purposes, predominantly dairy farming.



2.5 Coragaias



A small township approximately 13km from Colac on the Corangamite Lake Road between Ryans Lane and Coragulac Beeac Road. The township has two distinct precincts, one at the intersection of Corangamite Lake and Coragulac Beeac Roads, and at the intersection of Ryans Lane and Corangamite Lake Road. Aside from a range of residential properties, the township has the heritage listed St Brendan's Church and adjacent primary school and Kindergarten.

3.0 POUCY CONTEXT

3.1 Local Context

The Red Rock Region is located in the Rural North area of Colac Otway Shire in the South West Region of Victoria, approximately 160km from Melbourne. The Rural North is bounded by Golden Plains Shire in the north, Surf Coast Shire in the east, generally by Birregurra Deans Marsh Road, Deepdene Road, Colac-Murroon Road, Colac Forrest Road, Trasks Road, Collins Road, Drapers Road, Colac-Ballarat Road, Lake Colac, Kennys Lane, Browns Lane, Nalangil Road and McGrath Road in the south and Corangamite Shire in the west. The area includes the townships of Alvie, Beeac, Birregurra, Coragulac, Cororooke, Cressy and Warrion.

According to ID Forecast, the Rural North is expected to experience a nominal population decrease by 2021 of -0.48%. This is based on an increase of over 10 households, with the average number of persons per household falling from 2.55 to 2.35 by 2021.

3.2 Demographic Considerations

The Red Rock Region is made up of 4 smaller regions as classified under the ABS State Suburb Code (SSC) area classification index rather than standard geographical classification. The Census does not release data for gazetted localities. The date expressed in this report represents the State Suburb (SSC) match.

The Red Rock Region has an overall population of 1189, of which 20.7% are aged 0 – 14, while 13.96% are aged 65 and over. There are 335 families in the region. The area surrounding Cororooke has the largest population, with 383, followed by Warrion, with 307. The Alvie area has 276, while the Coragulac area has a population of 223.

The demographic profile of the region shows that there is a need to consider activities for families and their children, and while the proportion of residents aged 65 and over is less than both the Colac Otway Shire and G21 region, there is still a need to consider opportunities for social interaction between the elderly residents.

3.3 Policy Context

The following policies, strategies and plans were reviewed as a part of the development of this Community Infrastructure Plan.

3.3.1 Colac Otway Shire Rural Living Strategy (2011)

The Colac Otway Shire Rural Living Strategy was developed to provide a land use framework to guide the current and future management of rural living land and rural settlements throughout the Shire. The key findings for the Red Rock Region include that there are limited areas with the potential for future development due to the lack of services and infrastructure and the high value of the surrounding agricultural land. Areas between the two sections of the Coragulac township have experienced demand for rural residential living.

3.3.2 Colac Otway Shire Tennis Facility Audit and Development Plan (2011)

The Colac Otway Shire Tennis Facility Audit identified several issues with the current tennis courts at Cororooke. State funding has been allocated to re-seal the current courts however it has been identified that the courts require a full reconstruction which is estimated at up to \$200,000.

3.3.3 Colac Otway Shire Public Open Space Strategy

The Colac Otway Shire Public Open Space Strategy provides a strategic direction in the provision of a widely varied and sustainable network of open spaces throughout the Shire which meets the needs of the diverse community for recreation, sporting and social opportunities. The strategy identified that the Rural North of Colac Otway Shire is unlikely to see any significant increase in the coming 15-20 years, and has satisfactory open space in terms of access, amount and quality however there is some opportunity for improvement.

4.0 SITE ANALYSIS

4.1 Community Engagement

The consultation process was initiated by the Red Rock Progress Association. Mid 2011, a community meeting to gather community ideas, concepts, needs and wants was held. The meeting also included the opportunity for community members to put forward ideas not specifically related to the development of the Community Infrastructure Plan, such as events, markets and newsletters.

This list was then released to the community in the form of a survey. The community was invited to highlight priorities, and rank those which they considered to be their highest. The results were then formulated into a table, see attached as Appendix 4.

Funding was allocated in the 2011/2012 Small Town Improvement Program to contact a consultant to collate these responses and develop a Regional Community Infrastructure Plan based on a number of criteria including the survey results. The plan was developed following a number of site visits and analysis, and was then provided to the community for feedback.

This feedback was incorporated into the Draft plans, which were then presented at a meeting of the Progress Association in November 2012. During the meeting the underlying concepts of the plan were also presented to ensure the community had an understanding about foundations upon which it was developed. Further feedback was received and has been incorporated.

4.2 Analysis

4.2.1 Red Rock Region

Physical linkages between the towns are provided by roads, with visual linkages provided by cluttered, confusing and poorly maintained signage. The region has strong geological, avian and heritage influences which could be capitalised on to enhance linkages and generate brand recognition for visitors.

The Lake Corangamite nature reserve on Baynes Road has no infrastructure present. In the past it was a popular swimming location. There was also a small refreshment kiosk (which burnt down and was never replaced) and a small change room/ toilet block. There are several ad hoc vehicle tracks which do not lead anywhere. Along Baynes Road several older Cyprus trees create an attractive avenue feel along the road.



4.2.2 Alvie



The areas of Alvie that were concentrated on were the Recreation Reserve, playground and picnic reserve and the Red Rock Lookout Reserve.

The recreation reserve is a high value sports hub which is the home ground of the Alvie Football and Netball club. The facilities include a sports oval, netball court, practice cricket nets and the recently upgraded clubrooms.

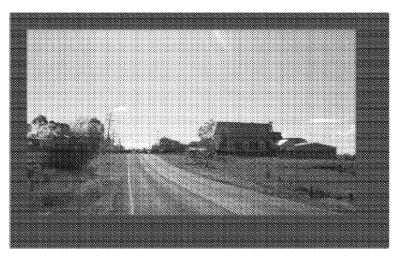
The Red Rock Lookout Reserve has the potential for versatile recreation activities, arts and entertainment and events such as hill races, outdoor concerts and farmers markets. A major challenge to most activities is the wind, and so consideration should be given to rock wall construction that does not restrict the views.

The Alvie Consolidated School is located at the west end of the township and was established in the early 1950s. It was formed by a consolidation of 12 surrounding schools and has excellent grounds. The oval is used in summer for the local cricket club. Other significant landmarks include the historic St Andrews Anglican Church, which was built on land donated by the pioneering Murray family and still has services today, and the railway terminus that was used by the Colac to Alvie train.

4.2.3 Cororooke

As the gateway to Red Rock, the town should set the tone and theme for the region. This could be achieved through signage, logos and tree planting.

Currently the town lacks focus for passive recreation which if it were available could also act as a link to the townships venues and assets. The existing sites at the Hall and Tennis Courts lack space to accommodate a range of facilities without clashes with parking requirements at peak use times. In addition to this, they are located at the edge of town and lack prominence and centrality.



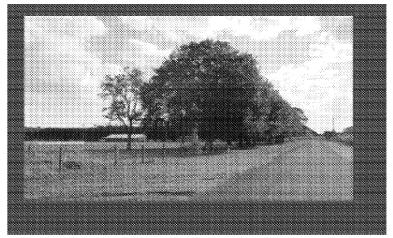
Consideration should be given to the creation of a central hub which could include public toilets, picnic facilities, shelter shade trees, pedestrian paths as well as paths linking the Gallery, General Store, Tennis Courts and Hall. Potential sites could include part of the Fonterra site.

The Public Hall is a well used venue for community activities with facilities including a large communal room, stage, kitchen, bathrooms and toilets. It is the headquarters of the Colac Veteran Cycling Club.

The centre of the township is dominated by the Fonterra site, which is proposed to be closed by late 2013 or early 2014. Cororooke also has a Maternal Health Centre.

The tennis courts are located on Factory Road on land that was donated to the club some time ago. The current courts utilise almost all of the available space, with no further space available for additional facilities such as upgraded clubrooms or storage. Funds have been allocated for renewal of the court surface however further investigation has revealed that a complete rebuild of the courts is required. Further funding is therefore required.

4.2.4 Warrion



The cricket ground at Warrion is of high value, hosting significant regional cricket matches during the season. It also possesses high value deciduous trees on the perimeter. There is potential to increase the profile of the ground with aesthetically pleasing/heritage signage. There is also the potential to leverage publicity for the district for other events, businesses or touring routes from the cricket games.

The Warrion Hall is the venue for the Warrion Flower Show which has been held for 100 years. Each year Warrion holds an Australia Day Big Breakfast at the Cricket Grounds to raise funds for cancer research.

5.0 RECOMMENDATIONS

5.1 Red Rock Region

5.1.1 General

- Establish unity and uniqueness of location through the reinforcement of linkage of sites and towns, and
 scenic and cycling routes via aesthetically pleasing signage and logos developed specifically for this
 region in landscape sympatric colours (for example ochre base). Consider some of the unique
 characteristics of the region such a geological, avian or heritage influences as cues for the logo.
- To further develop the links, each town could be known by a specific or key characteristic. As an
 example, Cororooke could be known as the Arts and Culture Centre, Warrion the Shows and Dining
 Centre Alvie the Sports and Recreation hub.
- Develop history boards in picnic shelters or a new Regional Information board aesthetically designed and built at the Gateway to the Region.
- Design and erect aesthetically framed and presented strategic maps at strong focal points within the region, for example, shops, district halls and public toilets. Use these maps to promote the area in venues outside the region.
- Explore the opportunities for a Rail Trail/Bike trail via a feasibility study. Consider a variety of views, natural features and sites of historic importance. The old rail trail site could be interpreted via signage if it is deemed impractical as an actual recreation route.
- Construction of a shared pathway link from the Cororooke township to St Brendan's, Coragulac.
 Further consultation would be required to assess exact alignment and material type.

 Select and establish specimen tree clusters in all public spaces and power line free roadsides using large heritage trees of limited species to link the region, for example, English Oaks, Araucarias, Date Palms and Cedars or Pines.

5.1.2 Corangamite Lake Road

- Upgrade the entry into the Red Rock Region with signage improvements at the Princes Highway showing townships and route, for example, the Goldfields Touring Route.
- Look to negotiate with owners of the now defunct roadhouse on the corner of the Princes Highway to:
 - Remove and/or paint out the signage and walls with a dark neutral or regional brand colour with voluntary contributions
 - II. Explore the potential to use the building as a landmark entry to the Red Rock Region with adjacent information boards
- Upgrade the streetscape entry to Red Rock Region with sculptures and/or plantings.

5.1.3 Lake Corangamite Nature Reserve.

- Develop picnic grounds and built shelter on upper foreshore. Commence with a small hub and depending on use and demand, develop further discreet settings and link them with pathways. Mark the site with attractive signage on the roadside.
- Enhance the recreational use via a scenic cycling/walking tracks or boardwalks. Boardwalks could
 include launching or tie up points for canoes or small boats.
- Protect the landscape from random vehicular movements via formal track construction and the discreet placement of bollards.
- Phase out Cyprus trees as they reach the end of their lifecycle and replace with Eucalyptus, Acacia and Allocasuarina species.
- Remove woody weeds along the roadsides including Lycium (Boxthorn), Coprosma repens (Mirror Bush) and Leptospermum laevigatum (Coast Teatree) and revegitate with indigenous shrub species such as Banksia Marginata (silver banksia).
- Reinforce lake planting with Ficinia nodosa (Knobby Club-rush).
- Explore the viability of enviro-toilets such as those along the Great Ocean Walk.

Please note: consultation with Parks Vic, DSE, CCMA and Alvie Tree Planters required prior to any revegetation or infrastructure works along the foreshore of Lake Corangamite.

5.2 Aivie

5.2.1 Red Rock Playground and Picnic Reserve.

- Aesthetically coordinate the discordantly coloured buildings via painting, for example, the picnic shelter as per the brick/block work colour or a dark neutral colour.
- Review the site for low level camping, taking into account potential scope for camping, parking
 requirements and public access. Also review vehicle movement in terms of risk management. Explore
 the possibility of hot showers and kitchen preparation/wash up facilities.

Retain the existing play equipment with the potential to incorporate additional equipment for upper
level primary school age groups. Council will need to consider the location of this playground against
the demand for a playground at the Recreation Reserve and also consider the feasibility of
developing and maintaining two playgrounds within such a close proximity.

5.2.2 Red Rock Reserve

- Reinstate missing brass plaque.
- Review conservation works to date and ongoing commitment. Ensure consistency with Red Rock Reserve Land Management Plan 2 (Beacon Ecological).
- Investigate acquisition of approx 320 acres of private land surrounding the current reserve and develop a Management Proposal if purchase eventuates.
- Development and installation of interpretive history board sign overlooking historic Coragulac House.
- Install picnic setting at smaller crater site lookout.

5.2.3 Alvie Recreation Reserve.

- Reinforce the Alvie Recreation Reserve as the region's main sporting and multi-purpose recreational hub.
- Landscape entry with formal deciduous tree line inside the fence on both sides. Examples could be Pin Oak, English Oak.
- Plant the southern edge of the netball court along the road to provide a wind break.
- Explore recreational opportunities for play other than formal sporting activities, such as a playground.
 Council will need to consider the feasibility of developing and maintaining two playgrounds within such a close proximity.
- Consideration should be given to the development of a pathway from the Recreation Reserve to both the school and the township. This will provide a safe thoroughfare for students and residents alike when walking between the town, the recreation reserve and the school.

Please note, further consultation would be required to confirm the development of playground facilities in the area. Scarce resources could prevent playgrounds at both the Alvie Recreation Reserve and Red Rock Reserve.

5.3 Cororooke

5.3.1 General

- Consider creation of a Central Park hub area to include public toilets, picnic facilities, shelter shade
 trees, pedestrian paths as well as paths linking the Gallery, General Store, Tennis Courts and Hall.
 There is potential for the old Fonterra milk processing site to offer these facilities, however further
 negotiations will be required between the land owners, Council and the community. In addition to this,
 should the site become available, further consultation will be required to establish the required
 components of the open space.
- In the interim, consideration could be given to providing access to the Hall toilets as a way of providing public toilets.
- Development of a shared cycling/pedestrian link to St Brendan's from Cororooke. Preferred surface to be concrete to ensure low maintenance.

 Make central vehicle intersection safer for pedestrians by road re-design with the use of traffic islands or median strips and a pedestrian crossing. Consider the use of other design tools such as surfacing contrasts and strip painting.

5.3.2 Public Hall

Explore the potential as an alternative community hub and public toilet location. The limitation is that
it could become a congested site with competing interests of car parking and passive recreation. The
advantage is that the site is available and toilets already exist in the hall

5.4 Warrian

- Create stronger visual links between the township and the Cricket Ground.
- Elevate the amenity of the town with attractive signage and deciduous tree planting to link with the cricket ground.
- Preserve the oak trees along the frontage.
- Upgrades to the Public Hall to include disabled access, renovation of toilets and the introduction of outdoor seating and a BBQ.

6.0 IMPLEMENTATION

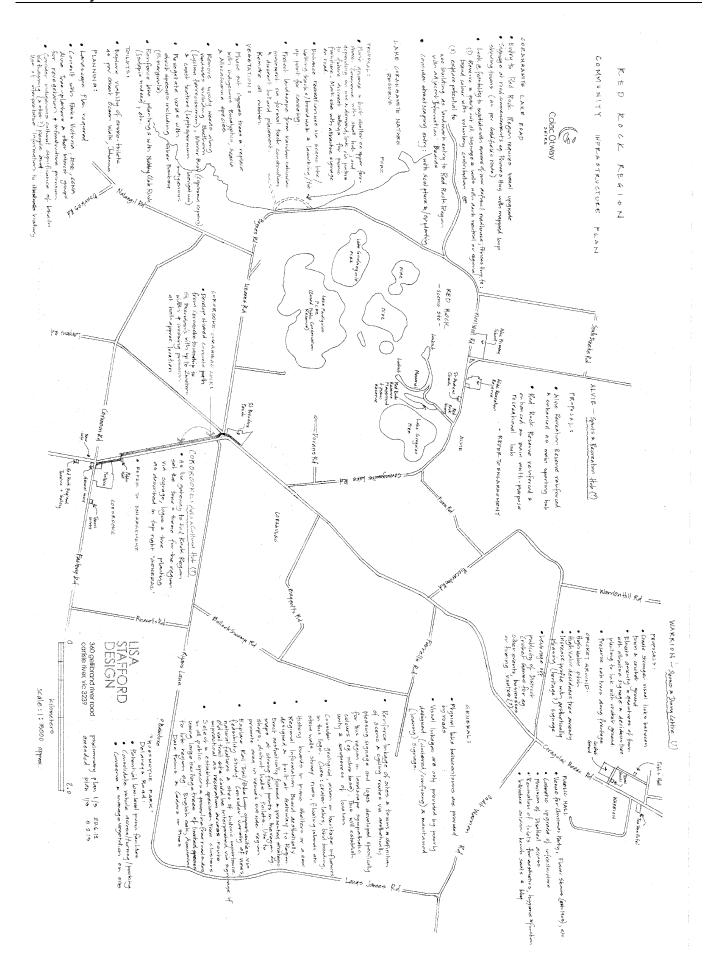
The full implementation of the Red Rock Regional Community Infrastructure Plan will need to be assessed and considered in future programs, such as Council's annual Small Town Improvement Program and Community Grants program, as well as Council's annual competitive budget process.

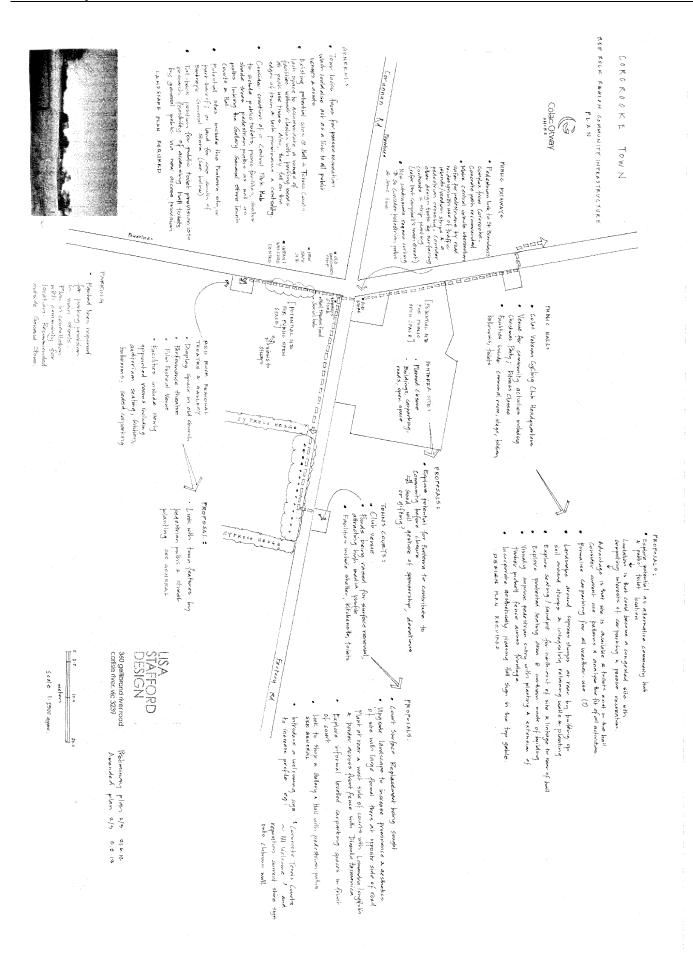
It is anticipated that this plan be reviewed approximately 5 years from its adoption to ensure the content remains relevant to the community's needs and requirements.

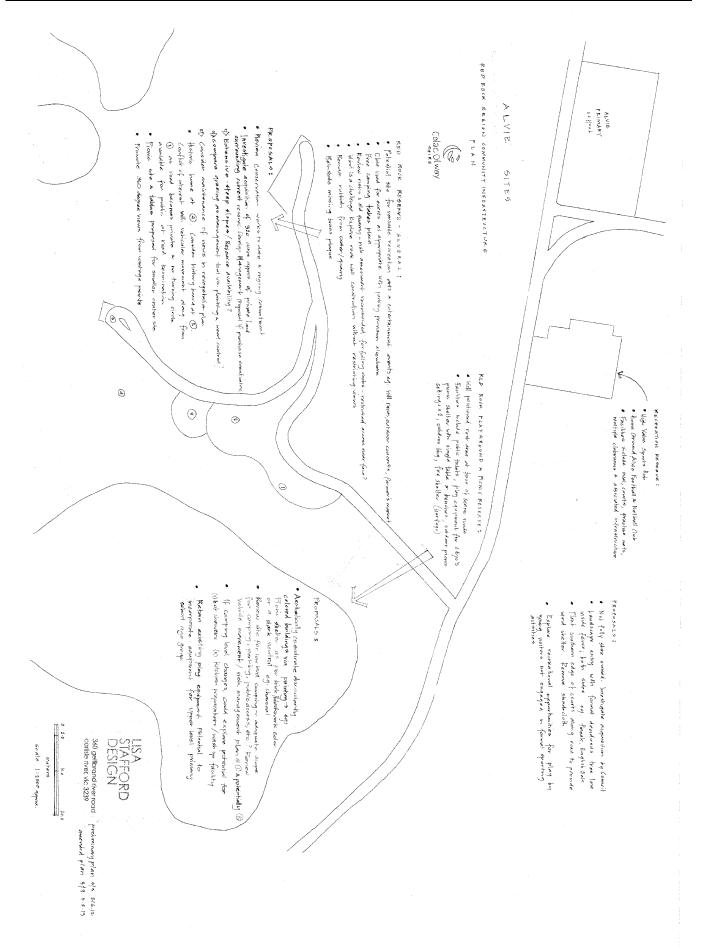
It will also be essential to ensure existing relationships with State and Federal Government Departments are maintained to explore existing and future funding opportunities.

The community will need to consider its priorities for these potential programs to ensure the needs and requirements of the community are adequately catered for.

| Appendix 1 Red Rock Region Community Infrastructure Plan. |
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| Appendix 2 Red Rock Region Community Infrastructure Plan — Cororooke Town. |
| Appendix 3 Red Rock Region Community Infrastructure Plan — Alvie Sites. |
| Appendix 4 Red Rock Community Survey Results. |
| Appendix 5 Sketch concepts for consideration. |
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| Category | Proposal Details | | Priority |
|--|--|---|----------|
| Camping | New Camping Area
Possibly utilise existing areas | via - liaison with other committees - Sports Grounds
or upgrade/addition in existing desirable areas eg
Red Rock | 2,1 |
| | Should we promote camping? | (Comment -in the future after other development) | 2 |
| Tidy/landscape
enhance
existing beauty spots | Red Rock | Remove rubbish from crater/quarry type area in reserve area Investigate reinstatement of missing brass plaque General "clean-up Australia" activities | 4,4,5,5 |
| | Corangamite Lake Foreshore
(Comment - work in conjunctions with
Alvie School submission) | Rehabilitate Foreshore - removal of debris
Removal of old pine trees & non native vegetation along roadside,
removal of weeds | 1A,1,1,5 |
| | | Liaison needed with various authorities - will need plan specific to this project - possible native vegetation plan by arborist / garden planner | 4,2 |
| | | Pelican breeding area | ယ |
| | Shire Gravel Dump sites | Seek other sites for this - remove from areas where unsightly (ie currently near schools) | 2,4 |
| Farmers Market | Investigate possible include as part of 2 day district "showcase" type event | One local organisation already looking at this - will liaise
(Eppy Hickey has started some investigation - liaise?) | 5,5,1,4 |
| Farmqate Sales/Trail | Produce brochure highlighting | Brochure to possibly have map, days available etc | 5,1 |
| Trades Brochure | local produce Listing local trade supplies | | 4,3 |

| District Hub | Work on retaining Cororoke shop | | 2,5,1 |
|---|---|---|-------------|
| Events | | | |
| Cycling | Possible cycle race | Annual/bi-annual? Route to finish top Red Rock. "Twin Peaks" | 4,2,4 |
| Billy Cart Race | Down Red Rock | Safety issues to check | 3,4 |
| Foot Race | Red Rock Fun Run - In stages | Possibly as part of another larger event Funds to Charity? | 3,4,1,4 |
| Aust Day Cancer
Council Activities | Warrion holds BBQ breakfast | Patronised by people outside district; Needs to be promoted locally | ა
ა |
| District Christmas
Party | Currently two held Cororooke & Warrion Join as a District Christmas Party | Join as a District Christmas Party | 4,6,5 |
| Opera/Music Festival | Opera at the Rock
"Red Rocking" Festival | | 4,4 |
| Facilities New/Addition | Facilities New/Addition BBQ Facilities/Picnic Tables | At Tennis Courts? Halls? Are there other suitable areas | 3.2 |
| or expansions | Public Toilets | Cororooke Hall? Other | 3,1 |
| | Playgrounds & play equipment | More equipment at Red Rock
Possible area at Cororooke Hall
Other suitable areas? Possibly as part of Foreshore Plan | <u>ဒ</u> ,ဒ |
| Health & Fitness Tourist & Local Activities | District Walk | Possible start at St. Brendan's - connect to Warrion Hill; or Red Rock to Warrion Hill (it would be through private property) | 4,4,1,3 |
| | Crater Walk | Down one side & up the other (& return if sufficient stamina) | 5,2,3 |
| | | | |

| ω | Euchre Night (fundraiser by local School) 3rd Wed of each month - requires promotion in District | Euchre Night (fundraiser by local Sch | |
|------------|---|---------------------------------------|--|
| 8,5,2 | Possibly Old Bakery at Cororooke/ any other areas eg Halls | Area for display & activities | |
| _ | Children's' Art Display
Public Artists Display | Display Art in Public Halls | Arts Displays/
Activities |
| 1,1,4 | of the Area; who were the pioneers | History of the Area | |
| | Static photo display/record in local Halls of the historical development | Floating Islands | Promote via brochure & or signage |
| 1b,2,4 | And specifically a section know as Gunn Alley - is thickly vegetated and quite unique | Stony Rises | |
| 2,3,4 | | Red Rock
Stone Walls in area | Scenic Areas to promote for local & tourist interest |
| 4,3,3 | Lake Corangamite, access via the Lineens Road | Canoeing | |
| 5, 5, 2, 3 | Around Lake Foreshore & other scenic areas Safe cycling area for children | Bicycle paths | |
| 4,4,3 | Possible difficulties with open days but perhaps recognise in brochure with photos & indicate areas where viewing possible from distance (if applicable); signed on gateway with brief history - history walk | Historic Homestead | |
| 5,1,3 | All line now in private property - various owners & titles Could be included in District Scenic brochure; signposted along road at indicating key points | Rail Trail | |

| Major Public Area/ | | | |
|--------------------|---|---|----------|
| Park | Acquire approx.320 acres of | Would require large/long term fundraising for this group | 6,4,2 |
| Expansions | private land surrounding Red Rock | to achieve. | |
| | Tower Hill or similar Park/Reserve | Possibly lobby appropriate Govt. Authorities to purchase | |
| | | to include as part expanded Geo Park/Heritage Area. | |
| | Indoor Equestrian Area | Include Riding for Disable & junior type events in plan/proposal | 2,1 |
| | | | |
| New Residents' | Create Welcome Pack with | Where things are, what is there - local facilities, shops, | 7,3,1,5 |
| | Local information | banks, doctors, chemists, local tradies, etc. | |
| | | | |
| Communication | Red Rock Rag (Newsletter) | Offer of website partnership, various drop areas for notices School/Church newsletters - liaise with Colac Herald: Noticeboards | 4,2,5 |
| | Any other means we can access | | |
| | | (Frank de Lorenzo possibly for this) | |
| | | | |
| Community Safety | Reduction of speed limit through Alvie township | Petition to VicRoads | <u> </u> |
| | Dod Dook turnoff from main road | | 0 2 2 |
| | | | |
| | T-intersection at Alvie School | Difficult to see if driving east from Alvie School | 2 |



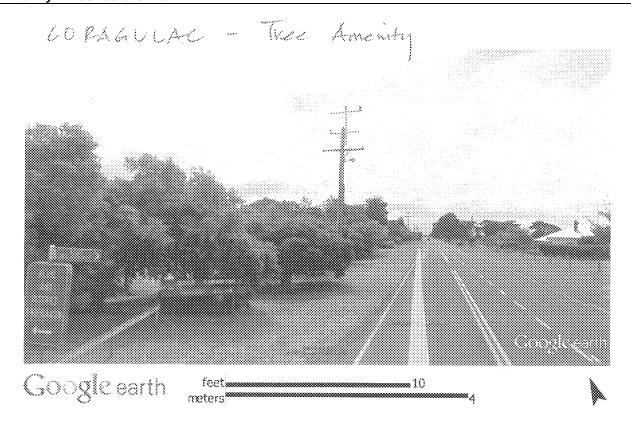
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ZORAGULAL - South Entry



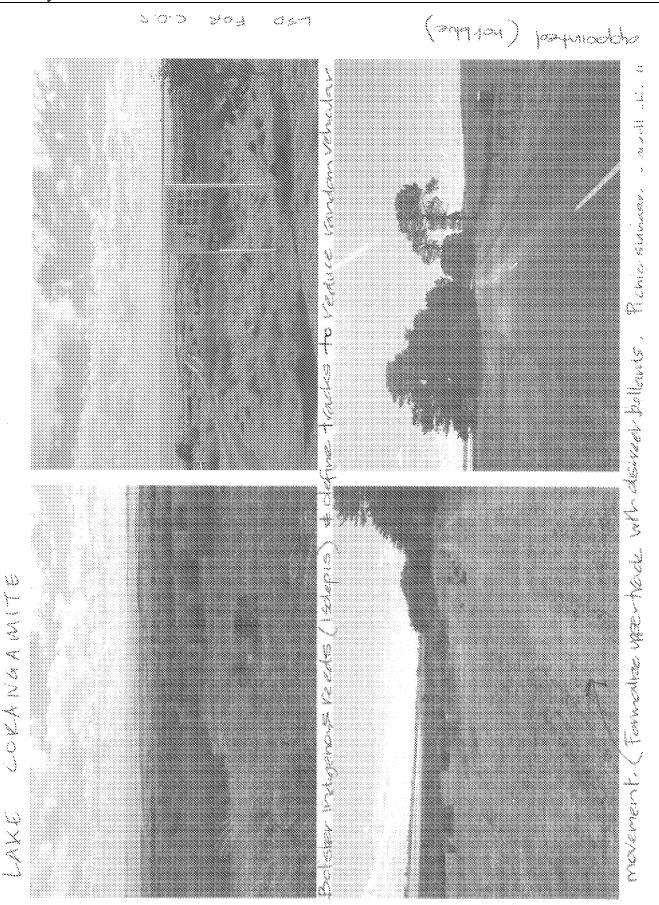


EN-ROUTE RED ROCK = LOW VISUAL quality due to lower sign

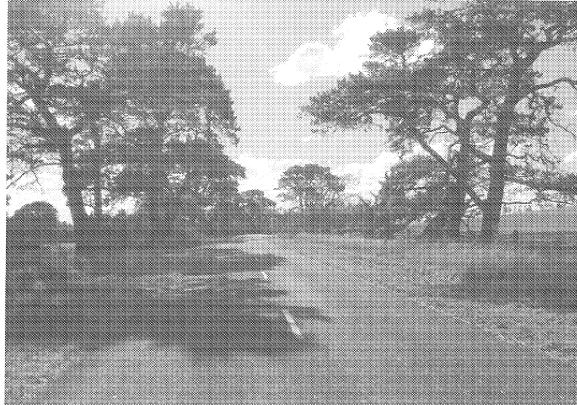


Date Palm's have high usual value of long term appeal

LUGA STAPFORD DESIGN FOR CO.S.

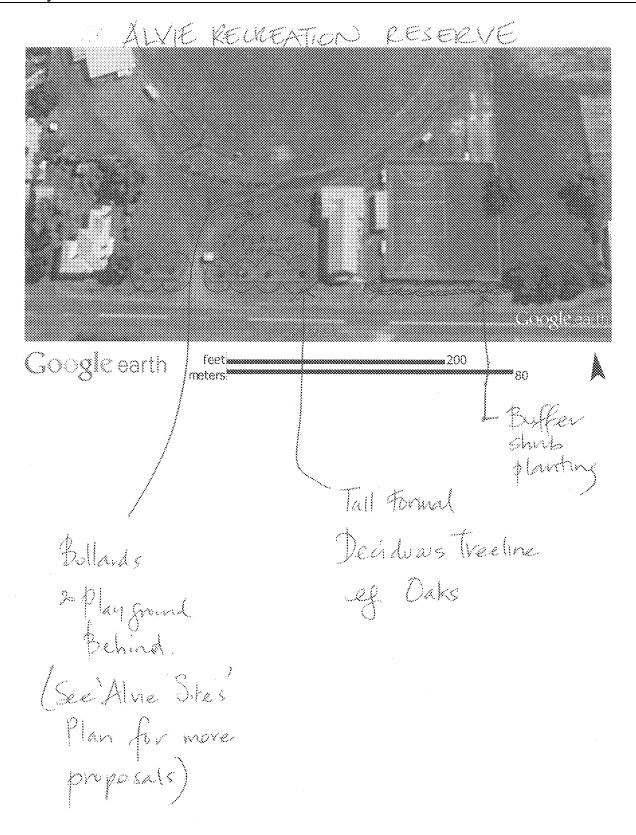


TREES IN THE CANDSCAPE - BAYINGS ROAD



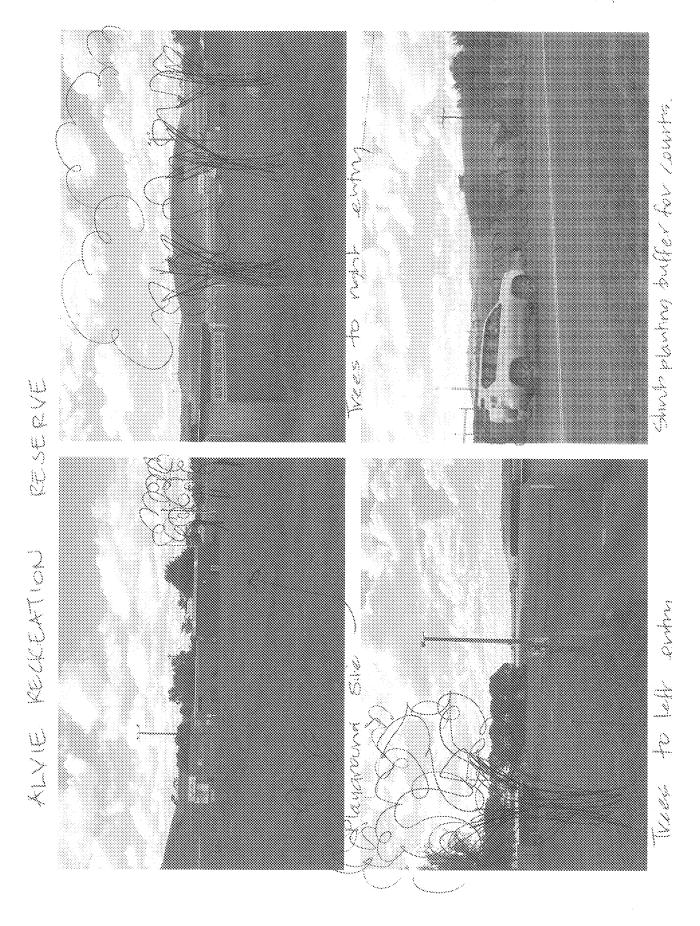
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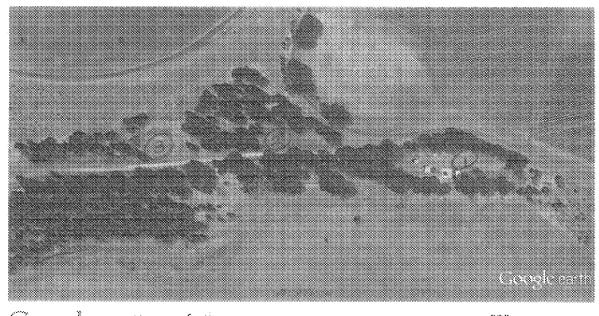
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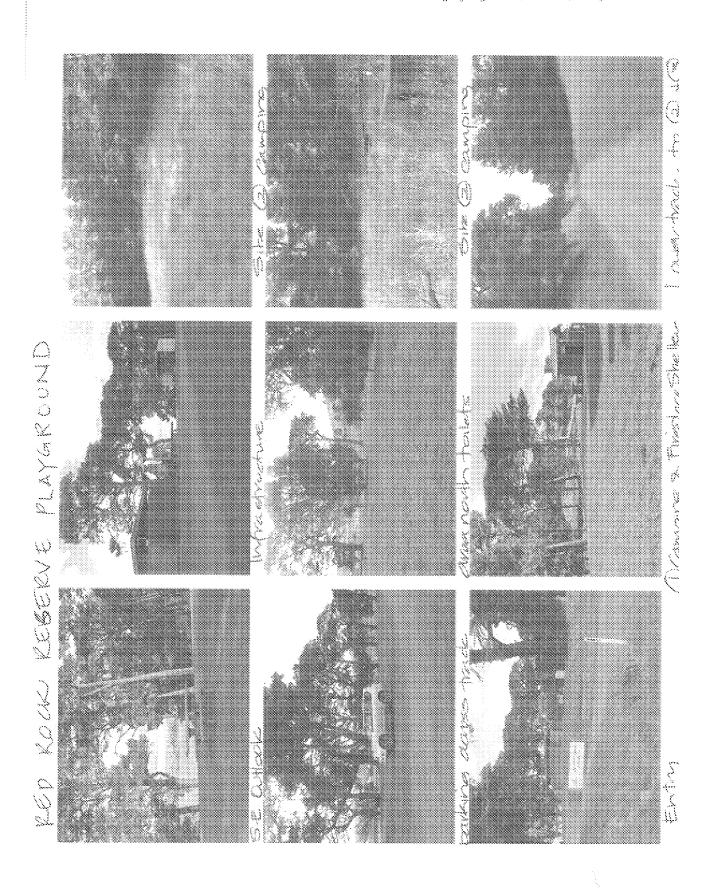
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LISA STAPPORD PESIAN FOR CO.S

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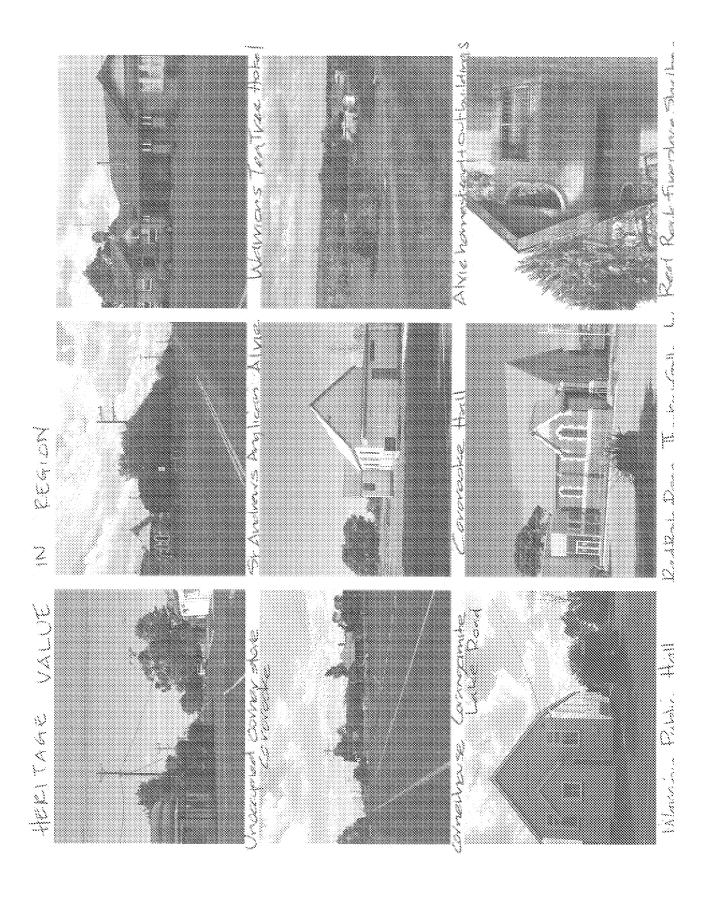
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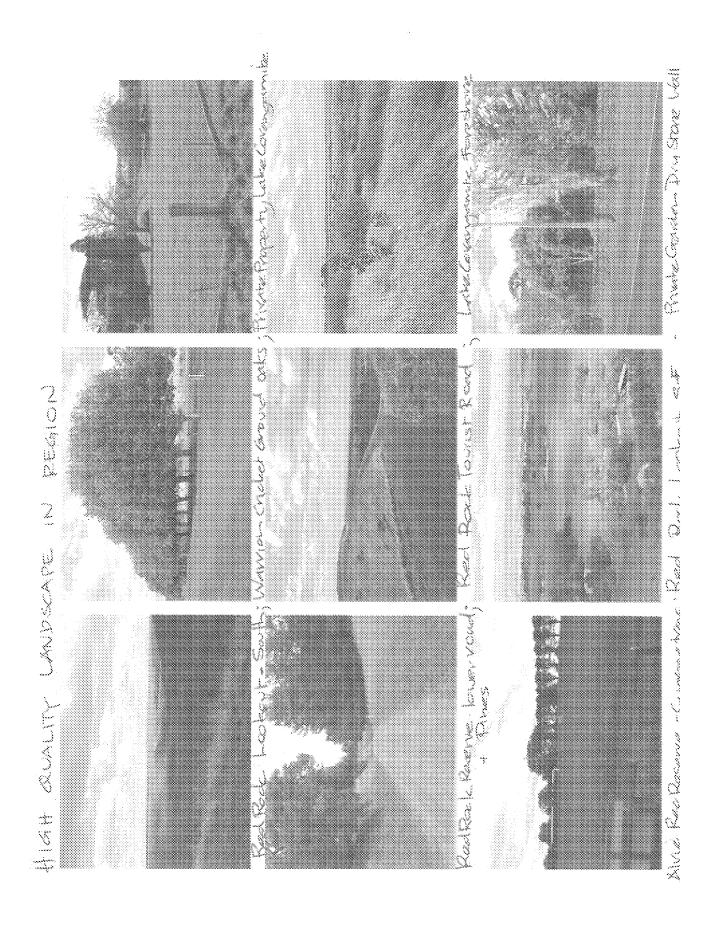
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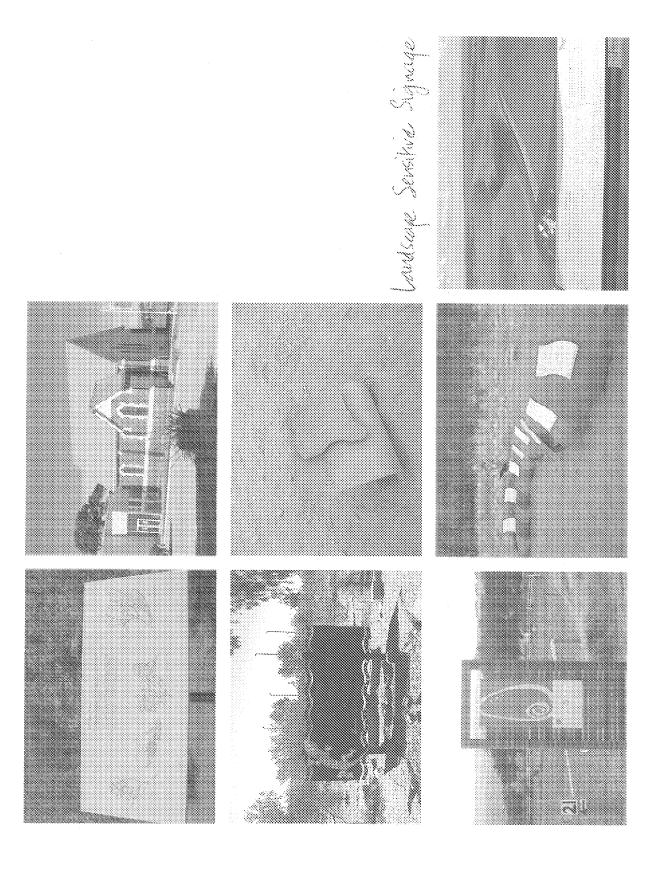
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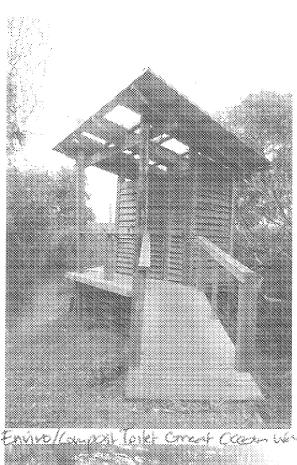
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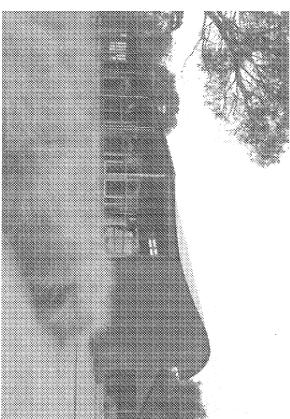
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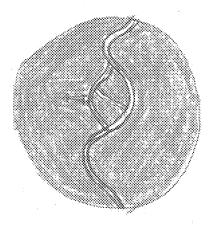


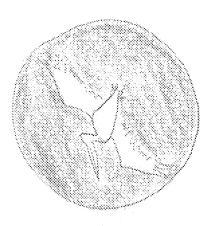


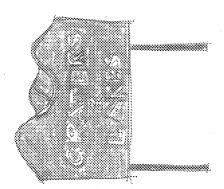




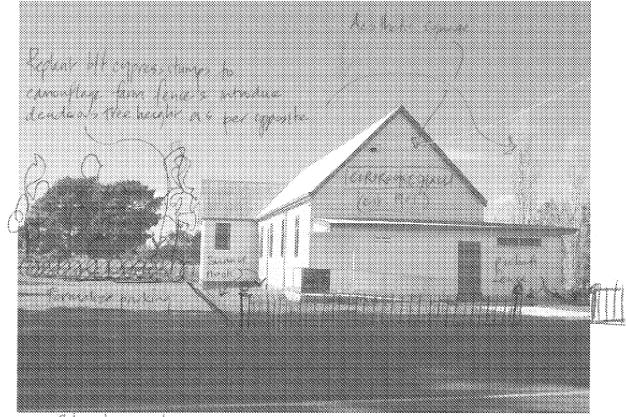






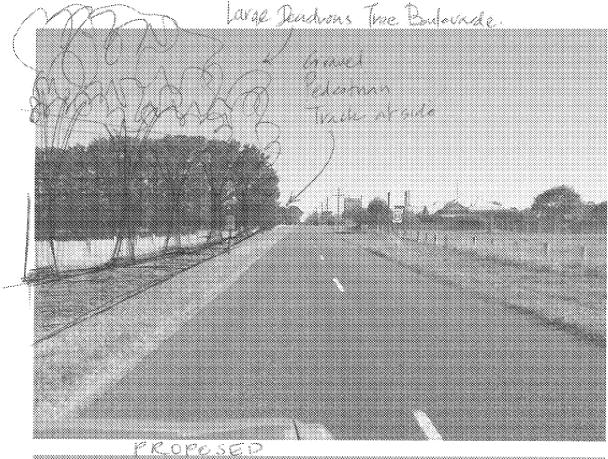


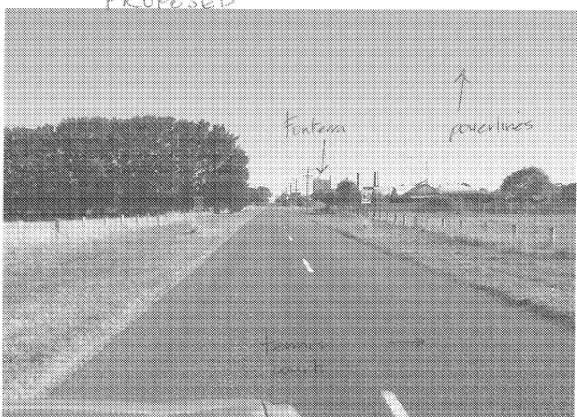
COROROCKE PUBLIC HALL





Charming approach - trees, pickett fine, voofline





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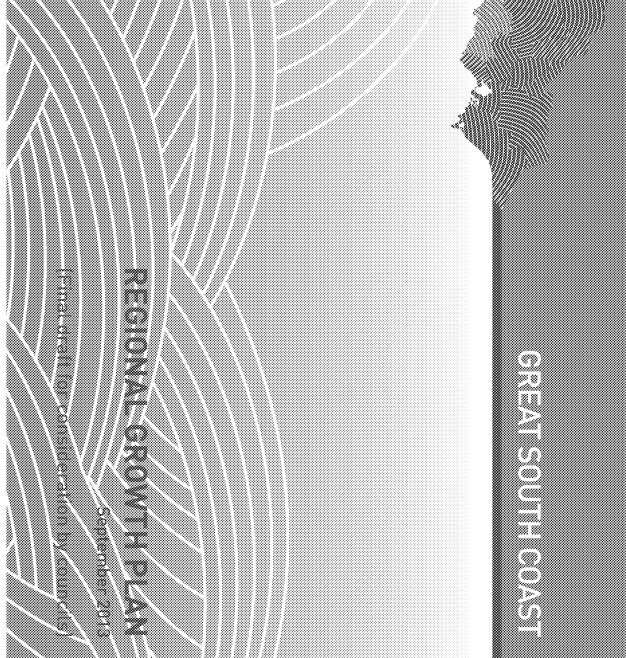












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| 11.4 Health, education and research 11.5 Alternative energy production 11.6 Food and fibre production 11.7 Port of Portland 11.8 Marine environment and assets 11.9 Tourism 11.10 Natural resources | 11. Regional economy 11.1 Overview 11.2 Rural land use 11.3 Business, industry and services | PART C TOWARDS THE REGIONAL GROWTH PLAN (REGIONAL LAND USE FRAMEWORK) | Shapehot of the region Drivers of change Challenges for growth Vision for the region Privarious to achieve the vision | • | EXECUTIVE SUMMARY PART A INTRODUCTION 1. What is a regional growth plan? 2. Why we need this plan 3. How this plan will be used |
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27
28
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| PARTE DELIVERING REGIONAL GROWTH 16. Implementation | 14.4 Social infrastructure PART B RESIGNAL SROWTH PLAN 15. Future directions for regional growth | 14. Regional infrastructure14.1 Overview14.2 Water, energy and utilities14.3 Transport networks | 13.8
13.9
13.1(| | Environment and heritage Overview Environment and heritage assets Autural hazards and risks Living in the region Overview Regional settlement strategy |

| | | The eight regional growth plans Great South Coast Regional Growth Plan boundaries Current population projections Strategic assets Economic facts Key linkages outside the region | 1 1 0 9 7 2 |
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| | | Strategic assets | \pm |
| Strategic assets | | Economic facts | - |
| Strategic assets Economic facts | Figure 6: | Key linkages outside the region | 7 |
| Strategic assets Economic facts Key linkages outside the region | Figure 7: | Future economic directions | N |
| Strategic assets Economic facts Key linkages outside the region Future economic directions | Figure 8: | Strategic energy options | N |
| Strategic assets Economic facts Key linkages outside the region Future economic directions Strategic energy options | Figure 9: | Environment and heritage future directions | ယ |
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| Strategic assets Economic facts Key linkages outside the region Future economic directions Strategic energy options Environment and heritage future directions I: Future regional settlement framework | Figure 11: | Warrnambool strategic framework | 4 |
| tions | Figure 12: | Hamilton strategic framework | ப |
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ture | Figure 19: | Figure 19: Implementation actions | 82 |

GLOSSARY

or ceremonial significance, places where traditional plant or mineral resources formation or landscape, an archaeological site, as well as a building or structure of the land. An Aboriginal place can be an area of land or water, a natural feature occur, or trade and travel routes. no physical evidence of past cultural activities. These include places of spiritual Aboriginal cultural heritage also includes intangible places where there may be Aboriginal human remains. They tell the story of Aboriginal use and occupation Aboriginal cultural heritage: means Aboriginal places, Aboriginal objects and

and bioenergy. gas. Other alternative energy sources include wind, geothermal, solar, wave Alternative energy: energy generated from renewable sources and natural

Bioenergy: energy generated from organic matter, such as agricultural waste.

Environmental asset: a tangible bio-physical element of the environment, for Cultural heritage: captures both Aboriginal cultural heritage and historic heritage Central Business District (CBD): the area comprising the core commercial, civic and community functions of a town

example, terrestrial habitat, waterways, significant landscapes and soil

including ecosystem services such as nutrient filtration, research and education valuable or important based on environmental, social or economic values, **Environmental value:** the attributes of an environmental asset that make it

Attachment 1 - GSC Regional Growth Plan - Final Draft - September 2013

Extractive Industry Interest Area (EIIA): identified areas around major centres in Victoria where it is possible that a quarry could be placed within defined constraints.

stored and dispatched. These precincts may support port, airport or rail and road Freight and logistic precincts: places where large volumes of freight are received distribution centres within the broader precinct of complementary freight and intermodal terminals and may include manufacturing activity, warehouses and freight-related activities



Higher order services: services that are only provided in a limited number of locations such as regional cities and regional centres, and have a large catchment area typically associated with expanding populations and/or specific needs of a region.

Historic heritage: refers to the fabric of our past that we value today and includes archaeological sites, buildings and precincts, structures, gardens, trees, cemeteries, cultural landscapes, shipwrecks and significant objects and artefacts.

Housing diversity: the provision of a range of different housing types to suit different ages, lifestyles and incomes.

Growth corridor: the area this plan identifies as experiencing higher levels of economic and-or population growth, including focusing urban development towards existing settlements and yet still supporting development opportunities throughout the region.

Infill development: the development of additional dwellings in established urban areas.

National Broadband Network (NBN): a high-speed internet network being rolled

out across Australia

Nature-based tourism: any activity that relies on experiences directly related to natural attractions including ecotourism, adventure tourism, wildlife tourism and extractive tourism.

Natural hazard: a naturally occurring source of potential harm or a situation with the potential to cause loss, for example, bushfire or flood.

Natural resources: naturally occurring commodities such as oil, gas, sand and

stone, minerals, fisheries, timber or solar energy potential.

Overlays: planning scheme provisions generally related to a particular issue, such as heritage or flooding.

Planning scheme: policies and provisions for the use, development and protection of land, prepared by councils or the Minister for Planning.

Begins 1: The theory of the protection of the Minister for Planning.

Regional cities: the 10 largest cities outside metropolitan Melbourne (Ballarat, Bendigo, Geelong, Horsham, Latrobe, Mildura, Shepparton, Warrnambool, Wangaratta and Wodongal. The relevant municipalities are represented by the Regional Cities Victoria group and together they advocate a whole-of-government approach to delivering services and infrastructure.

Rural residential land: land in a rural setting that is used and developed for dwellings that are not primarily associated with agriculture (i.e. generally includes lot sizes smaller than surrounding farms).

Sensitive uses: land uses that have high amenity expectations such as housing.

Sensitive uses: land uses that have high amenity expectations such as hous schools or hospitals.

Social infrastructure: includes community facilities, services, and networks that

Terrestrial habitats: are combinations of biological and physical features of the landscape (including native vegetation, fallen timber and litter, soil, rocks, etc.) that enable populations of each native plant or animal species (or group of species) to live and reproduce. Features can be considered at the site scale, for example, the food sources used by individuals, and the landscape scale, for example, the linkages used for movement between areas, or the refuges used to cope with disturbance events.

The Great South Coast Regional Growth Plan provides a regional approach to land use planning in the Great South Coast region. It covers the municipalities of Corangamite, Glenelg, Moyne, Southern Grampians and Warrnambool.

The Great South Coast region is a significant contributor to Victoria's prosperity and liveability. Agriculture, manufacturing and healthcare contribute around 40 per cent of its Gross Regional Product of over \$4 billion per annum. It is a highly productive region and exports nationally and internationally. The region is also highly valued for its liveability, heritage and environment by local people and the many thousands of visitors who are attracted to the region each year.

The plan provides the land use planning framework to underpin a prosperous and sustainable future for the region. The plan supports economic and population growth, building on regional strengths and opportunities. It also identifies that infrastructure, services and workforce will be needed to harness the potential and benefits of growth.

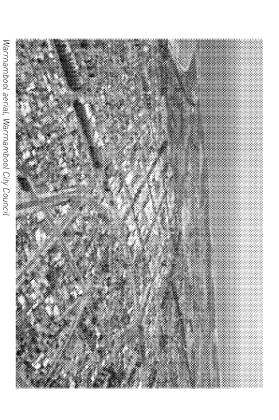
The plan identifies opportunities for encouraging and accommodating growth and managing change over the next 30 years by:

- providing a clear picture of regional level growth challenges and opportunities $% \left(\mathbf{r}_{i}^{\prime }\right) =\mathbf{r}_{i}^{\prime }$
- identifying two primary growth corridors for population and economic growth, capitalising on the region's competitive advantages, opportunities and strengths
- supporting a population target of 142,000 for the region by 2041
- identifying that economic opportunities will underpin growth and prosperity, including industry productivity, diversification and a Gross Regional Product of \$4.29 billion outlining the land and infrastructure issues that may impact growth
- identifying important regional economic, environmental, infrastructure, community and cultural assets and resources to be preserved, maintained or developed

aligning with supporting strategies and studies

being an enabling document that facilitates growth, building on and

outlining the potential impacts of climate change and exposure to natural hazards (especially bushfire and flood) that may impact growth.



Regional Growth Plan GREAT SOUTH COAST

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The plan contains a 30-year vision for the Great South Coast

The Great South Coast region will create a thriving, multifaceted and resilient economy, while valuing and managing our natural resources and environment. Our people will be healthy, well educated and have great lifestyle choices. We will work together for a stronger, more prosperous, equitable and liveable Great South Coast.

The following principles have been identified to achieve this vision

- Strengthen the region's economy through increased industry diversification, innovation and development
- Attract more people to the region
- Enhance our liveability through improved health, education and standards of living
- Build on our network of towns and the roles played by them
- Manage and utilise our strategic assets and support agricultural productivity
 Sustainably manage our natural resources and environmental assets

Enhance equity of access to infrastructure, facilities and services

Strengthen connections to other regions

Ensure that land and infrastructure needed to support growth

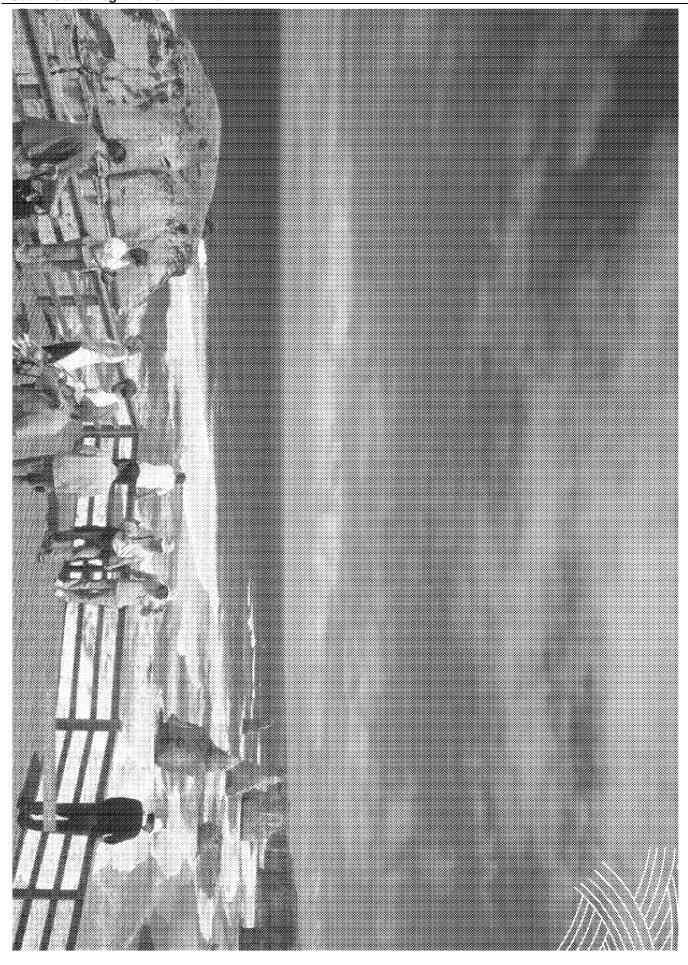
are identified and appropriately planned

decision making. It encourages implementation of actions contained both in this document and the Great South Coast Regional Strategic Plan. The plan builds on the work and directions within the strategic plan. This includes alignment with the vision and future settlement framework, continuation of key themes and providing land use responses to opportunities and drivers of change.

The plan is flexible and provides guidance to local level planning and

This plan has been prepared through a partnership between the State Government and regional councils, including input by the Colac Otway Shire, which adjoins the Great South Coast region to the east.

This plan has been developed through research and identification of growth issues, regional workshops and analysis of information provided by all partners in the process. This has included consultation on potential strategic directions for the plan that were published in November 2012. The plan is supported by a background report that provides detailed data and information on the plan's development.





What is a regional growth plan?

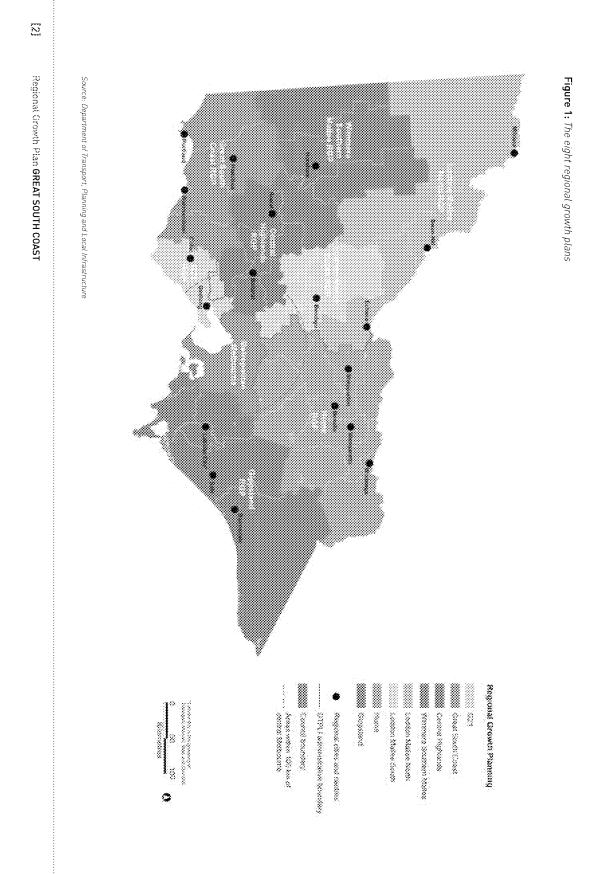
cities and centres They also provide more detailed planning frameworks for key regional for land use and development across regional Victoria (refer to Figure 1).

between local councils and state government agencies and authorities change in regional Victoria. They have been developed in a partnership They reflect both state and local government objectives The regional growth plans are the next stage in planning for growth and for the state. Collectively the regional growth plans will inform a 'Vision Strategy being prepared for Melbourne, will provide long-term plans Regional growth plans, together with the new Metropolitan Planning

Eight regional growth plans are being developed to provide broad direction strategic land use direction and beyond, allowing for some short-term actions, and provide long-term Regional growth plans provide a long-term view of the region to 2041 The Great South Coast Regional Growth Plan considers a wide range of

regional strategic plans that were prepared across regional Victoria The regional growth plans respond to directions established in the residential, commercial and industrial development and the protection of land uses and land use planning responses relating to agriculture, tourism

between 2007 and 2010.





Strategic directions of the Great South Coast Regional Strategic Plan

1. Position the Great South Coast for economic growth

Our healthy economy faces new challenges in securing skilled workers, providing suitable employment land and improving infrastructure efficiency to allow growing and emerging industries to compete in a global market. These include:

- agriculture, forestry and fishing the cornerstones of the Great South Coast economy
- manufacturing adding value to our primary assets
- new and renewable energy a major opportunity for the region and Victoria
- tourism a broader and greater yield from nature-based and cultural heritage tourism.

improve connections

Strong physical, electronic, environmental and social connections are vita ingredients for a prosperous, equitable and sustainable region, including:

* transport – productivity, liveability and sustainability

* power and telecommunications – economic competitiveness

- power and telecommunications economic competitiveness and social cohesion
- social networks and infrastructure critical and challenged

Sustain the natural assets of the Great South Coast

Addressing environmental challenges including climate change, water security, land use and health of our ecosystems. Issues include:

- natural resources valuable and vulnerable
- climate change impacts unprecedented terrestrial, aquatic and human challenges
- settlements and land use managing our land, towns and populations

Strengthen the communities of the Great South Coast

People's access to transport, education, health services, housing and support networks will help determine the strength of the region's future Key challenges include:

- skills, jobs and education a smarter, more skilled community and workforce $% \left(1\right) =\left(1\right) +\left(1\right$
- health and wellbeing living longer, healthier and more active lives
- healthy liveable communities a fairer Great South Coast.

Increase collaboration in the Great South Coast

Leadership, communication, strong commitments to agreed priorities and innovative ways of getting things done will take the plan from vision to reality. Important aspects include:

- governance and resources getting ready to implement the plan
- prioritising projects addressing the strategic goals of the plan
- measuring results checking progress and adjusting the course.

Why we need this plan

use objectives coordination and future planning of infrastructure to support regional land regional land use planning policy. They will provide the basis for regional Regional growth plans will translate and integrate emerging statewide

This plan will:

- establish a framework for strategic land use and settlement planning that can sustainably accommodate growth
- identify important economic, environmental, social and cultural resources to be preserved, maintained or developed



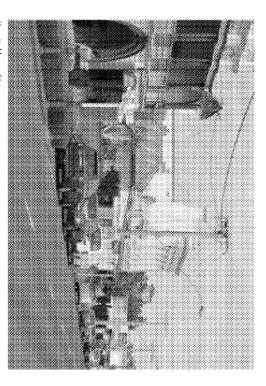
regional goals

and change. It will be a strategic document that identifies long-term land uses and growth objectives. The plan is not intended to identify specific The plan will provide a regional strategic land use framework for growth infrastructure but rather inform priorities and directions at a regional scale

that will guide future land use planning

as planning for key resources, waste, tourism and heritage. will not reduce attention on local issues or replace local planning. For example, the plan may identify future industrial and other employment The plan will provide solutions to common issues across the region but locations or recommend consistent regional approaches to matters such

and population growth and does not necessarily mean outward expansion of settlements The term 'growth' used in this document refers to both economic growth



Koroit, Moyne Shire

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Regional Growth Plan GREAT SOUTH COAST



- provide direction for accommodating growth and change including rural activities residential, employment, industrial, commercial, agriculture and other
- show which areas of land can accommodate growth and which are to be maintained
- an essential contribution to the long-term sustainability of the region identify opportunities for supporting regional level infrastructure, providing

The plan will help councils by streamlining planning policy and potentially reducing their strategic workload. It will also contribute to broader



You me plan will be used

Implementation of this plan is critical to achieving several strategic directions for growth and change.

Short-term implementation priorities include:

- amending planning schemes to include key elements of the plan
- developing a detailed implementation plan focusing on infrastructure planning to identify regional infrastructure investment priorities and guide the timing of delivery
- where required, facilitating further detailed work and investigations as identified in this plan.

The key land use planning directions of the plan will be implemented through

infrastructure plans, land supply monitoring and other projects.

The implementation plan will set out the land use policies, strategies and actions identified in the regional growth plan and provide timelines and responsibilities for each of the items. This will provide greater certainty on infrastructure priorities to inform future decision making about growth and development.

the state planning system as it is applied through each council's planning scheme. The plan will be used to guide and inform future land use planning across the Great South Coast region, including subsequent reviews of each council's municipal strategic statement. This will support decision making at a local level, specific amendments to planning schemes, preparation of



Hamilton streetscape, Southern Grampians Shire

How the plan was prepared

growth issues, regional workshops and analysis of information provided by project partners This plan has been developed through research and identification of

and community links to the Great South Coast region, the council has also Geelong and surrounding municipalities), but given its strong economic Otway Shire is included in the G21 Regional Growth Plan (for Greater Southern Grampians Shire Council and Warrnambool City Council. Colac Corangamite Shire Council, Glenelg Shire Council, Moyne Shire Council, The plan was prepared in partnership between the State Government,

The process for preparing the plan was as follows:

- Project establishment
- Establish the plan's strategic directions-

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- Prepare draft regional growth plan
- Prepare final regional growth plan

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website www.dtpli.vic.gov.au/greatsouthcoast/rgp the Department of Transport, Planning and Local Infrastructure (DTPLI) A brochure identifying strategic directions for this plan is available on

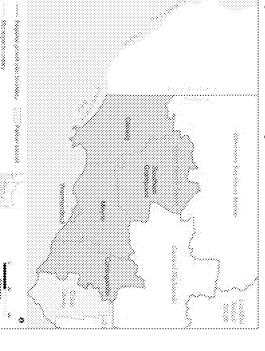
A background report containing additional information that supports this plan is also available on the DTPLI website

Regional Growth Plan GREAT SOUTH COAST

Farming near Casterton, Glenelg Shire

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Source: Department of Transport, Planning and Local Infrastructure



Components of this plan

Fart A: introduction – provides an overview of the context of this plan and how it was prepared.

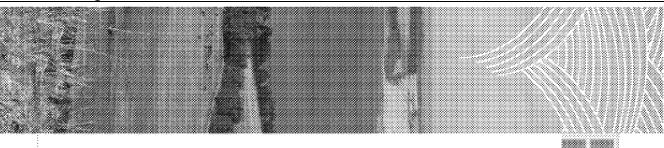
Part B: Regional overview – provides a snapshot of the region, a vision for the region and land use principles to achieve the vision.

Part C: Towards the regional growth plan – regional land use framework, which outlines land use directions and future actions in relation to the economy, environment, urban and rural settlement and infrastructure. Part D: Regional growth plan - provides an integrated strategic plan for

Fart \mathbb{E}_r Delivering regional growth – outlines how the plan will be implemented and progress monitored.

growth and change, bringing together the key directions outlined in Part C.





land use challenges and a vision for a desired future for the region Part 8 of the Great South Coast Regional Growth Pish provides a broad overview of the region including drivers of growth and change

Warrnambool is the largest urban centre, with a population of 29,130

Snapshot of the region

South Coast region are outlined below. The key economic, environmental and community assets of the Great

surrounding regions and major regional centres lifestyle choices. These advantages are reinforced by strong links to amenities and it boasts a strong and diverse economy and a range of The region is rich in environmental assets, natural resources and

Population and selllement

a population target of 142,000 for the region by 2041 plan supports growth at a higher rate than current projections, including This figure is projected to reach 124,798 by 2031 and 131,239 by 2041. This In 2011, the population of the region was 101,624 people (see Figure 3).

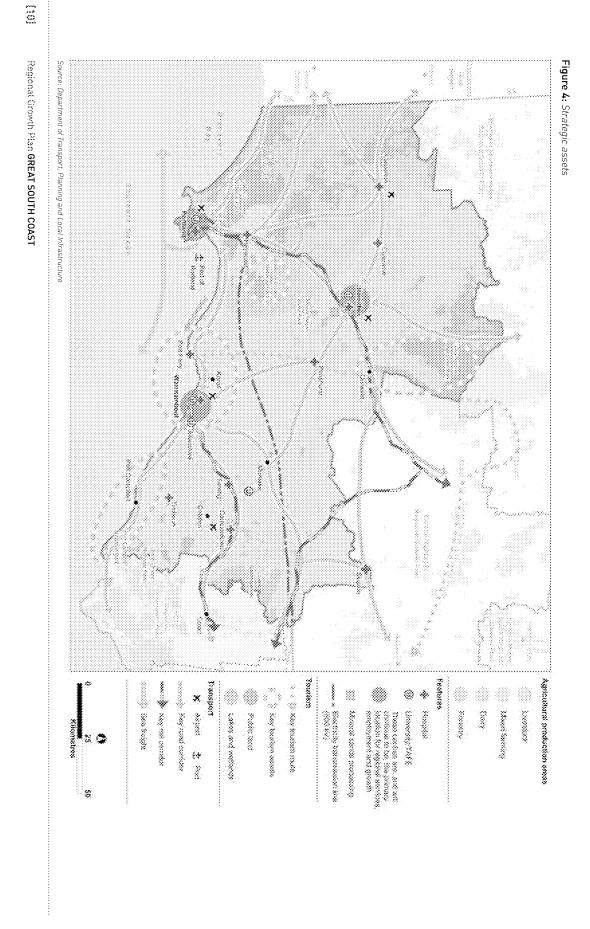
| 43,934 | 39,416 | 32,592 | Warrnambool |
|--------|--------|--------|--------------------|
| 19,004 | 18,256 | 16,510 | Southern Grampians |
| 19,884 | 18,496 | 16,175 | Moyne |
| 23,155 | 22,214 | 19,843 | Glenelg |
| 18,821 | 18,172 | 16,504 | Corangamite |

Figure 3: Current population projections

the number of dwellings required to house the forecast population will is forecast to grow from 22.9 per cent in 2011 to 31.3 per cent by 2031 while in the region as a whole the representation of these age groups is projected to increase from 20.4 per cent to 27.5 per cent by 2031, percentage of the population over 60 years in the City of Warrnambool increase at one per cent per annum, which will be faster than the rate household size across the region reduces from 2.5 people to 2.3 people Population changes in the region will have significant impact on the Significant demographic changes are forecast in the region. The Approximately 50 per cent of the region's population lives outside these 2011, followed by Portland [9698 people] and Hamilton [9307 people] number and nature of households and dwellings. As the average main population centres

The region's strategic assets are shown in Figure 4

of population growth



Economy and employment

Agriculture is the dominant land use and a significant economic driver and employer in the region. The region provides a significant contribution to national agricultural production and has demonstrated flexibility and resilience in rural production due to moderate temperatures and good rainfall. The main agricultural industry is dairying across the south with significant forestry in the west and increasing livestock and grains industries in the north. Various commercial aquaculture industries and recreational fishing activities take place along the coast and in the region's lakes, estuaries and rivers. Manufacturing, retail and healthcare sectors are significant contributors to the regional economy and important employers. Education institutions also generate significant employment white adding to the knowledge and research capacity of the region.

There is a growing professional and service economy within the region. The region is also a hub for alternative energy production with established geothermal, natural gas, wave and wind energy projects either in operation or with planning approvals.

Figure 5: Economic facts

| Median individual income (\$/week) [i] | Median individual income (\$/week) (i) \$501 |
|---|--|
| Estimated labour force (2011) (ii) | 29,116 |
| Major industry of employment (iii) | Agriculture, forestry, fishing (18 per cent) |
| Unemployment rate (2011) (iv) | 517 per cent |
| Number of businesses [v] | 11,469 |
| Grass Regional Product 2011 (vij) | \$4.29 billion |
| Total value of trade through
Port of Portland (output) (vii) | \$2 billion |
| Milk production [viii] | 2.1bn (titres per year from 1500 farms and 440,000 cows (strategy to increase to 3 bittion per year by 2020) |

Source: (i) ABS Census, Usual Resident Population; (ii) ABS Census, Usual Resident Population; (iii) Access Economics 2011; (iv) DEEWR Small Area Labour Markets estimates, smoothed series 2011; (v) ABS Census, RDV 2012; (vi) RDV unpublished data 2011; (vii) Port of Portland 2009, Port Land Use Strategy 2009; (viii) West Vic Dairy.

Transport and access

The state road system in the region forms part of a radial network focused on Melbourne, Geelong and Ballarat. The two major east-west highways are the Princes Highway and Hamilton Highway. The Glenelg Highway crosses the northern part of the region, linking Ballarat to Hamilton and Mt Gambier in South Australia. The Great Ocean Road hugs the coast. The two major north-south corridors are the Henty Highway between Portland and Hamilton and into the Wimmera region to the north and the Hopkins Highway between Mortlake and Warrnambool.

The most important of these corridors is the Princes Highway, which links Melbourne, Geelong and all the major southern centres of the region – Colac in the G21 region to the east, Camperdown, Terang, Warrnambool, Port Fairy, Portland and then west to Mt Gambier. The Henty Highway is the other key transit corridor, linking Portland to Hamilton, the Wimmera and northern Victoria.

The region contains two railway corridors. The standard gauge line that links Maroona, near Ararat, with Portland is a branch of the Australian Rail Track Corporation corridor between Melbourne and Adelaide, and is used principally for freight traffic. The second rail corridor is the broad gauge Warrnambool-Geelong-Melbourne line, which carries both freight and passengers.

The Port of Portland is a deep water bulk-handling port that is of state and national significance. It handles increasing volumes of commodity exports and is a potential future entry point for tourists. There are several airports located throughout the region that cater for a range of commercial-, emergency- and tourism-related services.

Environmental assets and natural resources

and wetlands to volcanic cones, lakes and plains. the region and a range of other significant features, ranging from rivers the region. There is rainforest in the Otway Ranges in the south-east of diverse landscapes reflect the geological, climatic and human history of coastline in the south to the Grampians National Park in the north. These Together they form many significant landscapes, spanning the unique vegetation, important rivers and wetlands, and coastal and marine assets resources. Its environmental assets include extensive areas of native The Great South Coast region has diverse environmental assets and natural

and fibre production) and nature-based tourism such as recreational industry as well as critical to sustaining the lifestyle of its residents. They contribution to national food production high quality soils underpin the region's economic capacity including its fishing. The region's reliable water supply and rainfall together with supply needs, and support valuable industries such as agriculture (food provide habitat for flora and fauna, underpin the region's urban water The region's environmental assets are a major attraction for the tourism

resources, natural gas, coal, sand and stone resources The region's natural resources include native timber, fisheries, wind

Tacilliles and services

it function as a hub for the surrounding communities, providing access to in the network. For example, Casterton's medical and health facilities see of Portland and Hamilton also have a major service role. A range of inland regional medical facilities, to the whole region, while the regional centres smaller towns provide a specific service that is shared with other localities the region. There are several key settlement networks where individual and coastal small towns services the more sparsely populated areas of The regional city of Warrnambool provides higher order services, such as these services without people having to travel to larger centres

Cultural heritage and tourism

Cultural heritage and recreational assets underpin the high levels of amenity and liveability in the region Portland is the site of Victoria's first permanent European settlement. internationally known iconic Great Ocean Road and the Shipwreck Coast including Aboriginal¹ cultural heritage and historic heritage, the The region has a rich and diverse representation of heritage assets

part of the Great Ocean Road, the Grampians National Park, the Budj Bim tourism significantly. The region contains some of Victoria's best-known activities including markets and festivals, and has potential to grow heritage National Heritage Landscape, Lake Condah and the Kanawinka Geopark² national parks, landscapes and cultural heritage places. These include The region hosts a range of important recreational and cultural assets and

[12]

Regional Growth Plan GREAT SOUTH COAST

Throughout this document the term 'Aboriginal' is used to refer to both Aboriginal and Torres Strait Islander people. Use of the terms 'Koori', 'Koorie' and 'Indigenous' is retained in the names of programs

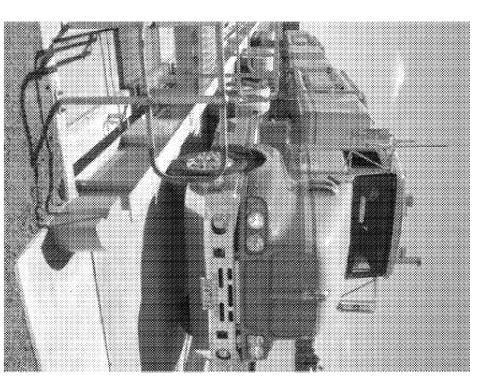
Kanawinka Geopark is Australia's first, and the world's largest, United Nations sanctioned geopark

unding regi

The region has strong links to neighbouring regions [see Figure 6]. Warrnambool, Portland and Hamilton play a major regional role by providing health, education, retail and business services to the western parts of the G21 region, southern Wimmera, western Central Highlands and eastern Limestone Coast [South Australia]. Freight and business interactions associated with major industries and agricultural production also connect the region to South Australia, and to the north and east. As one of the primary tourist attractions in Victoria, the Great Ocean Road links the region to the east, where Geelong acts as a gateway to Warrnambool from Melbourne. There are major transport linkages connecting production and markets

The proximity of Geelong to the east, and Ballarat to the north-east, means these cities are also important to the region, particularly for the provision of specialist medical services that may not be available in the region. There are opportunities to improve connections to these centres. Camperdown is intimately linked to other towns to its east, particularly Colac, with towns in the north-east of the region having strong relationships with the Central Highlands and G21 regions. The same connections and opportunities also apply in the west and north of the region where Mt Gambier and Horsham are important nearby centres for the adjoining part of the Great South Coast region.

Key tourism routes, such as the Great Southern Touring Route and the Great Ocean Road, also provide links to other regions including to the Wimmera Southern Mallee, Central Highlands, Geelong and through to Melbourne.



are exported through Portland and dairy products are exported through

the Port of Melbourne.

both within and beyond the region. The primary export gateway in the region is the Port of Portland with key external export gateways being

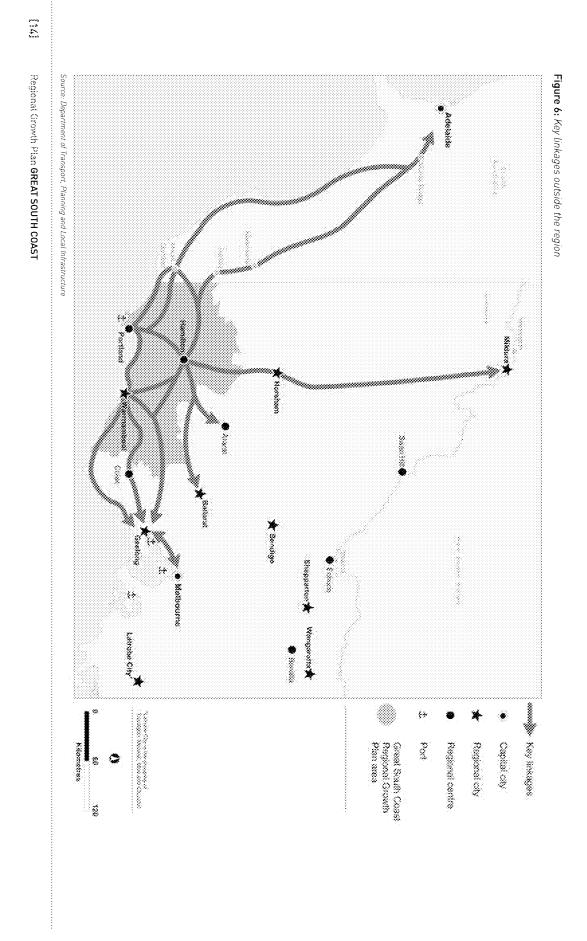
the ports of Melbourne and Geelong, and Melbourne and Avalon airports.

For instance, mineral sands and agricultural products from the Wimmera

Mineral Processing Transport, Southern Grampians Shire

Regional Growth Plan GREAT SOUTH COAST

[13]



Drivers of change

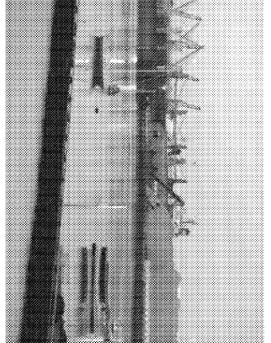
South Coast region include: Drivers of change that are the key influences on future growth in the Great

- economic development and industrial expansion, rather than population increase
- key industries where new investment is anticipated, in particular dairying forestry, mining, mineral sands processing, waste and resource recovery,
- increased demand for food that enhances the region's potential to significant opportunities for further value-adding in major industries as well as for diversification of economic activity potentially supported by changes in climate offering new growing increase its contribution to national food production and exports,
- the need for an expanded population and larger, more skilled workforce to ensure economic activity is not constrained, and to support local communities

conditions for the agriculture sector

- development of the digital economy and its growing influence on maximising economic opportunities for increases in productivity and business, education, health and social inclusion innovation, improved education and training, and supporting infrastructure
- the continuing growth of Warrnambool, as the regional city, benefits the whole region and increases access to retail, healthcare, education and for over half the region's population expansion over the past five years professional services and is a major attractor of new residents, accounting
- sustainably developing and managing the region's environmental and cultural heritage assets, contributing to future prosperity and liveability – heritage) constitute major competitive advantages and supply a wide these assets (soils, water resources, biodiversity landscapes and cultura range of environmental and cultural values

- an abundance of energy assets, including natural gas and renewable energy resources for wind, geothermal and marine energy technologies alternative energy capital building on these opportunities could make the region Australia's
- the Port of Portland, an asset of national significance, retains great export markets potential for expansion and growth to service existing and new
- impacts of climatic conditions such as long-term droughts heat and fire danger widespread floods and an increase in the number of days of extreme



Port of Portland, Glenelg Shire

Challenges for growth

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Challenges for growth that may limit the potential for growth in the region include:

- managing competing demands for agricultural land, particularly in the corridor from Warrnambool to Portland, including limiting urban encroachment into highly productive agricultural areas
- maintaining and upgrading road and rail networks and transport services to provide for private vehicles, freight and public transport, to meet the needs of the growing economy and of residents and visitors
- maintaining and upgrading tourism infrastructure, particularly along the Great Ocean Road
- planning, funding and delivering key physical infrastructure including drainage, water supply, natural gas, waste infrastructure and sewerage in sequence with residential and industrial development
- overcoming constraints to the expansion of the Port of Portland and development of related industries in the port precinct elevating the priority given by National Broadband Network to the

provision of information and communications technology to the Great

- South Coast region enlarging the capacity of the local electricity distribution system to overcome current constraints on investment
- maximising the potential benefits of energy production, including local use and component manufacturing while managing the impacts on amenity, roads and environment

sourcing local sand, stone and mineral resources, including

identification, protection and extraction approval, to support economic

development and minimise heavy freight movement

- improving levels of education, youth retention and engagement in higher education or training, to expand the workforce and increase skills, while also reducing social disadvantage
- increasing population growth rates above current and forecast trends, to support industry and community services and facilities and to offset an ageing population
- sustaining growth rates to support the economy and manage land and infrastructure needs
- providing sufficient, well-located and accessible housing to accommodate current demand and attract new residents, increasing access to health and community services, especially in smaller towns, and enhancing wellbeing through health promotion strategies and improved urban design
- fostering social and community connections, especially for small towns in transition, including community resilience, access to essential services and access to the local economy
- planning to reduce the potential impacts land take advantage of opportunities) resulting from a changing climate, including locating new developments in areas that minimise the risks to life, property and environmental values
- managing climate change risks and opportunities across the environment economy and social sectors
- the sustainable management of the region's natural resources and its significant environmental assets

Attachment 1 - GSC Regional Growth Plan - Final Draft - September 2013

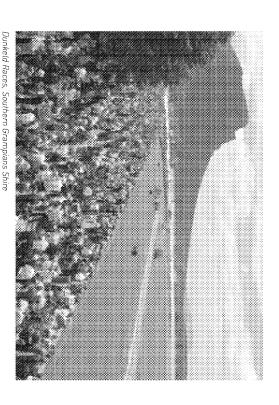
ensuring planning around areas of high environmental value is undertaken to avoid and minimise potential negative impacts.

[16]

Vision for the region

South Coast Regional Strategic Plan and describes how the region will look and function in 30 years: The following vision for the Great South Coast is drawn from the Great

prosperous, equitable and liveable Great South Coast and environment. Our people will be healthy, well educated and have resilient economy, while valuing and managing our natural resources The Great South Coast region will create a thriving, multifaceted and



Principles to achieve the vision

Regional Strategic Plan and the vision of this plan: key stakeholders to give effect to the directions in the Great South Coast The following principles for growth have been developed in consultation with

- Strengthen the region's economy through increased industry diversification, innovation and development
- Attract more people to the region

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- Embance our liveability through improved health, education
- and standards of living
- Build on our network at towns and the roles played by them

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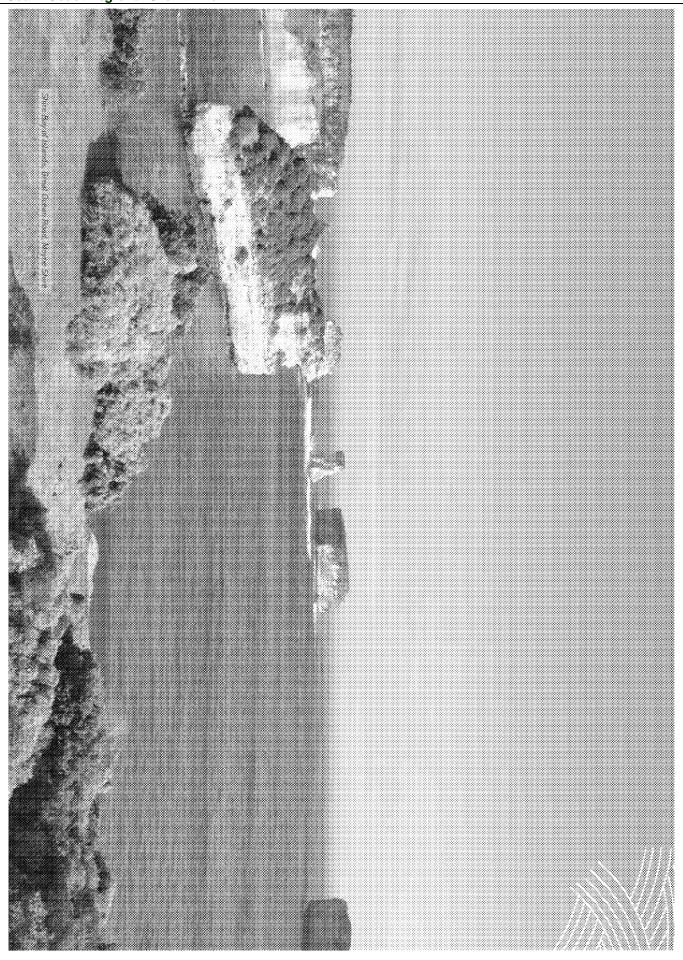
- Manage and utilise our strategic assets and support agricultural Spiratoriosid
- Sustainably manage our natural, cultural and environmental assets

Enhance equity of access to intrastructure, facilities and services.

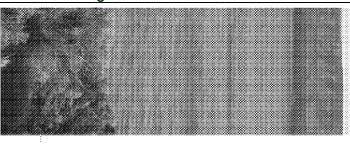
Strengthen connections to other regions

(,;,)

Ensure that land and infrastructure needed to support growth is identified and appropriately planned



standards of living



VARDS THE REGIONAL DROWTH PLAN INTEGIONAL LAND USE FRAMEWORK

11. Regional economy

31.3 Overview

The Great South Coast regional economy is prosperous, dynamic and diverse. The region is near full employment and therefore with forecast economic growth, the region is facing skills and workforce shortages.

The region had a Gross Regional Product of \$4.29 billion in 2011 with agriculture, manufacturing and healthcare contributing around 39 per cent of the Gross Regional Product. The region's exports have grown at an average annual rate of 3.5 per cent from 2001 to 2011, which is above the regional Victoria growth rate [3.3 per cent] but slightly lower than the state average [3.9 per cent]. Most of the region's exports in 2011 came from Glenelg [31 per cent] and Warrnambool [24 per cent]. Moyne, Southern Grampians and Corangamite accounted for 17 per cent, 16 per cent and 13 per cent of the region's 2011 exports, respectively.

Improving the productivity and innovation of the region is a key factor in raising living standards, enhancing liveability, attaining higher educational standards and better health outcomes, and contributing to social and environmental sustainability. Productivity can be enhanced through expanding and diversifying existing industries, linking more closely with educational and research institutions, securing world-class regional telecommunications and lifting educational standards to improve innovation within the region.

Overall, the region exports around 30 per cent of its output, which is above that of other Victorian regions. Improving access to export markets through the key ports of Portland, Melbourne and Geelong is essential to encourage further growth in export sales and increases in

The relative diversity and resilience of the local economy has helped it to adapt to changing economic conditions and to expand over the past decade. Agriculture is the most significant sector of the regional economy, despite a decline over the past decade, followed by manufacturing, which is dominated by food production and processing. Service sectors, such as finance, retail, health and education, are increasingly important. Construction and mining are also substantial economic contributors.

By 2031 the largest sectors in the economy are projected to be healthcare, agriculture, manufacturing and construction. Other high growth sectors will include retail trade, financial, professional and scientific services and accommodation. This highlights a shift from primary production to a more service-based economy and will require workforce changes and services to support skills development and productivity improvements. Employment in manufacturing is expected to decline between 2011 and 2031, with healthcare, retail trade, accommodation and food being the largest employers by 2031.

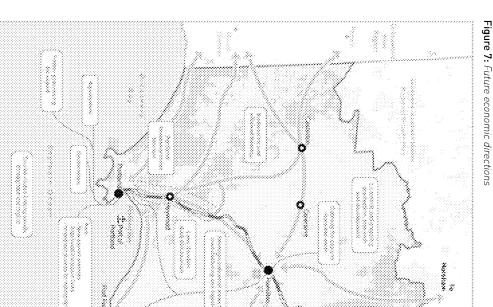
The region faces challenges in the medium- to long-term to further strengthen and diversify strategic economic sectors. These include improving the region's physical infrastructure to facilitate access to key domestic and global markets, building on regional strengths in tourism as a basis for further growth and increasing participation in the digital economy. Great Ocean Road tourism has been identified by the G21 region as one of the highest priorities. The forecast growth of the economy, coupled with an ageing population, will require above projected population growth to ensure an available and skilled workforce for local businesses, services and industries. Attracting people to the region and sustaining strong centres like Hamilton, Portland and Warrnambool will support local industry and support surrounding small towns even if they continue to experience a declining population, such as in the northern part of Glenela Shire.

The future economic directions for the region are shown in Figure 7.

[20]

Regional Growth Plan GREAT SOUTH COAST

Source: Department of Transport, Planning and Local Infrastructure



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Regional city

Stores canal comment

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Public land

Agriculture couduction

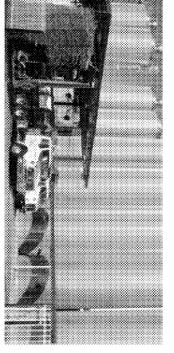
Future directions

- Sustainably manage areas of high quality agricultural land to support growth in food production.
- Support higher value-adding and diversification of existing industries and land uses including the forestry, dairy, meat, grain, mineral sands, energy and tourism sectors, where they build on existing infrastructure and do not compromise the region's agricultural, environmental and cultural heritage significance.
- Foster opportunities for investment, infrastructure, innovation and research that support and strengthen the rural economy.
- Maintain and enhance key infrastructure including the Port of Portland and direct transport links to and from production, processing and markets
- Utilise natural resources and environmental assets sustainably, including secure, competitively priced water and high quality soils, to underpin economic development and liveability within the region, ensuring protection from incompatible land use and development.
- Identify and source construction materials and manufactured products close to their location of use.
- Identify potential economic opportunities and risks resulting from climate change to strengthen the rural economy.

 Attract, develop and retain a skilled workforce, particularly young people
- and improve school retention and educational attainment levels.

 Support population in rural areas to provide a workforce for agricultura production and major projects.
- Support industrial development that takes advantage of the region's natural resources and infrastructure and direct development to towns, or other appropriate places where the industry is dependent on a rural location or it has significant amenity impacts.
- Support existing and new industrial areas that build on existing assets infrastructure and proximity to towns and the growth corridors.

- Encourage local energy production, smart' electricity distribution systems, and across the eastern part of the region encourage investment in natural gas infrastructure.
- Strengthen distributed health and service centres throughout the region.
- Support appropriate development and investment to strengthen the role and economy of towns including small towns facing economic and population challenges.
- Facilitate the development of the Port of Portland, through investment in infrastructure, planning controls, access to land and new opportunities and markets including cruise ships.
- Support the sustainable development of the region's marine environment and infrastructure to support industry and recreational uses.
- Encourage the sustainable development of the tourism sector including investment in infrastructure to improve access to regional tourism assets and linkages with surrounding regions to develop integrated tourism experiences.
- Sustainably manage and enhance existing and new tourist attractions throughout the region, including the Great Ocean Road, attractive townships and villages, unique environmental and cultural heritage assets, the Grampians National Park and the Great Southern Touring Route.



Dairy industry, Moyne Shire

[22]

Regional Growth Plan GREAT SOUTH COAST

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The Great South Coast economy and standard of living are closely tied to its agricultural industries and the export incomes they generate. The region's dairy and forestry industries, which are closely related to those in and around Colac, are of national significance. Development of value-adding opportunities will play a major role in the region's future economic development.

The region is well placed to develop a more diversified agricultural economy and play a more significant role in the nation's food production. Changes in climate may create rural land use opportunities as well as challenges for the region. As the climate changes agricultural activities could shift. Some primary producers in the region may experience an increase in productivity due to longer growing seasons and increased carbon dioxide concentrations, while others may experience a decline due to more frequent and extreme events such as heatwaves and heavy rainfall.

Proximity to key infrastructure such as the Port of Portland and direct transport links to Melbourne and Geelong will make the region attractive to producers to relocate from existing areas, such as around Werribee, as they experience increasing pressure from urban expansion. The dairy, meat production and forestry industries all provide opportunities to develop clusters of enterprises that build on existing production and processing.

The development of new industrial corridors from Portland to Heywood, and in the east of the region, will take advantage of the transport infrastructure in the region, including the Port of Portland as detailed in section 14.3.

New developments in tourism, renewable energy generation and extractive industries offer opportunities to diversify the economy, particularly in rural areas. Rural residential development opportunities need to be managed to avoid natural hazards, environmental assets and negative impacts on other rural uses as identified in section 13.5.

Land use policies, strategies and actions

- Apply best practice approaches to rural land use planning, such as adapting to changes in climate, avoiding potential conflicts from non-productive uses, matching land use to land capability and sustainably managing environmental assets.
- Support rural production and associated economic development opportunities including rural industry, rural sales, accommodation and tourism.
- Support rural land uses that can integrate with and complement adjacent
- uses or assets while managing potential land use conflicts.

 Adopt a coordinated approach to rural land use planning to maximise opportunities related to regional scale assets.
- Provide for planned rural residential development where it supports sustainable communities while avoiding areas of high value, risk or future urban development potential (in accordance with Planning Practice Note 37
- Support and manage rural land use diversification opportunities including but not limited to, those identified in Figure 7: Future economic directions.
- Consider appropriate lot sizes to support agricultural uses and associated industry.

11.3 Business, industry and services

A significant risk facing the regional economy is not being able to source and retain sufficient and appropriate skills to service growing demands. There are already skills shortfalls across the region and this situation is likely to become more pronounced due to the impacts of demographic change, which will see an increase in the average age of the population.

Key industries for value-adding growth include meat production within the region and dairying in the south. There is sufficient milk processing capacity within the region to cater for the expected growth until around 2020. After this time, further processing is likely to be needed to respond to forecast increases in production.

areas in the region, including at Hamilton, Portland and Warrnambool to take advantage of the availability of transport, infrastructure and services zoned land. Existing and new industrial areas will be required to support support agricultural production and a diversity of job opportunities for those identified in Figure 7: Future economic directions. Existing industrial west of the region as identified in Figure 8: Strategic energy options including the gas pipeline along its route from the south east to the north including energy intensive production and processing industries, will be able manage any amenity and environmental impacts. Industry opportunities, local processing, manufacturing and logistics. Industrial areas will need to the region. Portland and Hamilton have existing stocks of heavy industrial and adjacent to the region, including in South Australia and Colac, will transport infrastructure throughout the region including, but not limited to, Industrial growth will result from increased production and improvements to

Existing industrial consumers, such as the dairy industry, would be able to of reticulated gas may also alleviate some of the challenges the region growth areas. Natural gas, together with a sufficient supply of industrial an opportunity to connect reticulated gas to the eastern part of the region convert from electricity to natural gas for some or all of their needs is facing from capacity constraints in the electricity distribution system. land, will increase the attractiveness of this area to industry. The availability west and is close to existing population centres and planned residential Natural gas is now being sourced offshore from Port Campbell, presenting This area is well serviced by road and rail transport links to the east and

is a critical feature of this plan. This will involve taking advantage of district towns in the Corangamite and Glenelg Shires settlements), services and facilities, and maintaining the amenity and towns in key settlement networks, notably surrounding Hamilton and character of settlements. Improved connectivity will be needed betweer appropriate housing (particularly affordable housing near key coastal the diversity of lifestyle choices offered, enhancing liveability, providing Improving access to key services and employment across the region

Land use policies, strategies and actions

- Support industry growth in designated locations, while minimising impacts on rural settings and town character and amenity
- Support the provision of appropriate and timely infrastructure to support industries.
- Plan for natural gas extension across the eastern and south-eastern parts of the region.
- Ensure industrial activity is separated from sensitive uses
- Increase industrial land supply in line with forecast demand
- Identify key liveability and amenity-related attributes of towns and plan to enhance town character.
- along major transport and infrastructure corridors Plan for sufficient available land for new industrial areas at key nodes

11.4 Health, education and research

and, in many areas, lower than average health outcomes. Providing quality educational opportunities will improve living standards, support The region currently has below-average levels of educational attainment Education and health are recognised as cornerstones of liveability. within the region for study and subsequent career choices the economic drivers of growth and encourage younger people to remain

and research institutions. The opportunity to influence regional career of higher order, value-adding service industries and manufacturing to draw higher order skills into the region. and TAFE institutions. Having career opportunities in these fields will act supported by building and improving strong links to regional universities Dairying and alternative energy production can underpin development pathways can also be fostered through schools, parents, career networks

a recognised strategy to boost higher order services and increase regional the region will also improve the region's long-term prosperity. innovation, an area that has further potential in the region. Innovation withir Using existing institutions to form a cluster of related industries and skills is

and will have implications for planning of infrastructure and access walking and cycling paths in townships. The increasing proportion of older health services and encouraging active lifestyles, for example, by providing to major health institutions, facilitating collaboration and clustering of Better health outcomes will require improved links across the region people in the population will affect the type and nature of services requirec

Land use policies, strategies and actions

- and educational facilities Support the renewal, maintenance and improvement of health
- Build and improve linkages between secondary and tertiary education institutions and with industry sectors such as the health sector.
- Ensure access to educational, research, health facilities and infrastructure and major population centres throughout the region Build connections between key educational and health institutions
- Set aside land surrounding key educational and health institutions to for active lifestyles is built into settlement network planning
- encourage co-location, clustering and collaboration

Codrington wind farm, Moyne Shire

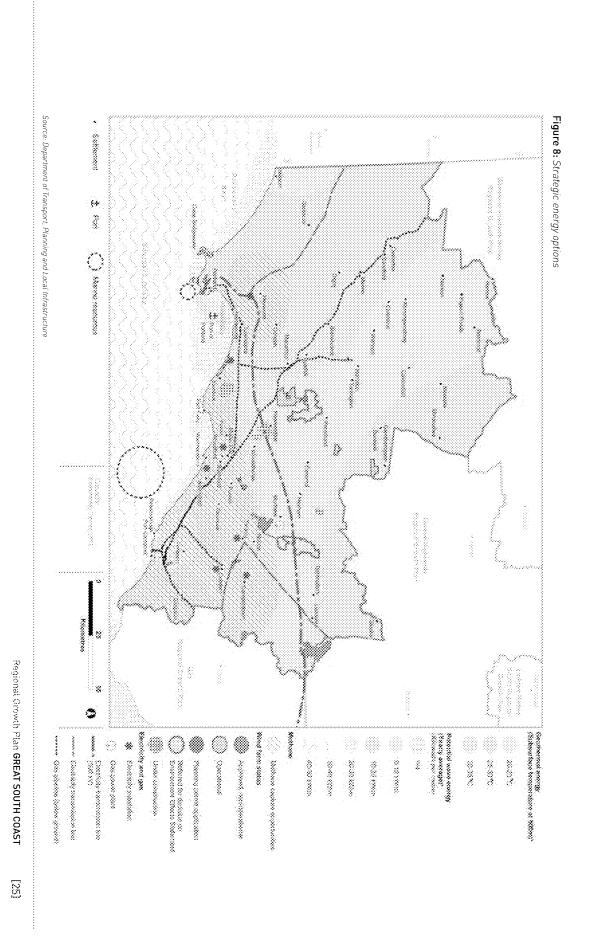
Afternative energy production

with significant further development planned and approved in the near future The region has a strong history in energy production, notably wind and gas

energy potential a pilot project demonstrating small-scale commercial distributed energy two proposed in the Moyne Shire. Further opportunities exist for gas Gas power plants are located near Mortlake and Port Campbell, with Portland. Figure 8 identifies potential gas and wave energy locations as systems. Wave energy provides longer-term potential, particularly near extraction in the Southern Ocean south of Port Campbell. The region has marine resources and shows the locations of higher wave and methane

suited to being a research centre for renewable technologies successfully identifies ways in which this lost energy can be efficiently built in Colac. Carbon capture and storage (geosequestration) is being and the other in Mount Gambier (South Australia). A biogas plant will be in the region. The region's advantages for alternative energy make it wel generation using methane produced by livestock are being investigated redirected back into production. Sites for small scale, local energy source of energy through methane capture from the dairy herd if research trialled near Peterborough. The dairy industry may provide a future Two biofuel mills are proposed in or near the region – one in Heywood

to locate adjacent to the 500 kilovolt transmission line to minimise loss of operates at around 25 per cent capacity. However, many of the local long distances energy, cost and uncertainty associated with transporting electricity over industrial and processing expansion. Energy production will be attracted energy distribution systems are nearing capacity, limiting the ability of The region has a rare asset in the 500 kilovolt transmission line that



Geothermal energy is a potential future energy source for the region. Figure 8 indicates the areas that have higher subsurface temperatures and therefore greater potential for the investigation of geothermal power.

The extension of natural gas from pipelines in the eastern part of the region presents an opportunity to support existing industry, notably the energy-intensive milk production and processing industries as well as to encourage new industrial firms to the region. With large amounts of energy production occurring in the region, the development of smart electricity grids and distribution systems to allow local firms and residents to access locally produced power would create a competitive advantage for the region and also result in greater levels of energy efficiency.

While the development of alternative energy within the region is producing economic, social and environmental benefits, cumulative impacts, such as road deterioration, will need to be appropriately managed. This may be partly addressed through obtaining local sources of construction material, particularly approval of on-site or local sand and stone extraction, as well as strategic management of the road network.

Land use policies, strategies and actions

Support the development of energy facilities in appropriate locations

- where they take advantage of existing infrastructure and provide benefits to the regional community.

 Require the protection and proper maintenance of infrastructure and
- assets, including local roads, during the development and construction of energy projects.

 Encourage the use of off-site landscape plans to help address the impacts
- on landscapes and communities, of alternative energy developments.

 Plan for and sustainably manage the cumulative impacts of alternative
- Plan for and sustainably manage the cumulative impacts of alternative energy development.
- Secure access to key construction material resources in the region, including on-site quarrying.

Food and fibre production

Continued agricultural development (in addition to those already discussed) is supported by well-established allied industries such as processing facilities, particularly around Koroit, Allansford and Cobden. Land prices are competitive on a statewide basis and land is available in most areas to provide adequate distance between urban centres and agricultural uses with potential off-site impacts.

This plan seeks to ensure that not only is food produced within the region but that it is also processed locally and the services required to support value-adding are developed in the region. Opportunities exist for future development of a boutique food industry within the region.

The meat and dairying industries have already made considerable progress in downstream processing in the region and further opportunities exist, for example, in meat production research and development activities around Hamilton. Aquaculture is a new industry in the region but has potential for development. Sufficient zoned land should be made available to take advantage of opportunities while ensuring there is flexibility to allow for changes to agricultural production and support diversification of production and processing enterprises.

Victoria's sheep meat and wool growing industry is an established sector within the northern half of the region. Wool has significantly influenced the past economic prosperity of the region, and has a continuing role to play. According to the Department of Environment and Primary Industries, while wool production has declined in recent years its value has increased.

[26]



Agricultural industries can be impacted by the growth of settlements, while also impacting on cultural and environmental assets. Sustainable management of environmental and cultural assets will be a major consideration as agricultural industries develop. The expected growth of Warrnambool, in particular, will place farm land at the city's fringe under pressure. The southern area of the region, predominantly between Warrnambool and Port Fairy and across to Portland, is also at risk of encroachment by urban housing and rural residential housing. The area surrounding Tower Hill is particularly significant for its suitability for horticulture with friable soil depth measured in the 1988 Warrnambool Region Geological Survey between 0.5 and 30 metres, this being rare in a national context. Planning support may be provided by designating highly productive agricultural land inappropriate for housing development.

Climate change is expected to have various impacts on food and fibre production in the region. There may be opportunities for businesses and local communities including the growth of new crops within the region and diversifying rural land uses to take advantage of the developing carbon market for example, through the Carbon Farming Initiative. Agricultural zones could also shift within the region and the state, changing the mix and proportion of food and fibre commodities produced within the region over time.

Land use policies, strategies and actions

- Identify strategically important agricultural land that requires planning protection from encroachment from urban expansion, rural residential and other potentially incompatible uses.

 Facilitate the development and integration of new forms of production,
- Facilitate the development and integration of new forms of production processing and research.
- Facilitate changes in agricultural activities over time, encourage diversification and value-adding, and provide appropriately timely infrastructure to realise these opportunities.

11.7 Port of Portland

The Port of Portland is an asset of national significance. It is an export and, to a lesser extent, import gateway for products including timber, livestock, mineral sands, grains and woodchips. It provides the region and surrounding regions in Victoria and South Australia with a significant competitive advantage. It drives significant economic activity within the region and surrounding regions. Being a rare deep water port in southeast Australia, and with surrounding heritage and landscape tourism assets, the port has also attracted cruise ships.

The Port of Portland is constrained by having a limited area for expansion difficulties coordinating freight volumes, noise restrictions and planning overlays that are incompatible with port activities. Climate change poses potential risks and costs, particularly through the risk of damage or inundation of infrastructure from sea level rises and storm surges.

The Green Triangle Region Freight Action Plan identifies priority projects to improve road and rail entry into the Port of Portland.

Significant regional economic opportunities will be placed at risk if the portunities cannot continue to expand and develop.

Land use policies, strategies and actions

- Support the port's expansion through appropriate land use planning and overlay controls.
- Ensure infrastructure servicing the port, particularly rail and road networks, is developed in conjunction with port expansion plans.
- Plan for and implement improvements to road and rail entry into the Port of Portland.

 Identify areas in and around Portland, Hamilton, Heywood and Casterton
- Plan for the potential impacts of climate change including sea level rise.

suitable for long-term industrial use to support port needs, including

storage, service industries and processing

Marine environment and assets

The region has unique marine assets that are underdeveloped in terms of their potential to support economic growth. Opportunities include recreational fishing and marine-based tourism, sustainable commercial fishing, aquaculture, renewable energy production and marine and environmental science research and education.

Land use planning can ensure that infrastructure is planned and zoned to support recreational and economic opportunities, while sustainably managing the marine environment. Planning must also take account of potential sea level rises and the impact this will have on existing and future infrastructure.

Land use policies, strategies and actions

- Complete a full audit and assessment of existing marine infrastructure and assets and utilise existing studies, including the Western Boating Coastal Action Plan and the Victorian Coastal Strategy.
- Undertake research and planning to support future development of marine industries and infrastructure.

marine national parks and environmental assets

Plan for marine development and infrastructure that is sensitive to

. 9 Yourism e Great South (

The Great South Coast Regional Strategic Plan and this regional growth plan support sustainable development of the tourism industry, consistent with the development of other key industries in the region. The region's tourism areas include:

- Great Ocean Road and coastal towns
- Crater and lakes around Camperdowr
- Portland and the Discovery Coast
- Warrnambool, Koroit and Port Fairy
- Grampians and Western District towns

Appropriate land use provisions and investment in infrastructure are needed to support growth in tourism, including cultural heritage tourism, garden and landscape tourism, art galleries, eco tourism and marine-based tourism such as recreational fishing and whale watching. Development should be based primarily around the region's environmental and cultural heritage assets, with a focus on continued enhancement of centres along the Great Ocean Road and Great Southern Touring Route. There are many other tourism routes and walks throughout the region that are based on unique cultural and environmental assets. Tourism routes and infrastructure should extend tourism opportunities throughout the region and link attractions in and beyond the region, including west to Penola/Coonawarra, north to the Grampians, and east to Ballarat, Great Otway National Park, Greater Geelong and Melbourne.

Attachment 1 - GSC Regional Growth Plan - Final Draft - September 2013

There are a number of gateways and routes linking to regional and inter-regional tourism assets. These include western gateways to the Coonawarra wine region and scenic roads leading to the Great Ocean Road, northern gateways to and from the Grampians National Park, and eastern gateways to the Great Ocean Road and Great Otway National Park.

Regional Growth Plan GREAT SOUTH COAST

[28]



an example, supports its culture and history while providing important managing environmental and heritage assets. Port Fairy tourism, as small towns, as seen with Dunkeld and Nelson, which can help sustain region's economic development and diversification, while sustainably communities and population levels. economic development to the region. Tourism can provide a new focus for Planning policy should recognise and support the role of tourism in the

the planning response across these different regions. Ocean Road and Great Southern Touring Route, traverse several regions. The central pillars of the region's tourism development activities, the Great To support a seamless tourism experience, it will be necessary to integrate

Land use policies, strategies and actions

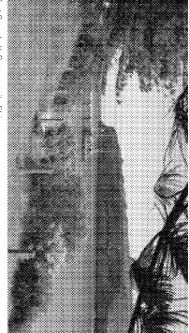
- Sustainably manage regionally significant tourism attractions such as major inland waterways such as Lake Corangamite, key coastal assets the Great Ocean Road, Great Southern Touring Route, national parks, including Discovery Bay, and cultural heritage sites.
- Prioritise appropriate tourism development at key tourist destinations to maximise benefits for the region.
- Support the development and implementation of tourism strategies accommodation and tourism infrastructure development, including an increase in the supply of appropriate Provide flexibility and opportunities for a diverse range of tourism
- Support tourism strategies that consider regional and inter-regional connections between assets environment and heritage assets and its large and small towns

that identify attractions and opportunities for the region, including its

- maximise and extend the benefits of tourism throughout the region and Pursue key links in the road network as preferred tourist routes to minimise potential conflicts with commercial and farm traffic. Support tourism development in locations that:
- have been identified for sustainable and appropriate development
- have access to settlements, transport infrastructure and other services
- sustainably manage, link and are compatible with nearby activities, particularly agriculture environmental and cultural heritage assets and other economic
- bushfires and flooding can be managed for risks from natural hazards such as
- assist small towns that are facing economic and population challenges



Port Campbell, Corangamite Shire



11.10 Natural resources

The Great South Coast region has a wealth of natural resources including native timber, fisheries, wind resources, natural gas, coal, earth resources, and deep water access. These natural resources underpin the competitive advantages of the region. They provide the basis for much of the region's economic success and present diversification opportunities. Planning needs to achieve a balance between utilising these resources to support economic development while ensuring they are sustainably managed. In particular, residential, commercial and industrial growth should be directed away from areas where inappropriate development might threaten or damage these assets, or hinder their future management and use.

Given the likelihood of climate variability, it is imperative to appreciate the interdependence between the region's natural resources and how these might change over the life of this plan and beyond, as well as what impact this is likely to have on those industries that utilise the region's natural resources. It is also imperative to provide additional protection for these natural resources so that they are available for future generations, including through appropriate planning controls.

Gold, mineral sands, oil shale and sand and stone resources are some of the earth resources found in the region. The region is also an important location for processing and exporting mineral sands from other regions. The sand and stone resources in the region will become increasingly important if the expected increases in mining, timber and renewable energy activities occur within the region, to appropriately provide and maintain the infrastructure (such as roads) needed to support these industries. Locally

Extractive industry interest areas occur within some areas of Victoria, however they are yet to be mapped in the Great South Coast region. Such areas are based on suitable geological occurrence of resources and also take into account existing local government planning schemes. They are intended

industries and support the region's economic growth

sourced sand and stone resources will be important to reduce costs to these

to provide a guide to local government in developing future planning policy. In response to the Economic Development and Infrastructure Committee's Inquiry into greenfields mineral exploration and project development in Victoria, the Victorian Government has committed to various activities that will undertake further data gathering and planning to better protect the state's extractive resources for future development. The outcomes of these activities may have implications for future planning provisions.

The forestry and timber processing industries are some of the fastest growing industries in the region. While there has been a significant softwood plantation industry in the region for the past 100 years, a large increase in blue gum plantations (hardwood) has occurred in the region over the past decade. A near doubling of the total volume of wood harvested is expected once harvesting and chipping of the blue gum plantations commences. This will have significant implications for haulage requirements, transport infrastructure, and demand for skilled employment in the near future. The Port of Portland, as the export gateway for the region, can expect to become the largest blue gum woodchip port in Australia if timber plantation harvest forecasts are realised.

The expansion of forestry plantations has implications for water supply, in particular, catchment run-off and groundwater levels. Any further expansion of timber plantations should be in appropriate locations to minimise impacts upon the region's water supply, both surface and groundwater resources.

An increase in tree cover in the landscape, including through forestry plantations, should also consider other implications for land use planning such as potential change in landscape, bushfire and flooding risks.

Attachment 1 - GSC Regional Growth Plan - Final Draft - September 2013

Land use policies, strategies and actions

Identify, manage and facilitate access to natural resources, including oil, gas, sand and stone, minerals, fisheries, timber or solar energy potential.

[30]



Environment and heritage

Overview

is intrinsically tied to the natural landscape and environment. In many prosperity and liveability of the region. Heritage (both historic and Aboriginal) require management to protect human life and property. also subject to risks from natural hazards such as bushfires and floods that revealing the history of human interaction with the environment. The region is locations, natural, Aboriginal and historic values coexist layer upon layer, heritage assets. These assets contribute significantly to the economic The Great South Coast region has rich and diverse environmental and cultural

war memorial. 2012 marked the 80th anniversary of its completion by more than 3000 ex-servicemen in memory of those who lost their lives in 2011, it received National Heritage listing in recognition of this. Constructed nationally, the Great Ocean Road is of considerable cultural significance. In With its extraordinary natural beauty recognised both internationally and World War 1, the Great Ocean Road has been recognised as the world's largest

plan and more detailed local planning will be required bushfire, coastal erosion and inundation and flood, is a key challenge for this catchments, if not well planned and managed. Balancing these pressures risks to environmental and cultural heritage assets, including water supply income from providing ecosystem services . At the same time, urban growth tourism and other economic diversification including carbon farming and with the natural hazards and risks associated with these areas, such as from commercial, industrial and rural residential development can present some The region's high value environmental assets provide opportunities for

in maintaining the region's capacity and productivity in primary production Sustainable management of environment and heritage assets will assist region's environmental and cultural assets to reposition the region as a tourism and liveability. There is also the opportunity to capitalise on the destination for nature-based tourism

Environment and heritage assets in the region include, but are not limited to:

- Budj Bim National Heritage Landscape (which incorporates the Mount Eccles' Lake Condah area, and the Tyrendarra area
- National parks, such as the Port Campbell, Lower Glenelg, Mount and the Bay of Islands Coastal Park Richmond, Grampians, Cobboboonee and Great Otway national parks
- Marine national parks, such as the Twelve Apostles and Discovery Bay marine national parks
- Rivers, such as the Glenelg, Wannon, Moyne and Hopkins rivers
- Cape Bridgewater
- Cape Nelson Lighthouse
- Western District lakes Ramsar listed wetlands

Rocklands Reservoir

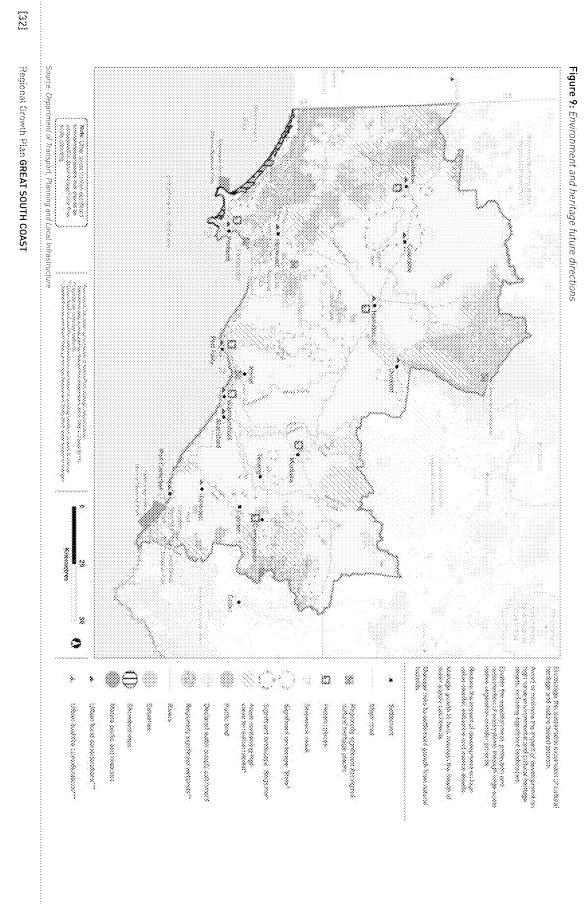
- Griffiths Island
- Bonney Upwelling
- Shipwreck Coast

strategic planning processes. Currently the Gunditj Mirring Traditional engaging with the relevant Aboriginal community organisations early in Registered Aboriginal Parties will have an important role in planning of significant Aboriginal cultural heritage places Corporation, Martang Pty. Ltd., and Wathaurung Aboriginal Corporation cultural heritage places in the region. This arrangement recognises the have legislated responsibilities relating to the management of Aborigina Owners Aboriginal Corporation, Barengi Gadjin Land Council Aborigina place-based activity and development, and there are benefits to key role that Aboriginal peoples have in the protection and management

Regional Growth Plan GREAT SOUTH COAST

[31]

Providing ecosystem services through market-based approaches lincluding competitive tenders such as EcoTender and Bush Tender), can provide farmers with income for undertaking environmental works that



Native title is also held over Crown land in a significant portion of the region (by the Wotjabaluk, Jaadwa, Jadawadjali, Wergaia and Japagulk peoples and the Gunditjmara and the Eastern Maar peoples).

The Glenelg Hopkins and Corangamite Catchment Management Authorities coordinate investment in the protection and enhancement of environmental assets throughout the region, along with public land managers. Regional catchment strategies have been developed by catchment management authorities to provide integrated regional strategies for achieving improved environmental outcomes in the region. This plan identifies regionally significant environmental assets that align with those identified in the regional catchment strategies and proposes a land use response that complements the regional catchment strategies.

The Western Coastal Board oversees strategic coastal and marine planning issues for the Great South Coast region. The Western Coastal Board has developed coastal action plans to manage key issues and areas along its coast.

Residential, commercial and industrial growth should take into account areas of high value environmental and cultural assets and identify where inappropriate development may constrain future use of these assets.

Key areas where potential growth or land use change may intersect with environmental and heritage assets have been identified in this plan. Key cultural heritage and significant landscapes and environmental assets are shown in Figure 9. Where natural hazards intersect with key growth locations, these are also shown.

Future directions

Avoid settlement growth in areas of high environmental, heritage or scenic value and in areas at extreme risk from natural hazards including bushfire, catchment flooding, coastal erosion and coastal storm inundation.

- Direct settlement growth and development to:
- areas where it will avoid or minimise impacts on high value environmental and cultural heritage assets, applying appropriate offsets if land is cleared of native vegetation
- areas of low bushfire risk (not covered by the Bushfire Management Overlay) or low flood risk (not covered by the Floodway Overlay or the Land Subject to Inundation Overlay). Development in flood or bushfire risk areas is to be avoided unless suitable planning, building and infrastructure controls
- minimise the expansion and impacts of urban development on areas of highly productive agricultural soils, natural resources, environmental assets or areas of heritage and environmental value

are provided to protect life and property

- Consider regionally significant environmental assets and regional catchment strategy priorities in local planning decisions and in the implementation of this plan.
- Enable appropriate tourism opportunities around cultural heritage and environmental assets, where impacts and risks can be managed.
- Identify the preferred location, configuration and composition of native vegetation corridors (including those containing offsets for native vegetation clearance) through collaboration with natural resource management agencies.
- Encourage projects that improve the management and sustainable use of water resources.
- Develop a flexible approach to land use planning in order to adapt to land use changes resulting from climate change, economic diversification and future growth trends.
- Recognise the importance of environmental assets for the delivery of a range of environmental values, including a range of ecosystem services and economic opportunities through market-based instruments such as the native vegetation offset markets.

Regional Growth Plan GREAT SOUTH COAST

Environment and heritage assets

Caltural beritage

The region contains some of Victoria's best-known national parks, landscapes and Aboriginal and historic heritage places. These include part of the national heritage listed Great Ocean Road, the Grampians National Park, the Budj Bim National Heritage Landscape, the Kanawinka Geopark, lighthouses, Flagstaff Hill Maritime Museum and other maritime features and outstanding architecture and built heritage throughout the region. There are also numerous landmark destinations including picturesque and historic villages such as Port Campbell, Koroit and Port Fairy.

The whaling and seal industry was active in the region from the early 1800s, with the industry establishing a whaling station in Portland Bay prior to the establishment of Victoria's first permanent European settlement at Portland in the 1830s. There are still over 200 buildings within Portland from these early activities. Once the settlement was established agricultural activities developed around the area. Whaling activities also occurred across much of the region's coast, such as at Warrnambool, Port Fairy and Peterborough. There are over 200 shipwrecks along the coast between Port Fairy and Cape Otway, many of which would have been carrying immigrants during the gold rush. The 'Shipwreck Coast' is a well-known tourist destination.

The Budj Bim National Heritage Landscape incorporates the Mount Eccles-Lake Condah area, and the Tyrendarra area. The Budj Bim National Heritage Landscape was included on the National Heritage List in 2004, in recognition of the landscape's outstanding heritage value to the nation, its significant Aboriginal heritage and its value to all Australians. The landscape is protected under the *Environment Protection and Biodiversity Conservation Act 1999*. The Budj Bim area contains one of Australia's largest aquaculture systems. The system dates back thousands of years, showing evidence of a large, settled Aboriginal community systematically farming and smoking eels for food and trade.

The Condah Mission Station existed from 1868 to 1950. Following the Aboriginal Land (Lake Condah and Framlingham Forest) Act 1987, the 53 hectare former reserve was vested to the Kerrup Jmara Elders Corporation before it was eventually vested to the Gunditj Mirring Traditional Owners Aboriginal Corporation (Registered Native Title Corporate) in 2008 by the federal government.

Other significant Aboriginal places include the Convincing Ground at Allestree where the first recorded massacre of Aboriginal people allegedly occurred in 1834* and the Framlingham Aboriginal Reserve, established in 1861.

There is an opportunity to strengthen the region's tourist product so that it can become a major national destination, particularly by increasing development associated with nature-based attractions and cultural heritage. Regional cultural heritage should be more widely promoted and linked to broader tourism experiences such as recreational fishing, surfing, whale watching, volcanic landscapes, iconic walks and coastal features.

Land use policies, strategies and actions

- Apply suitable planning tools to identify and sustainably manage key cultural and heritage assets.
- Aim to retain the character and heritage of historic towns
- Develop stronger links between environmental and heritage assets across the region and support appropriate tourism development associated with these assets.

Regional Growth Plan GREAT SOUTH COAST

34



Nauve vegelation and terrestrial habitals

Forested areas on public and private land and nationally significant habitats such as the Basalt Plains Grasslands will play a role in ensuring the region's productive future. These assets need to be managed and protected, but also create opportunities for economic diversification. Activities such as management of ecosystem services, on-farm carbon sequestration and initiatives to improve the quality and extent of native vegetation help to better integrate natural resource management into agricultural, rural residential and industrial land uses.

Coordinated planning will help identify where such activities can complement land use change and growth, while considering other aspects of catchment management, such as impacts on water quality, water yield and bushfire hazards.

Land use policies, strategies and actions

Encourage appropriate integration of natural resource management and land use planning activities.

Kennetek

The region includes parts of six natural water catchments: the Glenelg River, Hopkins River, Lake Corangamite, Portland Coast, Otway Coast and Millicent Coast catchments. Each of these catchments includes various rivers and creeks. Part of the Glenelg River is listed and protected by legislation as a heritage river. There are numerous environmentally important wetlands in the region including those listed in Ramsar and the Directory of Important Wetlands in Australia. Many rivers and lakes within the region are critical for attracting tourism, particularly in smaller settlements. Waterways also provide recreational opportunities and support significant Aboriginal cultural heritage values. Land use planning needs to consider the impacts of growth on these assets to protect their values.

Land use policies, strategies and actions

- Utilise land use planning controls to reduce threats to waterways from urban and rural land use changes, such as changes to flow regimes and water quality impacts.
- Develop consistent and suitable planning tools across the region to protect the values that waterways provide to the region's economy and community

Coastal, estuary and marine assets

Victoria's south-west coast contributes significantly to the region's economic, cultural and environmental values and the recreational activities of its residents and visitors. The coastal zone contains significant ports and industry and many areas of the coast and the marine environment present opportunities for economic and population growth. The Bonney Upwelling, an area of nutrient-rich water off the south-west coast, plays an important role in the life cycle of marine species such as blue whales and southern bluefin tuna.

Land use planning needs to recognise the significance of coastal and estuarine environments and protect them appropriately.

Land use policies, strategies and actions

- Carefully manage growth around coastal, estuary and marine assets to protect environmental values, while achieving regional economic and community benefits.
- Recognise, manage and protect significant coastal, estuary and marine assets to maintain the amenity of the region.

Water supply catchments

The quality and quantity of water supply is critical to the continued liveability and economic success of the region and to provide for proposed population growth. Pressure for increased settlement and tourism development in some declared water supply catchments (supplying water for human consumption) needs to be carefully managed. Some expanding land uses, such as forestry plantations, have implications for catchment run-off and groundwater levels.

Council domestic wastewater management plans will help to manage land use planning for appropriate settlement and economic activity in these areas

Land use policies, strategies and actions

- Identify the most appropriate locations for expanding commodities, especially timber production, to minimise impacts on the region's water supply, both surface and groundwater resources.
- Prioritise growth to established settlements where water and wastewater can be managed.

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Healthy and productive soils are essential for the continued economic success of the region, particularly for food and fibre production. Ongoing maintenance and improvement of soil within the region is essential. Land use planning can assist by restricting land use changes that may result in deterioration of the soil asset or contribute to pollution of waterways.

Planning tools such as the Environmental Significance Overlay or the Erosion Management Overlay can be used to sustainably manage soils across the region. As part of improving integration between strategic natural resource management and land use planning, such planning controls will be developed in close collaboration with key catchment and local government stakeholders.

Encouraging the best use of the region's strategically important agricultural land (including soils) is important to achieving the objectives of this plan so that this land is not lost to urban encroachment or other inappropriate uses or development.

Land use policies, strategies and actions

- Define strategically important agricultural and primary production land across the region and use land use planning mechanisms to sustainably manage its use for these purposes.
- Use overlays to assist appropriate soil conservation and use

Significant Isosocapes

There are many significant landscapes in the region, identified through the South West Landscape Assessment Study and the Coastal Spaces Landscape Assessment Study, with a further study underway in the Southern Grampians Shire. These studies assess the visual character and significance of the landscape in order to prepare planning guidance on retaining and respecting landscape values. The recommendations of the Coastal Spaces Landscape Assessment Study have been implemented across the region. Some broad area landscapes have been designated through the South West Landscape Assessment Study as regionally significant and others as of state significance (or higher).

Land use policies, strategies and actions

- Apply the Significant Landscape Overlay to recognise and sustainably manage significant landscapes.
- Carefully manage the landscapes between settlements to protect and retain the visual amenity of the region, particularly in the areas identified for corridor growth⁵.

See Section 13 – Living in the region



Natural bazards and risks

Natural hazards and risks need to be explicitly considered in land use planning to identify growth and development opportunities across the region in areas that are not constrained by natural hazards. Responses to identified risks need to be proportional to the extent and nature of the risk from natural hazards.

2000

The risks presented to land use from flood hazards must be considered in strategic and localised planning decisions. Land use planning decisions should be based on the best quality information on flood hazards to minimise risk to life, property, community infrastructure and environmental assets. Accurate flood mapping is critical in this regard.

Flood provisions in planning schemes should be used consistently across the region to avoid inappropriate development [or redevelopment] or require appropriate development responses, as well as to apply design responses through the building code.

(see Figure 10: Future regional settlement framework)

This plan has been informed by existing flood studies that consider risks to growth on a regional level, particularly in relation to settlement growth

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Within the region there is a strong correlation between areas of high fire risk with settlements and areas that are experiencing rural residential and tourism expansion. Planning considers bushfire risk with the assistance of planning tools such as the Bushfire Management Overlay, Regional Bushfire Planning Assessments and Bushfire Prone Areas, as well as input from key authorities such as the Country Fire Authority. This plan has been informed by existing bushfire information and mapping regarding risks to growth on a regional level, particularly in relation to settlement growth. New mapping is being prepared and will more accurately reflect areas where bushfire hazards require specific bushfire protection measures to reduce risk to an acceptable level.

When addressing bushfire risk, community resilience to bushfire will be strengthened by:

- prioritising the protection of human life over other policy considerations when planning to create or expand a settlement at risk of fire
- applying a precautionary approach to planning and decision making when assessing the risk to life, property and community infrastructure from bushfire
- taking advantage of existing settlement patterns where new development will not expose the community to increased risk from bushfire.

Potential acid solitate soils

Coastal acid sulfate soils are known to occur in areas of the Great South Coast region and there is a high probability that acid sulfate soils also exist in association with inland wetlands. These soils should remain undisturbed to prevent serious consequences to infrastructure and human health that can result from their mismanagement. The regional level growth identified within this plan considers the potential for acid sulfate soils.

38

Regional Growth Plan GREAT SOUTH COAST

Climate change and coastal barards

and storm surges. These projections suggest an increased risk of bushfire agricultural systems from the potential impacts of climate change, along decisions should be based on the best available information about heatwave, flood, drought, and coastal impacts. Future land use planning and stream flows, fewer and heavier rainfall days, possible sea level rises over 35°C and higher annual mean temperature, reduced average rainfall industries. Projected changes in climate within Victoria include more days with potential opportunities for economic diversification such as new to natural resources, environmental and cultural heritage assets and The Great South Coast Regional Strategic Plan recognises the risks the potential impacts of, and adaptation to, climate change

The Victorian Climate Change Adaptation Plan, regional catchment existing and emerging industries across the region to assist with strategic More information is needed on the likely impacts of climate change on risks associated with natural hazards land use planning, including consideration of any potential increase in

of climate change in the region and to identify opportunities for carbon

climate change adaptation plans, improve knowledge of the impacts strategies and local government projects outline proposals to develop

sequestration in the landscape

as a result of these events. Areas most vulnerable to inundation are commercial property, services and infrastructure may potentially occur and inundation as a result of climate change. Losses in residential and at increased risk due to coastal storms, sea level rises, coastal erosion and environmental and cultural assets along the region's coast may be important as climates change. Important built assets, infrastructure developments along the coast, and their consideration will be increasingly Coastal hazards are already considered in planning decisions for erosion and damage to engineered coastal features, such as groynes Coastal hazards include coastal inundation, saline intrusion, coastal the immediate foreshore and low-lying coastal areas in the region

> should be incorporated into strategic planning. The current local coastal the implications of coastal hazards and climate change, new information hazard assessment for Port Fairy will assist with such planning. As natural resource management and other agencies continue to investigate the coordination of climate change adaptation initiatives across the region. This plan considers the potential increase in coastal hazards and supports

Land use policies, strategies and actions

- Exchange mapped and modelled data of environmental assets and available data in planning decisions natural hazards to provide for accurate interpretation of the best
- strategies under regional catchment strategies or identifying strategic implications for land use planning, for example when preparing sub-Encourage natural resource management agencies to consider ecosystem services and offset market activities) locations for large-scale vegetation planting lcorridors, carbon farming
- Recognise and protect the region's high value environmental assets, in particular habitat values
- and model climate change impacts on agricultural areas and Undertake research and a climate change adaption plan to understand Settlement planning and rural residential decisions should prioritise associated smaller settlements and settlement networks
- direct development to locations of lower bushfire risk

human life and respond to the following principles with regard to

bushfire risk management:

- carefully consider development in locations where there is a significant bushfire risk that cannot be avoided
- avoid development in locations of extreme bushfire risk
- measures may be incompatible with other environmental objectives avoid development in areas where planned bushfire protection



Living in the region

Overview

The population of the Great South Coast region is forecast to continue to grow to 131,000 by 2041 6 .

This plan targets a higher than forecast population growth scenario for the region as the basis for a stronger local economy, more liveable communities and sustainable infrastructure and services. Given the region's ageing population, more workers are required to support the growth of existing and new industries. Land use planning can assist in accommodating forecast population growth.

Higher population growth would see the region's total population potentially reaching 142,000 by 2041 and 160,000 by 2050. This would include Warrnambool reaching a population of 55,000 by 2041.

Based on this population aspiration, the number of households in the region will increase from around 54,800 to approximately 59,800. Growth profiles will be uneven across the region, with higher rates of population increase forecast in the southern and eastern parts of the region, and Warrnambool

expected to experience significant growth.

High levels of amenity, population, housing, services and the role and function of settlements all increase liveability, attracting people to any region. The amenity of established residential areas should be enhanced while providing new and more diverse housing opportunities in areas where appropriate services can be delivered. Land use planning can help create attractive towns by protecting and building on these attributes that are valued by local communities and contribute to a settlement's distinctive character and identity.

Settlement patterns have been strongly influenced by transport corridors. Future growth will be promoted in locations that are well supported by existing transport networks and in particular locations with capacity for transport enhancements. The plan identifies settlements that have the greatest opportunities to attract economic and population growth based on a consideration of factors such as current infrastructure levels, economic and demographic trends and proximity to major centres beyond the region.

This growth will avoid areas at high risk from natural hazards such as bushfire and flood, and protect environmental and cultural heritage assets. Based on available information, there is sufficient residential land supply (either zoned or strategically identified) throughout the region to cater for the target growth levels used in this plan. However, if growth remains modest, economic development and living standards enjoyed in the region will be at risk due to workforce supply constraints and the possible lack of skills to service the economic, health and social requirements of the region.

This plan identifies the future directions and actions that will support and encourage higher growth, in accordance with the principle of attracting people to the region. The region's liveability, natural environment, infrastructure and existing industry contain opportunities to support higher growth and a sustainable region.

Future population growth will be accommodated across the existing network of towns. The region has a diverse range of large and small settlements that have complex relationships with each other. This includes sub-regions focused on Portland, Hamilton and Warrnambool that have different drivers of development and change. Many small settlements are not large enough to be self-sufficient and require good access to other towns and regional centres outside the region [Colac, Mount Gambier and Horsham] for a range of services, economic activities, education, health, community activities and recreation. Major centres outside the region such as Ballarat and Geelong also provide these services to residents within the Great South Coast region.

Based on projections from Victoria in Future 2012.

[63]

Regional Growth Plan GREAT SOUTH COAST

Source: Department of Transport, Planning and Local Infrastructure

Figure 10: Future regional settlement framework

Settlement roles

* Regional centre

District town

crowding local and
some sub-regional

Settlement growth

Small town

Mayor growth

Medium growth

Sustainable change

Attachment 1 - GSC Regional Growth Plan - Final Draft - September 2013

Key fown external to the region

Prietic land

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Orban bushfire considerations*

Urban flood Considerations

Community of Interest



The settlement hierarchy of the region reflects the diversity of the region and the roles played by various towns. The major regional city of Warrnambool is the dominant settlement and service centre for the region. Portland to the west and Hamilton to the north are also important regional centres. Networks of smaller towns surround each of these major centres. However, approximately 50 per cent of the region's population lives outside the three major cities and smaller towns and settlements play a critical role in the social, environmental, and economic functioning of the region, its liveability and resilience.

The relationship between towns is often based on historical, social, transport and economic connections rather than the distance to each other. Connectivity to major regional centres drives growth and change and increases community resilience. Public and community transport are therefore crucial to maintain access to employment and services.

Hamilton plays a significant role servicing areas to the east in the Central Highlands region, to the west in the Limestone Coast region and to the north in the Wimmera region. The roles of these townships and the linkages created are a key feature of the Great South Coast settlement framework. Growth in Hamilton and Portland will support the social, economic and environmental fabric that weaves these networks together and allows smaller townships to remain viable. A network approach to development will limit social disadvantage and improve community resilience associated with lack of employment opportunities in many smaller settlements.

Hamilton will continue to support the network of regional towns surrounding it, from Coleraine in the west and Cavendish in the north, across to Dunkeld and Glenthompson in the east. Numerous small settlements in this area, such as Tarrington, will rely on the effective functioning of the network to remain liveable and provide lifestyle alternatives for residents.

The relationship between Portland and Heywood, and other small settlement towns in this area, is expected to become more interdependent over time. Residential growth opportunities in Portland are somewhat constrained and the expected growth of the Port of Portland requires additional skills and workers to be available within commuting distance.

Coastal regions have their own unique pressures, often as a result of their high levels of liveability and increased populations over holiday periods. Medium growth is expected in the key coastal settlements of Port Fairy and Port Campbell, but they may come under pressure for growth. There are natural and policy barriers and infrastructure constraints to high growth in these towns. Managing the rate of growth in these areas will be a challenge, together with some of the consequences of limiting growth, such as reduced housing affordability.

District and smaller towns perform an important role by providing services to local catchments (for example Terang and Camperdown) and/or providing alternate lifestyles to adjacent larger towns (for example Allansford). Many of these towns face challenges in demographic change such as adapting to an ageing and declining population. Some towns, such as Port Fairy, have a unique role and contribute to the identity and liveability of the entire region. Further examples include Dunkeld, which has a clear role as a niche tourism provider, whereas Coleraine, with its newly developed medical facilities, can provide services to many smaller settlements in its immediate area.

Future directions

- Support a 'network of towns' approach to planning, development infrastructure, transport and service provision.
- Promote the region's lifestyle advantages and employment opportunities to attract people to the region including young families and skilled workers.

- Support growth in towns that have easy access to regional cities or regional centres, including Warrnambool, Colac, Ballarat and Geelong and along two primary corridors: east-west [Princes Highway] and north-south [Henty Highway].
- Direct urban development to existing townships including identified growth areas, undeveloped land and infill opportunities within existing town boundaries.
- Reinforce the role of Warrnambool as the key population and employment centre for the region with key links back to the cities of Geelong and Melbourne, and support growth in Hamilton and Portland to reinforce their service centre role and the expected increase in economic activity in these locations.
- Reinforce the role of district towns in supporting local communities, industry and services and support the connections from district towns to regional centres and cities.
- Support towns with limited opportunity for growth to sustain their communities and key services and improve connections to larger towns
- Support the provision and maintenance of infrastructure and services to enable the growth of settlements.

 Plan for sub-regions or settlement networks to manage growth, create
- and cultural heritage assets.

 Protect and promote the liveability and amenity attributes of towns, together with their festivals and events that are critical in attracting and retaining residents, businesses and visitors.

or retain local identity, support service delivery, avoid land use conflicts manage natural hazards and sustainably manage environmental

Set aside land surrounding key educational and health institutions to encourage co-location, clustering and collaboration, and build connections between institutions and major centres throughout the region.

[42]

Regional Growth Plan GREAT SOUTH COAST

- Encourage co-location, collaboration and clustering of community services, health and education providers (including early years) and recreational infrastructure, to create a network of active community hubs across the region.
- Promote healthy and active lifestyles through land use planning including adequate levels of open space and off-road trails for accessibility, and passive and active leisure pursuits.
- Improve access to health services and raise educational attainment levels throughout the region.
- Support industry through population retention and growth across the region, particularly in locations where continued economic and industrial development is expected.
- Develop linkages to other regional cities and Melbourne, to bring the region closer to these cities.
- Maintain discrete settlements and breaks between settlements, both for the integrity of urban and rural character and to minimise potentia land use conflict.
- Direct rural residential development towards existing locations and designated areas around townships so that it will not compromise agricultural use, economic opportunities, urban development or environmental policy objectives, and to avoid areas of high environmental value or areas subject to high risk from natural hazards, especially bushfire, flood and coastal hazards.
- Protect significant environmental and cultural assets that underpin the character and liveability of the region and ensure industrial activity is separate from sensitive areas.
- Direct development on the coast to locations within existing modified and resilient environments where the demand for development is evident and the impact can be managed.



- Manage the potential risk to assets and infrastructure from severe coastal erosion and inundation.
- Locate higher order services according to assessments of population need and demand.
- Locate social infrastructure so it is accessible to residents, transport services, employment and educational opportunities, and is consistent with the role of each settlement as part of a regional network settlement.
- Support the renewal, maintenance and improvement of health and educational facilities.
- Encourage new and renewed housing stock that is in keeping with the character of settlements, contributes to vibrant city centres and responds to the needs of present and future residents.
- Promote diversity of housing to ensure affordability, access for people with disabilities and older people, and options for students around major educational and health institutions.

1.2 Regional settlement strategy

A regional settlement strategy requires land use planning to consider the functioning of towns and settlements collectively, rather than treating individual settlements in isolation. Understanding the function each settlement plays in the network can inform specific planning and infrastructure requirements. Roles in the network may change over time as settlements grow and change.

The Great South Coast region benefits from its existing settlement pattern by supporting growth in Warrnambool, Portland and Hamilton, which provides services, housing and jobs throughout the region.

These and other centres will continue to attract retail, commercial and higher order services based on regional needs and demand as well as population.

Settlements along the Princes Highway and Henty Highway corridors will be the focus of growth in the region as these are key infrastructure corridors with links to the Geelong region to the east and the Wimmera region to the north. There is adequate residential land supply within township boundaries to accept increases in population, with Warrnambool having designated future growth areas.

Parts of the region east of Warrnambool will support medium growth. This area is well placed to capitalise on predicted population increases given its available supplies of residential land, significant levels of existing infrastructure and services, and lifestyle choices that include commuting to either Warrnambool or Geelong. Further industrial zoned land is required to support development opportunities in the agriculture and energy sectors. In the west of the region, Portland, Heywood and Hamilton will support

In the west of the region, Portland, Heywood and Hamilton will support medium growth. With key infrastructure, primary production, processing and links to wider production activities, the area is well placed to attract economic development. The corridor from Portland to Heywood has been strategically identified for industrial development.

and Koroit that provide unique lifestyle choices.

To support the network of towns, population growth and urban development should be directed to existing centres. New isolated urban development removes land from agricultural production and provides challenges for servicing, risk management and supporting existing communities. This can be addressed through local structure plans for towns and ensuring adequate zoned and serviced land is provided for development.

region, growing its population and attracting new and improved services to the region. It will facilitate growth in adjacent towns, including Port Fairy

Warrnambool will continue to be the predominant growth area of the

Land use policies, strategies and actions

- Identify new land for industrial uses where required to support economic development and use existing infrastructure, including around townships in the region's east and along the Portland-Heywood corridor.
- Identify urban growth areas (notably around Warrnambool) and provide sufficient zoned and serviced land for industrial, commercial residential and open space and community uses.
- Design and manage open space areas for multiple uses, such as community gardens, sports and recreation, active transport routes, wildlife corridors, and flood storage basins.
- Plan for a network of settlements based around Warrnambool, Hamilton and Portland drawing on the proximity to services, affordable living and a variety of lifestyle opportunities of surrounding towns. Plan for the network of settlements in the east of the region including Terang, Mortlake, Cobden, Timboon and Camperdown, and Port Campbell
- supply to support the growth of settlements.

 Support integrated land use and transport planning, settlement planning and infrastructure priority and needs analysis that efficiently provides access to services and employment across a network of towns

Identify impediments to growth and coordinate land and infrastructure

Establish or reinforce settlement boundaries to balance population growth with sustainable land management.

some communities.

13.3 Liveability

The standard of living offered in the region is a current and prospective competitive advantage. The quality of living environments and diversity of choice mean residents have a unique combination of lifestyle options. Maintaining these high standards is critical to the region retaining existing residents and attracting new ones.

Features of environmental value will be complemented through an attractive range of urban environments, from larger centres to smaller settlements. The landscapes, boulevards and botanic gardens connect to the region's passwhile providing distinctive character and amenity to towns.

Connectivity to key services and employment options that are diverse and geographically spread will be enhanced by planning for networked towns and communities, to reduce the need for long-distance commuting. Improved public transport along key corridors will enhance the region's liveability.

Land use planning has a major role to play in enhancing liveability.

Enhancing the diversity and roles of the region's towns and settlements will assist in maintaining settlement character, key attributes and heritage values. A combination of heritage, urban design, neighbourhood character and environmental controls will be needed to preserve each settlement's assets. This approach will also guide programs to implement change in

Liveability will be supported by proximity and access to services, education and employment. The region has a dispersed population with nearly half living outside the three main centres. With an ageing population and modest average household incomes, the region may increasingly rely on its predominantly road-based public transport network.

(77)



Land use policies, strategies and actions

- Encourage infrastructure that enhances the liveability and attractiveness of the region to residents and commercial activities are tractiveness.
- Direct major growth and urban development to existing centres, to maximise efficient use of infrastructure and sustain communities.
- Support design guidelines and heritage controls to promote and enhance the uniqueness, attractiveness, valued character and healthy lifestyles of towns.
- Encourage urban development that promotes and supports high quality streetscapes and urban design, and contributes to attractive, high amenity and healthy urban environments.

13.4 Linking to other regional cities and metropolitan Melbourne

The Metropolitan Planning Strategy discussion paper, *Melbourne, Let's talk about the future*, highlights the need to understand the growth and roles of regional areas in more detail, and their interactions with metropolitan Melbourne. The growth of Ballarat and Geelong as adjacent regional cities provides benefits for the Great South Coast region. These cities will be amongst the fastest growing in Victoria and will provide a strong market for Great South Coast tourism and other products. The transport network links the region to Victoria's major cities of Geelong and Melbourne including to the Port of Geelong, Avalon Airport and the Port of Melbourne.

The Great South Coast region has significant economic and social interactions with the G21 region and Melbourne in terms of freight movement, access to key services (including health and education) and the operation of the region's economy. A prosperous region that continues to grow in economic strength can offer an alternative choice to Melbourne and other regions. Upgrading existing connections and developing regional cities, such as Warrnambool will make them an attractive alternative to metropolitan areas and help facilitate their role in areas such as agribusiness, manufacturing, education and tourism. If the region does this successfully, it will be well placed to accommodate growth.

Land use policies, strategies and actions

- Investigate improvements to road and rail connections to regional cities in adjoining regions and to Melbourne, for example between Warrnambool and Geelong.
- Identify the strategic opportunities and impacts to facilitate linkages between regional cities from significant growth areas in the G21 region

Rural residential development

Rural residential development may attract new residents to the region, but such developments can lead to conflicts between residential and other land uses. Rural residential areas are often used as a way to create a buffer between towns and farming zones. Smaller lot sizes may undermine this approach and could create infrastructure issues and distort local property markets. This form of land use is not preferred in farming areas as it uses productive agricultural land in an inefficient manner. The market-driven dispersal of dwellings throughout rural areas may also place individuals and communities at risk from natural hazards such as bushfires.

Land use policies, strategies and actions

- Manage rural residential development by locating it in areas that:
- consolidate this form of development to provide servicing efficiencies next to existing townships
- are adjacent to towns with limited growth demand to sustain population levels and communities avoids unmanageable exposure to natural hazards, especially
- bushfire, flood and coastal hazards avoids impact on regional assets including highly productive I
- avoids impact on regional assets including highly productive land are not strategically identified for standard density urban growth.
- Monitor the supply of rural residential land to better understand the needs of various settlement networks and sub-regions of the Great South Coast.

13.6 Coastal areas and management

Victoria's south-west coast⁷ contributes significantly to the economic, cultural, environmental and recreational life of the region's residents and visitors. Coastal and marine environments are highly valued. The coastal zone contains rich environmental and heritage assets along with significant ports and industry. Attractive landscapes and amenity of the coast make it a desirable place for other uses such as residential and tourism.

Land use policies, strategies and actions

- Coordinate land use planning responses and further implement coastal action plans.
- Plan and manage coastal population growth and increased visitation so that impacts do not cause unsustainable use of coastal resources
- Identify clear settlement boundaries around coastal settlements to ensure that growth in coastal areas is planned and coastal values are protected.

 Encourage the use, development or management of private land
- and conservation of the coast's environmental assets.

 Avoid linear development along the coastal edge and major transport routes, and within rural landscapes, to preserve areas between settlements for non-urban use.

adjacent to coastal Crown land to support the long-term maintenance

Undertake coastal hazard assessments to determine the location and severity of existing and future erosion and inundation hazards and the subsequent impacts on environmental and built assets.

13.7 Housing diversity and affordability

The region has a wide range of alternative dwellings types. While housing affordability across the region is generally high, there are signs of stress in both accessibility and affordability around the major growth centre of Warrnambool and in areas where major projects have been undertaken.

Large-scale projects requiring housing for workers, students and seasonal industries, increasing demographic challenges and a need to increase the housing stock to accommodate population growth are all factors influencing the affordability and diversity of housing across the region. Many of these issues are more pronounced at a sub-regional level than others. Most towns have sufficient residential land to cater for forecast population growth past 2041.

However, the rate at which houses are needed will increase faster than population growth. An increase in the number of elderly residents across the region, and notably in some sub-regions, will require housing that is suitable for this age group. Affordable housing in towns in the region's north and west provides opportunities for renewal and economic development, particularly where there are existing infrastructure and services. There will be a need for affordable housing near major industrial centres, particularly across the southern part of the region, to attract families to the region. Transport and services will need to be located in close proximity to these homes and housing will need to have good access to transport and services.

There is a risk that housing demands associated with major projects and seasonal industries, may drive up the price of existing homes and displace workers in other industries. Creative solutions will be needed to overcome this problem. Ensuring appropriate social and community infrastructure to support families moving into the region on a temporary basis will be critical to encourage them to stay on.

(63)

Regional Growth Plan GREAT SOUTH COAST

Coast refers to all private and coastal crown land directly influenced by the sea or firectly influencing the coastline

urban centre users will play a major role in developing these opportunities alternatives and management of interactions between residents and other will need to be attracted to live in central areas. Provision of housing To help develop regional centres into vibrant communities, residents

Land use policies, strategies and actions

- Recognise the importance of diverse and affordable housing and sub-regional trends which takes into account emerging demographic, social, economic
- Allow for increased housing densities and infill developments in urban multiple users to integrate in such areas other community services and facilities. Take into account the need for areas and locations that are accessible to shops, transport networks and
- Support the provision of suitable housing for elderly people to cater for projected demographic change
- Support sufficient and affordable housing near major employment centres

Develop a housing strategy that addresses the impacts on housing

affordability and accessibility as a result of the influx of key workers on major projects such as wind farms, mining and forestry developments

Regional city

Warrnambool - Regional city

the region, including the attraction of new higher order services, facilities growth in the Great South Coast under this plan, leading to an increase in and services industries. Warrnambool's growth will offer economic and social spill-over benefits for the number of residents from 32,592 people to around 55,000 people by 2041 Warrnambool is expected to accommodate 50 to 60 per cent of the population

are growing while the traditional manufacturing and wholesale trade Health and community services are the largest employment sector in Warrnambool, followed by retail and commercial trade. These sectors

and several large public and private secondary schools. Warrnambool has also plays a key educational role in the region, with the campus of Deakin supported by the presence of state government agencies in the city. The city by improving their linkages to the broader economy. of medical, surgical and community health services to Victoria's south-west of God Hospital. The former is a teaching hospital and provides a full range two hospitals: South West Healthcare [Warrnambool campus] and St John Warrnambool's important professional services and administrative role is development of these sectors could offer additional benefits to the region region. The hospital has recently been redeveloped and expanded. Future University and South West TAFE attracting new residents from Melbourne,

Future directions

Support Warrnambool's role as a regional city and the key population in designated growth areas to the north-west, south-west, north and and employment centre for the region by focusing major developmen location for retail, services and facilities north-east, while supporting the central business district as the primary

[48]

Regional Growth Plan GREAT SOUTH COAST

Source: Department of Transport, Planning and Local Infrastructure Figure 11: Warrnambool strategic framework ::; (3) Relivery line and station PEssperior 92:000) University/TAFE Urban femilinay area Residented area Microst roads Arterial road Highway Lakes and wedands Industrial area Eastern activity centre Business precinct Contrat Business District tradustrial growth precinct Marine parks and reserves Reserves and public land toentified growth area

- surrounding Warrnambool, and improve the linkages to Geelong, Support connections to Hamilton and Portland and to the district towns Ballarat and Melbourne
- Identify and promote the economic and social benefits to the region that result from the growth of Warrnambool
- Build on Warrnambool's strengths in planning for growth, development

In particular:

- enhance the civic and education precincts including these precincts consideration of accommodation needs within or adjacent to
- capitalise on the strong health and education services that support Warrnambool and the broader region
- acknowledge and celebrate Warrnambool's significant heritage coastal and cultural assets

Land use policies, strategies and actions

- Strengthen the role of Warrnambool's CBD as the region's primary community facilities through the implementation of the Warrnambool City Centre Structure Plan and the Warrnambool Land Use Strategy location for retail, office, health, entertainment, cultural, civic and
- Implement the Moyne Warrnambool Rural Settlement Strategy.
- Direct population growth into designated growth areas and investigate choice in the central areas of Warrnambool Promote land use policy changes to accommodate increased housing
- opportunities for further urban consolidation
- Capture sufficient development contributions in key urban growth areas
- Facilitate the development and expansion of the medical, railway station and education precincts

- Review height controls and policies that restrict medium density development
- Undertake further structure planning for identified long-term growth areas to the north-east of the city
- Direct employment growth into designated industrial areas including the new Horne Road Industrial Precinct in East Warrnambool
- Facilitate the expansion of the Eastern Activity Centre as the secondary retail centre and service centre in Warrnambool

Regional centres

Hamilton – Regional centre

Hamilton also plays a major role in servicing regional agricultural industries quality education centre attracts a range of demographic groups to the city. employment-related health and significant tertiary and secondary education Hamilton has a strong retail centre and service sector. The latter includes facilities that serve a wide catchment. Hamilton's reputation as a high

District. Growth in the mineral processing and wind farm industries will as an RMIT University campus and significant health services provided by regional industries, building on its reputation as the capital of the Western Western District Health Services, its importance to the broader region is and government services. With highly regarded educational facilities such Hamilton, like Portland, is a major services centre for the surrounding and generate service needs. centre for high level technical and research services supporting rural and likely to increase over time. Hamilton also has the capacity to become a sub-region offering agricultural, health, community, commercial, retail contribute to the resident population at least in the short to medium term

presence of state government agencies in the city and the National Centre Hamilton performs a service centre role for a wide catchment, including for Farmer Health important professional services and administrative role is supported by the beyond the region into the Wimmera Southern Mallee region. Hamilton's

or in the settlement network surrounding and supported by it. standards of liveability and significant lifestyle choices in Hamilton itself This plan promotes a growing, strong and vibrant Hamilton, offering high

- Southern Grampians Shire and as a gateway to northern regions.





and heritage buildings

Better utilise and sustainably manage key assets of the town, in

the environment, particularly around Lake Hamilton.

particular Grange Burn and Lake Hamilton, community parkland

providing for infrastructure needs and the sustainable management of Plan for the sustainable supply and development of residential land – o the community's changing population and accommodation needs. development within existing township boundaries while responding t Support the revitalisation of Hamilton's CBD as well as residential

- Implement the recommendations of the Hamilton Structure Plan
- Provide an efficient and safe primary transport route that supports CBD amenity and enhanced movement of freight through Hamilton

Direct urban residential development growth to Hensley Park Road

Lakes Edge and South East Residential Precinct and plan for residentia

- development in the Hiller Lane area
- Utilise Hamilton's location and supply of zoned industrial land to longer-term development south-west along the Henty Highway. Coleraine Road precinct and the south-west industrial precinct with
- Ensure development in the south-west area does not compromise
- Establish a health precinct around the Hamilton Base Hospital and an education precinct around RMIT University's campus to the east of the city

Future directions

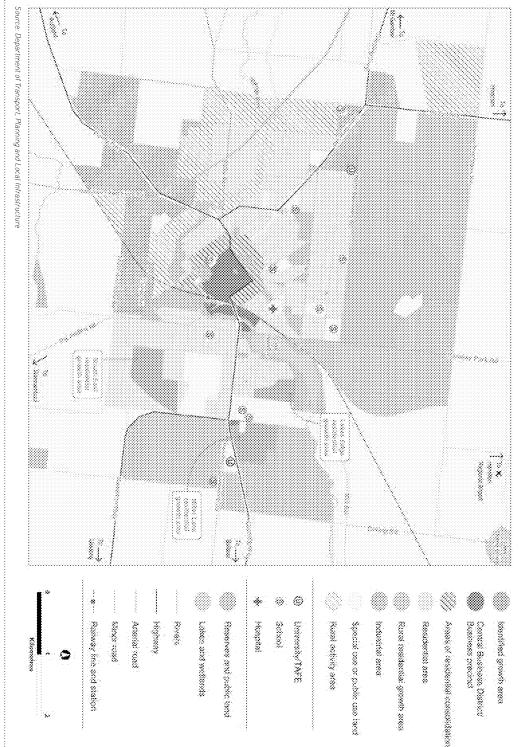
- Support the role of Hamilton as an important regional centre for the
- Attract people and business to benefit from Hamilton's health,

- Maintain the primacy of the Hamilton CBD as the preferred civic and community facilities location for higher order retail, office, entertainment, cultural
- Consolidate industrial uses within two key precincts the north-west
- and east-west transport corridors and infrastructure develop freight and related service industries supporting key north-south
- the ongoing operation and future expansion of the Hamilton Saleyards

Regional Growth Plan GREAT SOUTH COAST

Hamilton, Southern Grampians Shire

(50)



Regional Growth Plan GREAT SOUTH COAST

Partiand - Regional centre

Portland is a nationally significant seaport gateway to global markets for the region and other parts of Victoria. Major economic growth is predicted for the town and its surrounding settlements, primarily in its port-related industrial base. There is also potential for tourism growth building on environmental and cultural heritage assets including nature-based tourism and for development of a cruise ship terminal. New energy servicing roles are expected to evolve, with the development of wave energy technology being centred in Portland. These growth opportunities need to be supported by labour market retention and infrastructure improvements.

Development of the Port of Portland is a key strategic growth priority, and support for this development is vital for achieving this plan's regional aims. The changing land use and economic impact of the development of the port will be a major driver of the urban design, infrastructure needs, industrial base and social cohesiveness of Portland.

To develop the industrial base of the sub-region, it will be critically important to align land use opportunities to existing infrastructure corridors and protect them from inappropriate development. The proximity of land to rail and road transport corridors will be important to attract industry. Council is to undertake further investigation into potential sites for industrial growth.

Like Hamilton, Portland has a major role as a service centre for the network of settlements that surround the town and are supported by it. In particular, Portland and Heywood are expected to develop stronger economic and social connections over the period of this plan.

Portland TAFE is located to the north-west of the hospital and near the rai corridor. This area could provide an opportunity to develop an educational precinct in a reasonably central location, subject to any rehabilitation of

The Portland and District Hospital has become the catalyst for a dedicated health clinic, including a specialist centre and nursing home to the south, a super clinic to the west and general practice surgeries in a residential zone to the north. This is consistent with the projected requirements of a maturing community and the role of Portland as a major service centre. Further development of this precinct will be supported.

Future directions

- Support Portland to service the region's south-west and for the Port of Portland to be a national and international gateway for exports.
- Support the function and development of the Port of Portland, access to the port and its linkages to Heywood.
- Support Portland's CBD as the primary commercial centre of the Glenelg Shire and a hub of community, civic and cultural activity through growth to the north, increased tourism and a range of housing options within existing city boundaries.
- Support opportunities to diversify the economy, taking advantage of environmental, heritage and infrastructure assets, and increasing industrial land supply.
- Conserve Portland's unique cultural heritage

Land use policies, strategies and actions

Attachment 1 - GSC Regional Growth Plan - Final Draft - September 2013

- Investigate Percy Street, immediately north of Henty Street, for potential CBD expansion and provide for further expansion and development around the corner of the Henty Highway and New Street.
- Support opportunities in the CBD to consolidate small lots, develop vacant sites and redevelop buildings that are past their useful life where this does not conflict with heritage values.

 Preserve the rail corridor to maximise future service opportunities to
- ter meet market needs. estigate former industrial land around Kennedy Street for future land
- Investigate former industrial land around Kennedy Street for future land use options.

former industrial sites that is required.

[52]

Central Business District

Skielinges precinci

Revitation former industrial sites

Source: Department of Transport, Planning and Local Infrastructure

 Railway line soxt station Liskes and wedlands Monox road Actional road Resonves and public band

Pod special use land 50000 Residential area University/TAPE industrial area

Regional Growth Plan GREAT SOUTH COAST

[53]

(32)

Regional Growth Plan GREAT SOUTH COAST

- Provide strong policy direction within the Glenelg Planning Scheme to reinforce the role of the CBD as the primary location for retailing and business within the sub-region.
- Identify an alternative future use for fragmented land on the periphery of Portland through the planning scheme and protect larger rural lots from further fragmentation.
- Implement foreshore revitalisation including improving connectivity between the CBD, foreshore and civic precinct.
- Support land use and development that complements the Port of Portland operations.
- Investigate the development of well-designed industrial estates near the Henty Highway and the Portland-Maroona railway and direct future heavy industrial uses to this precinct.
- Investigate Portland West for rural residential and residential growth including preserving areas for long-term urban development.

13.10 District towns

District towns perform an important role by providing goods and services to sub-regional catchments and providing alternate lifestyles to adjacent larger towns, for example, Allansford. Some face pressures for growth, for example, Port Fairy and Koroit, while many need to adapt to an ageing and declining population.

This plan identifies potential growth in district towns, informed by the Great South Coast Regional Strategic Plan future settlement hierarchy, but does not limit unexpected opportunities or interventions. This plan recognises that district towns will have different levels of population and economic growth informed by:

- past trends
- economic opportunities
- infrastructure and environmental constraints
- proximity to other growth nodes and regional cities and regional centres

Future directions

- Recognise and support the role of district towns in providing a range of middle order health, education, retail, municipal and emergency services
- Provide for residential growth through infill development and strategically identified growth areas.
- Provide additional industrial land to facilitate employment, where required
- Maintain, enhance and promote valued character and environments.
- Improve connections to adjacent district towns and Warrnambool, Hamilton and Portland.
- Facilitate investment, development and attract more people, including through the provision of supporting infrastructure.
- Encourage development that may help to retain younger people

District towns in the region, their growth levels and land use policies, strategies and actions, are identified in Figure 14.

Land use policies, strategies and directions

Implement actions from existing strategic plans including structure plans, strategy plans, development plans and urban design frameworks and regional strategic plan where appropriate or still relevant, including as identified in Figure 14.

Figure 14: Land use policies, strategies and directions for district towns

| Allansford | City of Warmambool | Medium growth | support the growth of the Sungold Stadium Speedway to inster employment opportunities. Executage higher densities around the east and west nodes of Altansford. Executage urban growth to expand into the existing Low Density Residential Zones by progressively rezoning land to Towniship Zone in Altansford. |
|---------------|--------------------|--|---|
| Camperdown | Corangamite Shire | Medium growth • | Encourage growth in agricultural services and manufacturing functions to generate employment opportunities. Encourage and attract residential growth through promotion of Camperdown's character and liveability. |
| Casterton | Glenelg Shire | Support sustainable sustainabl | Support Casterion's role as a centre providing services to the surrounding area of Victoria's western district and tourism opport unities linked to its history as the birthplace of the kelpie |
| | | | Literal development in Lasterian to the western side of the township, which is not affected by the flood plain of the beneig tiwer support development of Casterian sindustrial estate to the east of the township around the Casterian saleyards. Investigate industrial apportunities in proximity to the gas pipeline. |
| Cobden | Corangamite Shire | Medium growth • | Support industry development that builds upon natural resources, including dairying and tourism, and supports commuter living opportunities, support continued residential growth to expand the commuter role of Cobiden. |
| Coleraine | Southern Grampians | Support sustainable · change · | Maintain features and elements of the town that are integral to the social and community functioning of Coleranie as a place to live. Adhere to the original block and street subdivision pattern. |
| Dunkeld | Southern Grampians | Medium growth | Grow and diversify the economy including rural industry and the tourism offerings. Improve the 'main street' and enhance the pedestrian experience through the town and to the Grampians National Park. Enhance the rural and vegetated character and protect key wews and visitas to the Grampians National Park and the rural surrounds. Provide a diversity of residential tot sizes to meet demand while minimising exposure to potential bushfire and flood risk. |
| Heywood | Glenelg Shire | Medium growth . | Support tourism, including as a gateway to Budj Birn. Develop Heywood's residential corridors to the north of the Filtersy River and the west of Beavis Street. Develop Heywood's industrial corridors based on the existing industrial area, and to the south, along the Princes Highway and the railway. |
| Karait | Moyne Shire | Medium growth | Conserve historic heritage values and facilitate an appropriate level of commercial and industrial activity and community and health services. Provide protection for Koroit's heritage buildings and support sensitive town centre design. Support residential growth to expand commuter living opportunities. |
| Mortlake | Moyne Shire | Medium grawth | Use the increase in tourist numbers to grow the towns service industry and take advantage of the Mortlake gas power station to attract economic growth and expand employment opportunities. Provide protection for Mortlake's heritage buildings. Investigate industrial apportunities in proximity to the gas appeline. |
| Port Campbell | Corangamite Shire | Medium growth * | Encourage appropriate development within the settlement boundary to protect surrounding land of significant environmental value |
| Port Fairy | Mayne Shire | Medium grawih | Maintain teatures and elements of the town that are integral to the social and community functioning of Port Fairy as a place to live. Avoid development in Port Fairy on flood prone areas or areas at risk from coastal hazards. Control Port Fairy's development to protect the quality and presentation of Port Fairy's setting, including the Moyne River and Bellast Lough Retain the existing Port Fairy Sypass route designated in the planning scheme. |
| Terang | Corangamite Shire | Medium growth | Support the local dainy industry and encourage growth in other industries. Support the continued growth of residential development to expand the commuter role of Terang. Support the provision of natural gas to Terang to facilitate economic opportunities. |
| Timboon | Corangamite Shire | Medium growth • | Support the local dairy industry and encourage growth in other industries |

Support continued growth of residential development to expand the commuter rote of Timboon

13.11 Small towns

a higher level of growth than other small towns in the region Small towns across the region perform an important role in providing important tourism role, such as Dunkeld, which is currently experiencing hazards and limited infrastructure. Some smaller towns perform an have limited demand to grow or have constraints to growth, due to natural jobs, services and a community focus to rural areas. Many smaller towns

lifestyle to that found in larger centres such as Tarrington. Others, like Nelson, experience significant changes in seasonal populations. Smaller towns can also provide an affordable and alternative

Smaller towns can overcome challenges by supporting boutique industry developing unique attractions and attracting development that may not communities often better placed to manage localised amenity impacts Economic development opportunities are often welcomed, with small need to be located in larger centres, for example, aged care facilities



Merino township, Glenelg Shire

[66]

Regional Growth Plan GREAT SOUTH COAST

Future directions

- Plan for small towns to respond to local challenges including changes communities to be adaptable and resilient. in demographic, migration and economic trends and help these
- of small towns, particularly where there is good access to services Support and promote the valued character, affordability and lifestyle and connection to larger towns.
- and regional centres (a network of settlements approach) to strengthen Support small towns to develop stronger linkages to district towns access to services, improve community resilience and respond to economic and population challenges

Land use policies, strategies and actions

- Encourage planning and service delivery that takes account of communities of interest.
- Support improved transport access between closely linked settlements
- Undertake planning for settlements significantly affected by changes in Monitor the role of growing small towns to identify whether they should demographic, migration and economic trends
- Direct residential development to existing townships having regard to economic and environmental assets and natural hazards such as be elevated in the regional settlement framewor
- economic development, including tourism and industrial development Support flexibility in planning schemes to facilitate housing and
- Support infrastructure for seasonal population and tourism facilities



Regional infrastructure

Overview

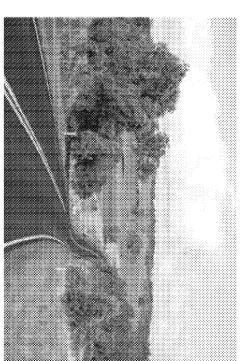
Timely provision of infrastructure and services is required to support future growth and change in the region. Delivering a sustainable urban growth program requires development to be sequenced and provision of services to be scheduled accordingly. Some existing services and facilities may have to be augmented or replicated to accommodate new levels of demand. Infrastructure plays a key role in liveability and economic prosperity and

enables the region's natural resources to be converted into tradeable

commodities. It is central to improving the connectivity of the region, which this plan sees as crucial for ensuring ongoing growth. Use of the settlement networks concept allows infrastructure requirements to be assessed from this perspective, rather than on the basis of individual townships. Existing infrastructure facilities and networks in the region, particularly the local and arterial road systems, need to be maintained and developed to provide an appropriate level of service. This plan contemplates a future where the region's natural resources are made more widely available to support regional growth and economic development. Limiting distribution costs and expanding the utilities network could enable energy to be made available more cheaply and more broadly across the region. This would provide a competitive advantage and support industrial development in

Infrastructure important to the growth of the Great South Coast includes but is not limited to:

- utility infrastructure (water, waste, gas, and sewer
- transport infrastructure (road, rail, sea and air)
- public transport
- National Broadband Network
- telecommunications
- electricity
 marine infrastructure
- freight infrastructure
- Port of Portland
- tourism infrastructure
- community infrastructure.



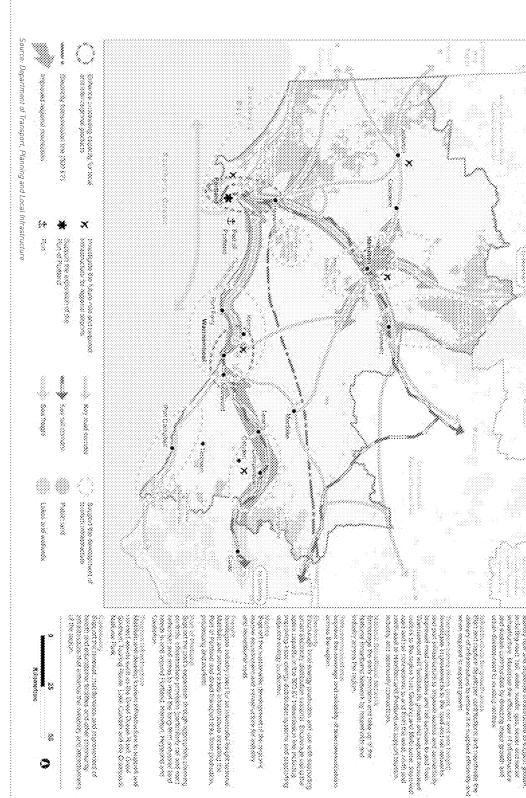
Rural road near Sandford, Glenelg Shire

Regional Growth Plan GREAT SOUTH COAST

[88]

Regional Growth Plan GREAT SOUTH COAST

Figure 15: Future directions for infrastructure



2



Water, energy and utilities

Efficient use of existing systems and preservation of utility infrastructure corridors have been considered in developing the population and settlement result in demand for additional water, energy and utility infrastructure. Growth in towns and agricultural production throughout the region will pattern proposed in this plan

Electricity

Future directions

- Support continued development of the energy industry.
- to the region. Develop a smart energy distribution system to provide low-cost energy

a 'smart' energy distribution Victorian and national grid distribution systems as well as locally through will need to be developed to ensure the energy can be distributed into the energies over the next 30 years and to take advantage of locally generated power to attract new industrial development. Necessary infrastructure The region aims to be an increasingly significant supplier of alternative

energy production could be distributed at low marginal cost. However, the expanded to ensure population and industry growth can continue underutilised 500 kilovolt transmission line, which means additional local distribution network is at 90 per cent capacity and will need to be The region has a significant supply advantage in the form of the presently

Future directions

- Continue development of the gas industry.
- Expand the pipeline network

centres and there is an extensive pipeline network across the region. This network includes gas pipelines from South Australia through Casterton stages of planning or development. Natural gas reticulation exists in key on and off shore. Gas-fired power stations across the region are at varying in the region's north-west through to Port Campbell with a number of The region has an extensive natural gas industry with wells located both

branches, all providing economic opportunities for the region

A key aim of this plan is to develop the eastern part of the region to take could be given to the feasibility of extending the existing network. effectiveness of natural gas, expansion to this sub-region is important advantage of its location on the east-west corridor and its proximity to facilitate residential and industrial development and further consideration to support economic and industrial development. Gas connection can Geelong and metropolitan Melbourne. Due to the reliability and cost-

Land use policies, strategies and actions

- Continue to develop the gas industry within the region
- Plan for a natural gas pipeline extension to the eastern part of the region
- Investigate increasing the number of towns connected to the natural gas network

Telecommeunications linclading NBM

Future directions

- Encourage the early provision and take-up of the National Broadband Network by households and industry across the region
- Improve the extent, quality and resilience of the telecommunication network

Once the National Broadband Network is rolled out across the region (expected to be after 2015), major regional cities and towns will have fibre optic connections, with smaller settlements and rural areas serviced by fixed wireless.

Ensuring the region is adequately supported by high quality information and communications technologies will be critical for the expansion and diversification of industries and institutions, supporting improved educational and health outcomes and safeguarding the liveability of the region. The region may be at a competitive disadvantage and growth prospects may be constrained, until new technologies such as broadband are accessible to industry and residents.

Land use policies, strategies and actions

- Land use and infrastructure planning for the region should seek to take advantage of the planned sequencing of NBN rollout, particularly along identified growth corridors.
- Land use planning across the region should make provision for towers and new cable installations, should these be necessary.

Water supply and management

Future directions

Prioritise infrastructure investment towards supporting growth

One of the region's competitive advantages is the quality and security of its water supply, delivered from a network of rivers, extensive groundwater resources, wetlands and reliable rainfall. Projections undertaken by water authorities indicate that sufficient water will be available for urban use through to 2055. It is expected the relative abundance of water within the region will allow it to be supplied at a competitive price compared with other regions.

As land use patterns change, consideration will need to be given to how such changes will impact on water catchment areas. Planning policies need to adequately reflect future requirements and capture infrastructure levies, such as developer contributions, accordingly.

Land use policies, strategies and actions

Land use planning and subdivision controls can play an important role in protecting key water supply catchments, and ensuring they remain healthy.

Recycled water and sawerage

Future directions

- Develop recycled water infrastructure to support food processing and food production systems.
- Facilitate efficient investment in all water cycle services, including recycling sewage or trade waste, stormwater capture and reuse, and demand management.
- Provide innovative, affordable and adequate sewerage systems to support existing communities and future development.

The Great South Coast economy has numerous large-scale water users, ranging from food processors to gas-fired power plants and mineral sands processing. Further growth in food processing and other large-scale projects in the region will increase opportunities to develop the use of recycled water for agriculture, embedding one of the region's key competitive advantages.

The region has a large sewerage network, but some of the infrastructure is ageing and some towns do not have a networked sewerage system, which limits residential and industrial growth.

603



Land use policies, strategies and actions

- water systems to augment existing supplies for agricultural purposes Investigate the feasibility of developing large-scale industrial recycled
- Allocate appropriate land for development of water treatment and recycling facilities
- Investigate the feasibility of upgrading and expanding the collection and treatment of sewage where required to facilitate residential and industrial development.

Wasse menagemen

Future directions

Provide appropriate waste management and resource recovery infrastructure to support existing and future communities.

generate new industries in this field, and to generate energy from waste, creates a challenge for securing the land for future waste management facilities, including for sorting and processing, recycling, composting and region. This includes managing the changing volumes of waste in As the region's population and industry grows there will be increased including from inactive landfills, should be explored and supported where the region resulting from seasonal fluctuations in population. This demand for waste and resource recovery management across the costs and benefits consider environmental, economic and social factors reprocessing, export, reuse and disposal of waste. Any opportunities to

Land use policies, strategies and actions

Identify regional priorities for improved waste management and resource

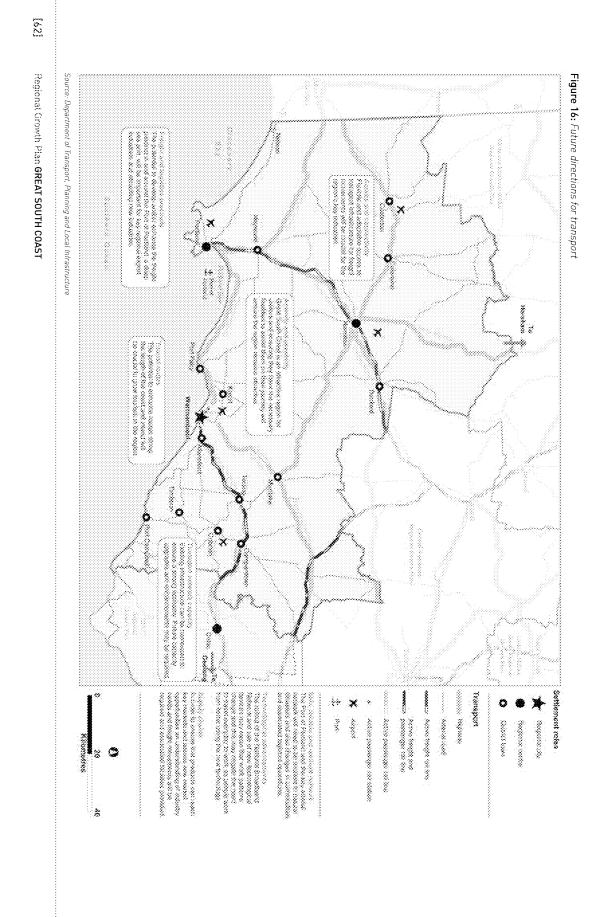
- recovery infrastructure
- Identify and secure appropriate land for future waste management and
- Encourage the development of new industries in waste management such as energy production from waste materials

Transport networks

the Green Triangle Freight Transport Plan. Planning for local services and local government, but they should be considered within this broader structure contained within the Great South Coast Regional Transport Strategy 2013 and movement of people, goods and services. This plan considers region-wide and integration of urban development with transport are the responsibilities of inter-regional transport systems and infrastructure, including the directions Transport systems facilitate economic and social interactions through the

Business and the regional economy rely on a mature freight system facilities such as Melbourne Airport, Avalon Airport and regional airports including Victoria's connectivity to the Australian freight system. Regional Portland, Geelong and Hastings are essential, as are linkages to airport connections to port facilities in Melbourne and other hubs such as

and social benefits. Improving the efficiency of airports and provision of the region. Achieving efficiencies in freight and logistics processes can activities and seeks to support efficient and effective intermodal and moda Taking into account the long-term freight demand generated by the region appropriate buffers around these critical facilities has also been considered reduce energy costs and increase sustainability while achieving economic operations, allowing for freight generated from other areas that traverses this plan identifies preferred locations for freight-related and logistics



primarily on road, including a bus network providing public transport centres has been assessed and key access demands identified. Great South Coast region and in other parts of Victoria. This plan seeks access throughout the region. Access to Melbourne and other regional transport options for access to work, school or leisure. This access is to ensure that residents of towns and cities in the region have improved People undertake a variety of activities in their local areas, in the wider

staging of responses centres, have been assessed against population distribution, planned long-term needs related to growth and change and identifies the possible employment locations. This plan provides a conceptual framework for Long-term access patterns, including to Melbourne and other regional infrastructure provision, anticipated service demands and identified

Strategic decisions regarding growth will need to take account of transport constraints and opportunities identified in Figure 16: Future directions for transport, and maximise sustainable transport options.

Pransport intrastructure

growth. Passenger rail services run from Warrnambool to Geelong and on from Ararat via Ballarat to Melbourne. Strategic decisions regarding growth to Melbourne, via Terang, Camperdown and Colac, and outside the region will continue to be critical for supporting regional population and economic primary means of connectivity and accessibility for people and freight and will need to take into account transport constraints and opportunities The road and rail transport network in the Great South Coast region is the

> network comprises five major roads: region, enabling access to services and facilities. The main arterial road There is a comprehensive network of road and rail infrastructure in the

- the Princes Highway connecting Geelong and Mount Gambier via Colac, Warrnambool, Port Fairy and Portland
- the Hamilton Highway, which connects Geelong and Hamilton via Mortlake
- the Henty Highway connecting Hamilton and northern Victoria, via Horsham, with the Port of Portland
- the Hopkins Highway linking Mortlake with Warrnambool
- the Glenelg Highway linking Mount Gambier to Hamilton and Ballarat

a significant tourism asset as well as a road asset for the region. network and are earmarked as being suitable for High Productivity Freight The Princes and Henty highways form part of a designated heavy vehicle Vehicles. The Great Ocean Road forms part of the transport network and is

major ports: Portland and Geelong. The deep water Port of Portland and are being investigated, planned or implemented will all contribute to bulk commodities Australian producers with a gateway to global markets, particularly for state and regional freight transport system, providing Victorian and South The Great South Coast and the adjoining Geelong region contain two Current policy directions, local and regional strategies, and projects that light. It will be important to enhance and build on existing infrastructure Freight and people movements require different transport solutions and the road and rail infrastructure serving it are critical components of the future directions for the transport network need to be considered in this

and support future growth

Future directions

improve the operation of the transport network

Coast's connections with Geelong and Melbourne. to Warrnambool will support the importance of Colac and the Great South Princes Highway between Geelong and Colac and improved rail services enhancements may be required to meet growing demands for local, harnessed to ensure a strong economy. Future capacity upgrades and Existing infrastructure such as the Princes and Henty highways can be regional and interstate transport movements. The duplication of the

assist in supporting growth Investigation into passenger rail services to Hamilton and Portland could to Melbourne, South Australia and from Ararat and Ballarat to the north. public transport service both inside and outside of the region particularly Growth may also be supported by improving existing rail capacity and

Opportunities for improving network capacity include

- improving and maintaining the existing transport network
- improving road safety and efficiency, for example, passing lanes improving the freight network to support local production, imports and export
- enhancing rail capacity, for example, track duplication, signalling larger rolling stock widening, sealed shoulders
- increasing gateway capacity, for example, handling facilities, cranes bulk loaders, shipping berths, rail sidings
- maximising use of existing infrastructure
- improving and modifying the network of public transport services to better meet market needs
- providing new and more frequent public transport services

199

Regional Growth Plan GREAT SOUTH COAST

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and accessible transport infrastructure that is suitable for freight and freight is flexible and adaptable. For example, the expansion of movements will be crucial to the future of the region's key industries community transport and taking services or resources to people in smaller In the future it will be important that transport access for people communities may supplement the use of private vehicles. Well-maintained

Opportunities for ensuring access and connectivity exist around:

- interstate capitals, regional cities, including through air services improving links to cities outside the region, for example, Geelong
- and associated airport infrastructure across the region coordinating freight, business, domestic and emergency air functions
- overcoming rail network constraints, for example, multiple improving connectivity from the region to international gateways interstate gateways and transport hubs
- including hinterland areas and links to small communities improving intra-regional transport, for example, urban bus networks
- enhancing cross-border connections
- aligning the public transport network to better service demand
- and upgrading cycle access increasing accessibility, for example, improving access to public transport facilities and services for people with a disability,

Develop and emisocs treight and lagistics precincts

Future development and enhancement of the freight precinct in and around the Port of Portland will be important to improve access for key regional export industries. The existence of the deep water port may also attract new industries or activities such as cruise ships, leveraging off the key tourist attractions of the region. This will in turn create a need to review transport requirements to ensure access and connectivity for freight and people movements within, into and out of the region. Airports play an important role in supporting emergency services and local industry.

Opportunities for developing and enhancing freight hubs and logistic precincts could include:

- seaport, for example container, bulk, general cargo
- airport, for example, regional or interstate facilities
- investigation of industry needs for a potential intermodal freight terminal as an inland port
- activity specific centres, for example, distribution warehouses processing plants.

Provide for a safe, reliable and recilient network

The Port of Portland and the major arterial road network will need to be resilient not only to natural hazards such as bushfire, flood and climate change but to changes in commodities to be carried and associated logistics. These changes may mean increases in cartage of commodities such as mineral sands and potential increases in weights and volumes of trucks. Consideration also needs to be given to facilitating movements of people to main regional centres to access higher order services and facilities such as healthcare and educational services.

Opportunities for providing for a reliable and resilient network could be developed around:

- preparing contingency plans for major disruption by flood or bushfire
- addressing on-time running limitations, such a single track rail lines
- Improving the network of rest areas
- maintaining and improving the network of road and rail to appropriate standards
- propriet standards
- increased truck capacity to improve reliability and reduce delays removing network constraints such as weight and size restrictions

Consider technological advancements in the bransport provision buy

Technological advancements such as the roll out of the National Broadband Network may mean that people make more use of technology and therefore have less need to travel. The health and education sectors, for example, are already providing some services online. This could in turn free up capacity in the existing transport network.

Opportunities for considering technological advancements could include

- access to and utilisation of the National Broadband Network
- use of electronic devices such as tablets, smartphones, portable computers to deliver up-to-date transport information
- alternative fuelled vehicles
- new vehicle designs.

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Regional Growth Plan GREAT SOUTH COAST

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Understand and ensure efficient supply cosins

efficiencies in supply chains network may help identify links that need to be upgraded to provide greater trucks taking products to processing or export locations. Understanding roads may not be able to cope with the number and use of higher volume Changes to vehicle and fleet characteristics may mean that small local how local roads are used to provide connections to the main arterial road

Opportunities for efficient supply chains involve:

- understanding relationships, movements and modes between the farm gate, markets, distribution centres and gateways
- taking advantage of technological improvements
- as by industry input building evidence to support enhancements to the freight network such

Ensure emently and association

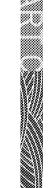
expanding walking and cycling facilities economy. Examples include enhancing the region's tourism product by pleasure will be important to strengthening and diversifying the region's Improving the transport network's useability for both business and

Opportunities for ensuring amenity and useability of the transport network include:

- identifying and developing touring routes for all users, including cyclists
- improving facilities for the travelling public, such as wayside rest areas signage and information hubs
- marketing, for example, developing package tours for 'day' trips
- minimising the impact of freight routes on future residential growth areas

Land use policies, strategies and actions

- Action Plan when considering land use within key transport corridors Integrate strategic transport planning directions from the Great South Coast Transport Strategy 2013 and the Green Triangle Region Freight
- Strategically renew, maintain and develop infrastructure to maximise opportunities to meet anticipated needs
- structure planning and planning schemes changes and freight logistics operations connections to the transport network to cater for future commodity Consider industry needs and plan for flexible and adaptable freight Incorporate future directions for infrastructure development into regional
- Maintain the quality of the road and rail networks by ensuring the
- Plan for infrastructure, taking into account changes in demography, land use and economic and social development
- Support the National Airports Safeguarding Framework



- Set aside land to provide for future major road and rail projects, using zoning and overlays.
- Maximise the strategic position of the transport network to encourage settlement and economic growth along existing transport corridors.
- Support future infrastructure projects to assist with growth

14.4 Social infrastructure

Social services should be provided in an equitable way to enhance community resilience and ensure communities have access to the services they need at a local and regional level. The delivery of services needs to be matched with both the location and timing of development and population growth. The broad settlement pattern should also provide for community recreation and leisure and protect valued landscapes and recreation assets at the regional scale.

Future directions

- Provide social infrastructure that is well located and accessible to residential areas, transport services, employment and education opportunities.
- Support opportunities to increase the supply of affordable housing and the renewal of housing stock to meet changing demographic needs.
- Support the renewal, maintenance and improvement of health and educational facilities.

incateor.

Educational facilities such as Deakin and RMIT universities, and a quality offering of secondary colleges across the region, can play a major role in attracting people to the region. Key actions to improve educational outcomes across the region include: strengthening linkages between secondary and tertiary education systems and between industry and educational institutions; clustering of and collaboration between education providers; and developing early intervention strategies to improve educational retention

Access to educational facilities across the region will be pivotal to ensuring outcomes for all age groups.

and attainment rates, and address equity issues

A lifelong learning approach needs to be encouraged and supported within settlement networks and through the use of technologies such as broadband internet access.

Land use policies, strategies and actions

- Support access to lifelong learning facilities through integration into network settlement planning and implementation.
- Encourage clustering of and collaboration between educational institutions and industry.
- Support appropriate transport services and infrastructure to maximise accessibility.

Mualth and wellbaing

Health and wellbeing are pivotal to achieving the population and economic ambitions outlined in this plan. Settlement networks will need to incorporate health planning into their land use planning considerations and consider allied services in addition to health and wellbeing.

Health planning for the region has recognised the importance of emphasising health promotion strategies and ensuring timely and early intervention where necessary and appropriate. Land use planning initiatives should support this strategy by encouraging active lifestyles, for example, by providing walking tracks and bike paths in and around settlements. These initiatives should continue to be linked to the natural environment and tourism assets.

Future healthcare will increasingly use technologies such as broadband to assist in diagnosis and treatment, so access to technology will need to be factored into health-related land use planning. As the region's population grows and the population of Warrnambool heads towards 60,000 people, consideration will need to be given to the future location of higher order health services in the region.

Land use policies, strategies and actions

- Support accessibility to a range of health, wellbeing and allied services by using a settlement network approach to health-related planning.
- Support appropriate transportation services and infrastructure to maximise accessibility.

 Use land use planning to support and develop key preventative health
- Commence planning to enhance higher order health service provision for the region in Warrnambool.

measures such as off-road pathway connections

Recreation and open space

The region has a range of recreation and open space assets. Natural areas and public land are complemented by a range of constructed recreational and open space facilities. These assets are valuable in their own right, increase general public wellbeing and help define and maintain regional character.

Maintaining and enhancing significant open spaces and public land assets wil support the region's ambitions of improving amenity and regional liveability.

To enable open space and recreational assets to be adapted flexibly to changing community needs and demands, there needs to be recognition that their role can and should change over time, particularly as demographic impacts are felt.

Land use policies, strategies and actions

- Support the accessibility of recreational facilities by using the settlement network approach to planning.
- Protect key open space, including breaks between settlements and public land assets, through land use planning mechanisms such as the Significant Landscape Overlay and implementation of the recommendations of the South West Victoria Landscape Assessment Study.
- Maintain discrete settlements to enhance the integrity of urban and rural character and protect highly productive agricultural land.

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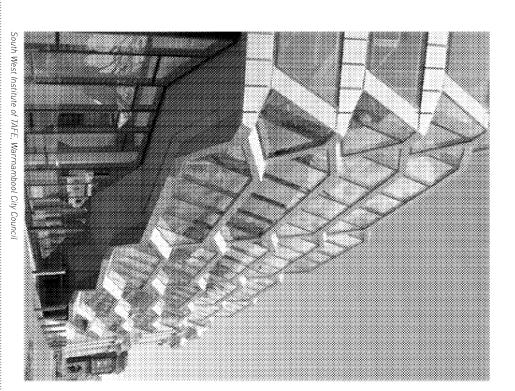
Community infrastructure, arts and culture

Community arts, cultural assets and institutions have long been recognised as contributing to a region's liveability and its attractiveness to people. Assets of this nature can play a significant role in supporting continued education, cultural tourism, engaging communities, health and wellbeing, as well as tourism and economic development.

The region has a rich and diverse array of heritage and culturally significant assets ranging from Aboriginal culture and heritage, to heritage linked to the Shipwreck Coast, markets and festivals.

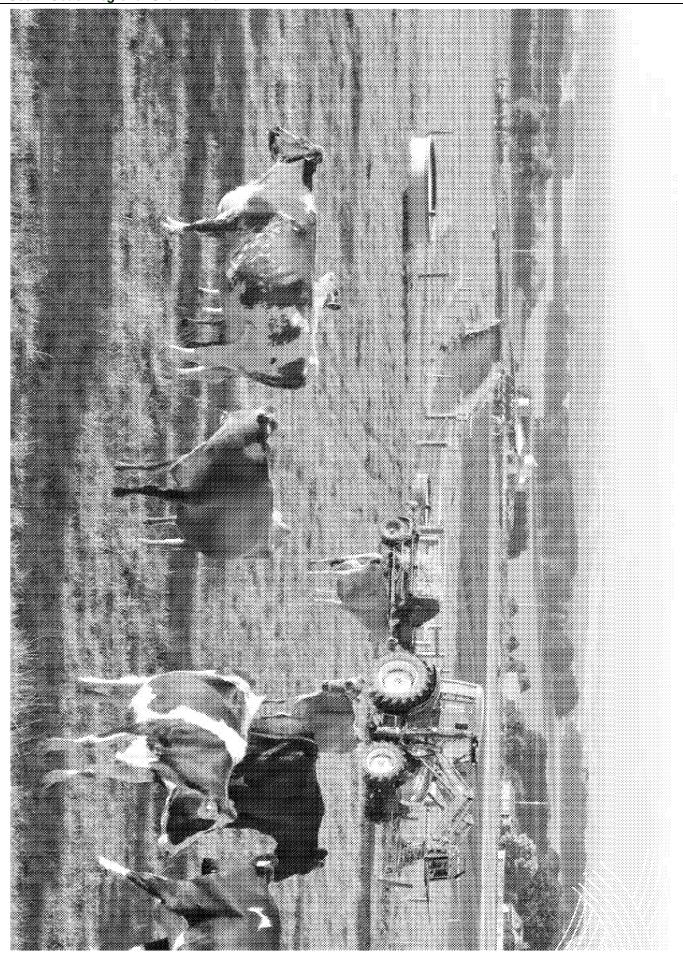
Land use policies, strategies and actions

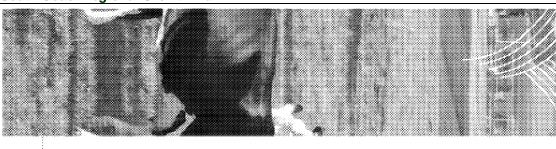
Support community infrastructure, arts, public art initiatives and cultural facilities.

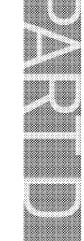


Regional Growth Plan GREAT SOUTH COAST

[69]







It provides direction on where future growth should occur and has been informed by advice, ana environment and landscape, settlement and regional infrastructure) to identify the plan for o This part of the Great South Coast Regional Growth Plan brings together all the elements of

i. Future directions for regional growth

Figure 17: Future key directions for regional growth

| 2. Attract more people to the region | 1. Strengthen the region's economy through increased industry diversification, innovation and development |
|--|---|
| Promote liveability as a key attribute of the region. Build on the diversity of lifestyle choices within the region. Facilitate a range of affordable housing options across the region. Provide for sufficient residential land to support population growth, particularly around Warrnambool. Attract; develop and retain a skilled workforce | increase the region's contribution to the nation's food production. Support agriculture as a primary source of economic prosperity. Support ingher velue-add and diversification of existing industries: Foster apportunities for investment in infrastructure innovation and research. Encourage appropriate local energy production and coursen development. Identify economic apportunities for the region's environmental cultural heritage, landscape and marine assets. Support growth along we key corridors east, west Princes Highwayl and north south Henry Highwayl. |
| To support the economy and liveable communities, the region needs to plan for population growth above the currently projected additional 29,615 people by 2041. With the average age of the region's population increasing, more workers are required to support the growth of existing and new industries | Key industries such as därying, tourism, timber and energy will continue to be the main sources of growth Research innovation; a skilled workforce and improved transport and utility infrastructure are needed to support future development and foster new value, adding The timque land, sea and climatic assets of the region provide apportunities for new industries. |
| Encourage infrastructure that enhances the liveability and attractiveness of the region to residents and commerce. Utilise built form and design guidelines to promote and enhance the uniqueness and attractiveness of small towns and regional centres. Allow for increased housing densities and infill developments in central city areas and locations that are accessible to shops, transport networks and other community services and facilities. Support sufficient and affordable housing located near major employment centres. Utilise the region's significant natural and cultural heritage assets to enhance the desirability of the region as a place to live and do business. | Support economic opportunities throughout the region, especially along the northern and eastern corridors identified in Figure 7: Future economic directions. Facilitate agricultural production and associated development. Facilitate local energy production and natural gas extension. Sustainably manage key cultural/heritage and environmental assets. Provide transport and service infrastructure improvements to help deliver economic development apportunities. |

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Regional Growth Plan GREAT SOUTH COAST

[72]

Regional Growth Plan GREAT SOUTH COAST

| 3. Enhance our liveability through improved health, education and standards of living | 4. Build on our network of
towns and the roles played
by them |
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| | |
| Provide access to he further improve two region's population Cater for demograting access key services Sustainably managhal underpin lifest affractiveness of the | Manage urban deveresidential develops communities, realist infrastructure provious on other land uses. Avoid settlement greenvironmental or so of high risk from an bushfire, flood and houshfire, flood and Reinforce the role a Warrnambool as the Hamilton and Portland other district to Support and promo sowns through the jof open space, trails gardens. |

| nhance our liveability
rrough improved health,
ducation and standards
tiving | Provide access to health and education to further improve liveability and grow the region's population. Cater for demographic changes and the impact this will have on residents ability to access key services. Sustainably manage environmental assets that underpin litestyle choices and the attractiveness of the region. | Appropriately managing growth in the region should enhance the liveability of the region for current and prospective residents and workers, tweathility will support growth through sustainable communities, access to jobs, education and services, affordable and diverse housing and protecting and enhancing the unique attributes of the region, including its natural environment. | Plan at a regional and sub-regional level the provision of and access to educational, research, health facilities and infrastructure identify and support the key liveability and amenty-related attributes of towns. Build connections between key educational and health institutions and major centres throughout the region. Set aside land surrounding key educational and health institutions to encourage co-location, clustering and collaboration with industry. Separate industrial activity from sensitive land usees. Identify the need for additional heritage or design controls to enhance the valued character of urban areas and their surrounds. |
|---|--|--|--|
| vild on our network of wns and the roles played them | Manage urban development and rural residential development to support existing communities, realise efficient service and infrastructure provision and manage impacts on other land uses. Avoid settlement growth in areas of high environmental or scenic value and also areas of high risk from natural hazards, especially bushfire, flood and coastal hazards. Reinforce the role and connections of Warrnambool as the region's regional city. Hamilton and Portland as regional centres, and other district towns. Support and promote active and attractive towns through the provision and enhancement of open space, trails, streetscapes and gardens. | With approximately 50 per cent of the region's population living outside major centres, smaller towns and communities play a critical role in the social, environmental and economic functioning of the region and its liveability, improved connections to all towns are vital as is the provision of key services in the regional centres of Warrnambool, Hamilton and Portland to support the dispersed population of the region. | Implement the framework for the future role and growth of settlement shown in Figure 18: Regional growth map. Establish or reinforce settlement boundaries. Direct urban development to existing townships including identified growth areas, undeveloped land and infill opportunities within existing town boundaries. Plan for rural residential development where it supports sustainable communities while avoiding areas of high environmental value, at high risk from natural hazards or that have future urban development potential. Plan for employment and services in towns based on need and apportunity. Encourage safe, attractive and healthy urban development. Recognise and avoid natural hazards such as bushfire or flood, in planning for population growth. Support development and investment in small towns that are facing economic and population challenges. |

| strategic assets and support agricultural productivity | 6. Sustainably manage our natural, cultural and environmental assets |
|--|--|
| infrastructure to support economic development of marine assets. Sustainably manage key agricultural land. Grow food production related industries. | Tourism opportunities will be enabled, where appropriate, around cultural heritage and natural environments where impacts and risks from natural hazards can be managed Identify and facilitate opportunities for improved connections, water management and response to natural hazards. Identify potential economic opportunities and response from climate change. Sustainably manage and enhance the features of the region that attract development, agriculture, residents and tourists. |
| environmental and constructed assets - methoding major transport infrastructure, marine environments and fertile agricultural tand - provides sustainable competitive advantages for the region. The use and improvement of these assets support the region's increasing role in food and fibre production for domestic and international markets. Planning must sustainably manage valuable agricultural land together with the water air and ecosystems that support it, and the environmental assets lincluding significant landscapes] that contribute to the identity of the region and its growing fourism industry. | e Natural resources such as fish, timber, sand and stone and gas, and environmental assets such as native forests, waterways, coasts and soils, all contribute to the liveability and economic prosperity of the region. Sustainable management will include a combination of use, protection and enhancement. Environmental assets are also recognised for their natural beauty, and their contribution to visitor experiences and quality of life for existing residents. |
| to rural land use planning such as adapting to climate change, avoiding potential conflicts with non-egricultural uses, matching land use to land capability and sustainably manage environmental essets. Provide support and direction on appropriate locations for the establishment of new agricultural industries. | Direct urban settlement to existing towns and rural activities to appropriate locations Establish vegetation corridors between high value environmental assets. Identify and sustainably manage natural resources, environmental assets and features of environmental value in the planning schemes. Direct urban growth, commercial, industrial and rural residential development away from areas where it would limit the ability to utilise environmental assets and natural resources. |

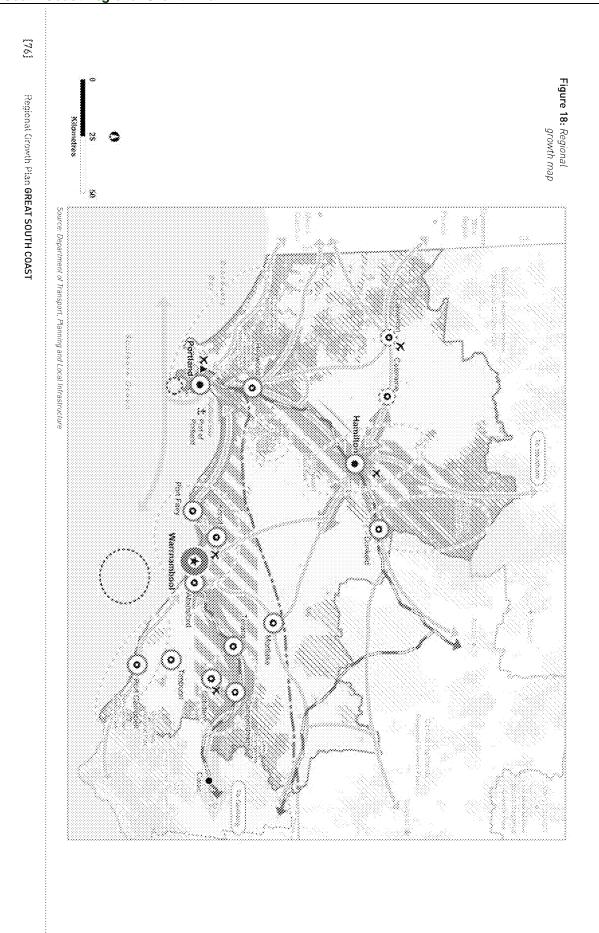
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| . Ennance equity of access to infrastructure, facilities and services | 8. Strengthen connections to other regions |
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| Recognise that the entire region needs to be serviced by infrastructure. Recognise that the entire region needs to be serviced by infrastructure facilities and services. Adopting a network of settlements approach will assist in achieving this aim improve equity and access through the enhanced telecommunications and broadband internet availability. | Develop transport and initrastructure connections. Cross-regional relationships between settlement networks are understood and developed. Develop the eastern area of the region and integrate it with the 621 region. Integrate cross-regional tourism routes and assets. |
| population provides diesiyle choices for residents, diverse communities and a workforce distributed throughout the region. Equitable access to infrastructure, facilities and services will need to be maintained and enhanced, including through technology coordinated service delivery and transport improvements. | The region exports goods to other parts of Victoria. Australia and internationally it has townships that service dispersed communities that are also close to large cities in adjacent regions. Improved inter-regional connections will promote economic activity, social inclusion and facilitate access for residents and visitors. |
| Frouts key actitities and services in the moves accessible locations, particularly the regional city, regional centres and towns shown in Figure 18. Regional growth map Ensure access to educational and health facilities is built into sertlement network frameworks Examine apportunities for providing facilities that service clusters of small or remote settlements. Provide new service and social infrastructure to support the areas of growth shown in Figure 18. Regional growth map Support greater housing strategy that addresses housing for key workers on major projects. | Investigate improvement to road and rail connections to regional cities in adjoining regions and to Melbourne, including for example between Warrnambod and Geelong, identify the strategic opportunities and impacts to facilitate linkages between regional cities from significant growth areas in Geelong and the G21 region. Plan for improved and flexible freight connections to link areas of production and manufacturing to export markets in and beyond the region. Maximise the transport network to encourage settlement and economic growth on and around existing transport corridors. Link the broader tourism experiences |

Attachment 1 - GSC Regional Growth Plan - Final Draft - September 2013

| 9. Ensure that the land and infrastructure needed to support growth is identified and appropriately planned | |
|--|--|
| Manage the impact from major projects on regional infrastructure and surrounding land. Supply sufficient and appropriate industrial land to support economic development. Investigate and prioritise infrastructure needs to facilitate economic development and population growth in settlements. Maintain and enhance key infrastructure including the Port of Portland and direct transport links from production, processing and markets. | Periode Period |
| New and improved infrastructure that supports growth - including road, rail, water waste, gas, sever and social infrastructure - must be planned and coordinated to ensure it is supplied efficiently and when regulation growth, land supply must be maintored to ensure availability of the right type of land in the right location. | |
| Support the provision of appropriate and timely infrastructure to facilitate growth. Increase industrial land supply to support the areas of growth. Identify apportunities and plan for marine industries and infrastructure. Develop infrastructure servicing the Port of Portland, particularly trail and road networks, in conjunction with expansion plans. Support the Port of Portland's expansion through appropriate land use planning and overlay controls. Review transport and infrastructure provision in key urban areas to keep pace with growth Support the National Airports Safeguarding Framework. Require planning approvals for major projects to consider the impacts on regional infrastructure and surrounding land. | |



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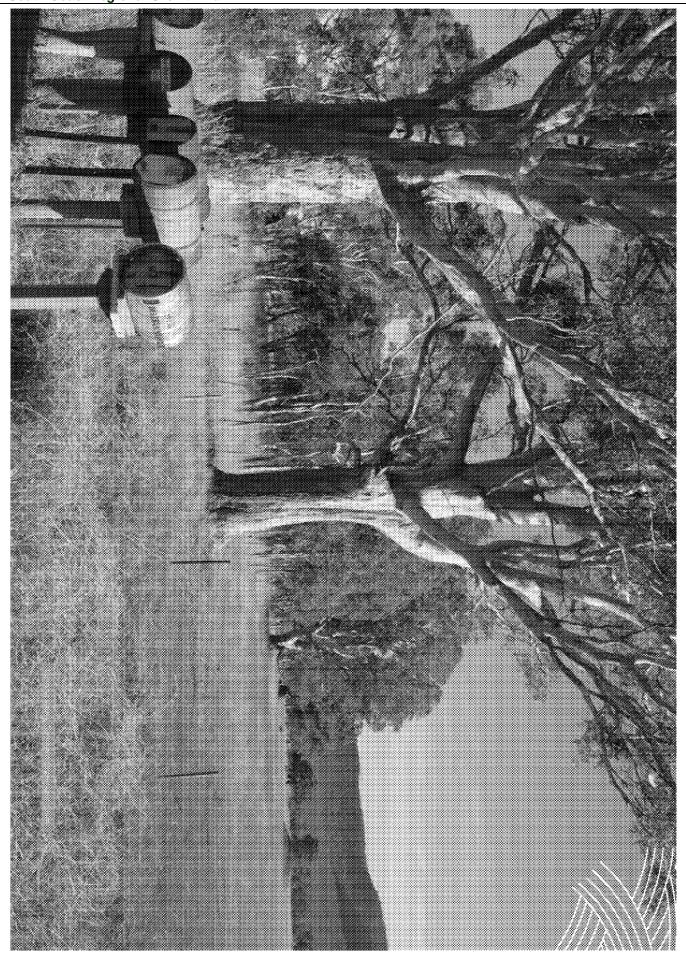
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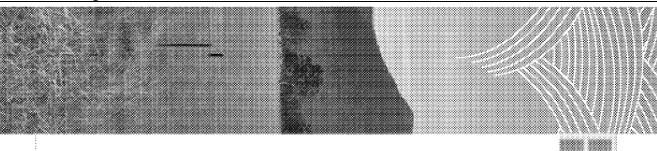
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Regional Growth Plan GREAT SOUTH COAST

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Planning schemes

directions of the plan will be incorporated into the state policy section of the Victoria Planning Provisions and planning schemes. Key strategic each council planning scheme The Great South Coast Regional Growth Plan will have status as part of

government to identify any required changes to bring local policy into The councils will then need to work in partnership with the state other major planning policies (such as the Metropolitan Planning Strategy Planning Policy Framework in order to deliver regional growth plans and An Advisory Committee has been appointed to conduct a review of the State

Strategic Statement and will provide justification for future planning South Coast region, including future reviews of each council's Municipal The plan will guide and inform future strategic planning across the Grea implementation priority. alignment with the regional growth plan. This should be an immediate scheme amendments that are consistent with the plan.

ö N Links to Great South Coast Regional Strategic Plan implementation

endorsement and funding for the highest priorities in the region Implementation of the regional growth plan should be considered in the Great South Coast Regional Strategic Plan. This will strengthen the Great South Coast Regional Strategic Plan that was developed in 2010. This regional growth plan has been informed by, and is aligned with, the capacity for achieving shared objectives and targeting efforts to secure relation to other ongoing work to implement the strategic directions of

> consistent and united focus on what is important for the region growth plan and the regional strategic plan will help to ensure a Ensuring alignment between the directions and priorities in the regional

South West Committee. These entities are key stakeholders in overseeing and federal governments and the Regional Development Australia Great Opportunities for implementing the key directions and actions in both the Great South Coast Regional Growth Plan building on the function of the Project Steering Committee established for relation to agreed actions regarding future land use. These could include should be developed to promote integrated planning and delivery in Regional Strategic Plan. Appropriate regional governance arrangements the ongoing development and implementation of the Great South Coast plans and the regional strategic plan will be explored with councils, state

A plan for implementation of actions

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well substantiated and agreed, and that the region is well positioned to plan is critical to achieve its strategic directions for growth and change. respond to opportunities for funding and investment in infrastructure, An implementation plan will ensure that regional priorities for action are Further work to develop a plan for implementation of the regional growth : protection and management of future growth

Purpose and scope

to support the next phase of housing, employment and infrastructure planning across the region according to the directions and principles of An implementation plan will provide information and recommendations the regional growth plan

in the regional growth plan. establish a framework for monitoring and reporting on the delivery of actions investment, positioning projects to be considered in future budgets. It will also Coast region identifying funding priorities for critical infrastructure. It will also future investment and strategies. It will identify opportunities and benefits for be used by project partners and other service providers and agencies to plan An implementation plan will be an important planning tool for the Great South

and assess the feasibility of strategic investment proposals for the region or investigations that are required to improve land use planning policy the implementation plan. Opportunities to progress these studies will be identified as part of The regional growth plan has identified a number of further pieces of work

employment, infrastructure supporting the regional economy and regional attraction, main distribution lines for reticulated services, skills and links between town centres and employment nodes, people and business local) level priorities. Regional scale actions may include key transport The implementation plan should focus on regional (as opposed to the

The consideration of regional priorities would need to include

- benefit-cost assessment
- complementarity with critical infrastructure
- socio-economic benefit
- environmental impact
- contribution to the regional growth plan principles
- risk management lincluding consideration of natural hazards)
- responsibility, funding and timing.

Timing and phases

An implementation plan may include the following phases over 2014-2015:

| hase I – Project set-up | hase 1 - Project set -up Project partners |
|--------------------------------------|---|
| hase 2 – Project overview (scope and | Project partners, targeted stakeholder |
| analysis) | consultation |
| nase 3 – Draft implementation plan | Project partners, targeted stakeholder |
| 1 | - |
| | |
| | consultation, community engagement |
| | on draft implementation plan |
| hase 5 - Final implementation plan | Project partners |
| considered by councils and | |
| gavernment | |

Governance

arrangements as strengthened through the development of the regional arrangements including connection to existing regional groups and, if growth plan. Consideration would need to be given to governance agencies. Governance arrangements would build on existing partnership state government departments and infrastructure and service delivery development of an implementation plan. It would involve working with Great South Coast councils would have lead responsibility for the required, the formation of a Project Steering Committee and project team

Regional Growth Plan GREAT SOUTH COAST



may be required for: addition to the in-kind contribution of time from project partners, funding The development of an implementation plan would require resources. In

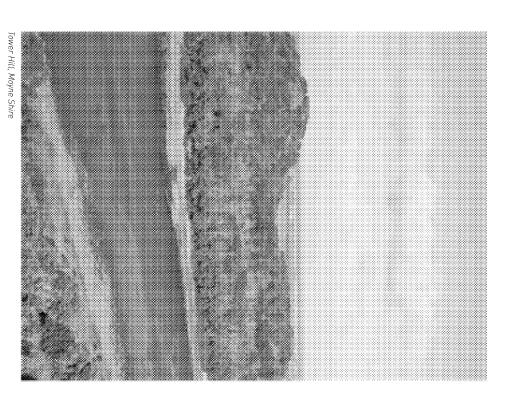
- additional studies or analysis
- project management, staff and administration
- stakeholder engagement
- document production.

Relevant strategies

implementation plan. These include the: completed and currently under way that will inform the development of the There are a number of strategic and infrastructure planning projects

Metropolitan Planning Strategy and the adjoining regions' regional

- Victoria The Freight State: the Victorian Government Freight and Logistics Plan
- Great South Coast Regional Strategic Plan
- Great South Coast Major Projects Cumulative Impact Study
- State and regional transport, health, coastal, catchment strategies



Regional Growth Plan GREAT SOUTH COAST

It is intended that this plan will inform any subsequent review of the Great South Coast Regional Strategic Plan. The plan is intended to be a living and adaptable plan, able to respond to new data and information as it arises, including information from state or regional strategies and programs. The plan is to be reviewed on a four- to five-year cycle. Any review process will involve broad community and stakeholder engagement.

Implementation of this plan will be integrated with the overall implementation of the Great South Coast Regional Strategic Plan and included in the performance monitoring framework for the implementation of the regional strategic plan. This framework includes an assessment of performance and project progress and sets out performance measures for the key directions of the regional strategic plan.

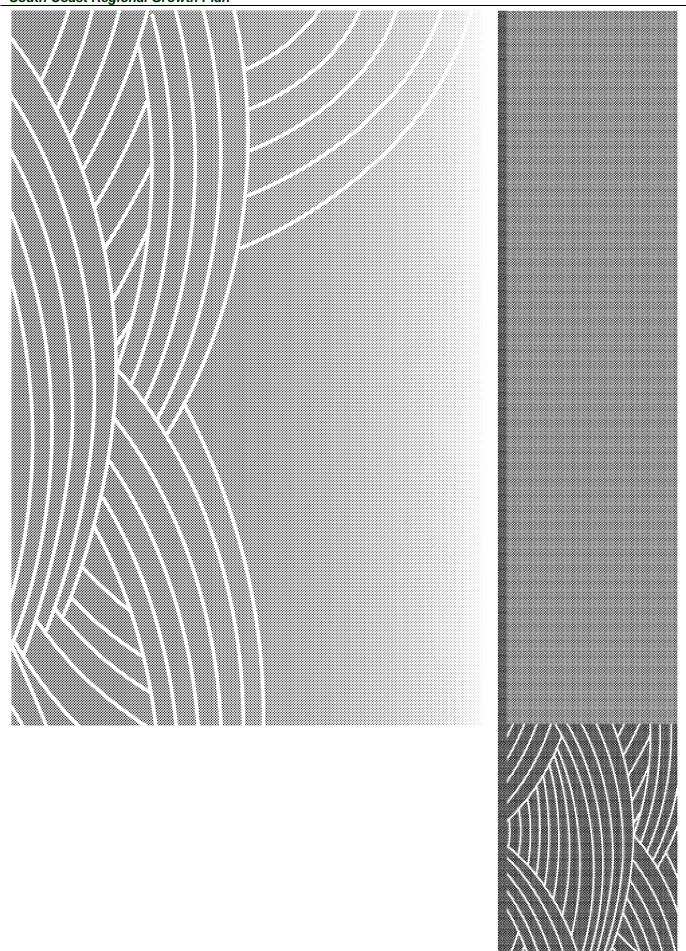
mplementation summar

The key implementation actions, priorities, partners and responsibilities are summarised below.

Figure 19: Implementation actions

| Completion of
Great South
Coast region land
supply analysis | 2. Planning scheme implementation of regional growth plan | 3. Implementation Plan | 4. Great South Coast
region Municipal
Strategic
Statement
reviews | 5. Great South Coast
Regional Growth
Plan Review |
|---|--|---|---|--|
| High | High | High | Medium | Medium |
| 2014 | 2013-2014 | 2014-2015 | To coincide
with Municipal
Strategic
Statement
review cycles | 2016-2018 |
| Department
of Transport,
Planning
and Local
Infrastructure | Department
of Transport,
Planning
and Local
infrastructure | Great South
Coast region
councils | Great South
Coast region
councils | Lead
governance
entity to be
determined |
| Great South
Coast region
councils | Great South
Coast region
councits | Great South
Coast Regional
Growth Plan
and Great South
Coast Regional
Strategic Plan
project partners | Department
of Transport,
Planning
and Local
Infrastructure | Great South
Coast Regional
Growth Plan |

[82]





GREAT SOUTH OOAST

REGIONAL GROWTH PLAN BACKGROUND REPORT

September 2013



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Table of contents

| 1. | inti | oduction and background | 2 |
|--------|------------|---|----|
| | 1.1 | State context | 1 |
| | 1.2 | Purpose of the background report | 2 |
| 7 | Rac | rional context | ্ |
| 34.3 | | * | |
| | 2.1 | Regional snapshot | |
| | 2.2 | Population and settlement | |
| | 2.3 | Economy and employment | |
| | 2.4 | Transport and access | |
| | 2.5
2.6 | | |
| | 2.0 | Environmental assets | |
| | 2.7 | Community and liveability | |
| | 2.9 | Surrounding regions | |
| | 2.10 | Key regional strategies | |
| | | | |
| 3. | Reg | gional strategic plan | 12 |
| | 3.1 | Aspirations and strategies | 12 |
| | 3.2 | Directions | |
| | 3.3 | Implications for the regional growth plan | |
| æ | e2 | | |
| œ, | Reg | gional growth drivers and challenges | 49 |
| | 4.1 | Drivers of change | 14 |
| | 4.2 | Challenges for growth | 15 |
| e; | Qar | tional economy | 10 |
| .,ee e | 22008 | • | |
| | 5.1 | Introduction | |
| | 5.2 | Key economic drivers | |
| | 5.3 | Dairy industry | |
| | 5.4 | Energy industry and major projects | |
| | 5.5 | Timber industry | |
| | 5.6 | Earth resources | |
| | 5.7
5.8 | Tourism | |
| | 5.9 | Agriculture and marine industries. | |
| | 5.10 | Manufacturing | |
| | 5.11 | Retail and services. | |
| | 5.12 | Health and education | |
| | 5.13 | Workforce and skills | |
| | 5.14 | Port of Portland | |
| , | ×× | 2 8 9 94 | |
| Ö. | env | Aronment and heritage | 34 |
| | 6.1 | Introduction | 32 |
| | 6.2 | Cultural heritage assets | 32 |
| | 6.3 | Significant landscapes | 33 |
| | 6.4 | Terrestrial habitat | 34 |
| | 6.5 | Waterways | 36 |
| | 6.6 | Rainfall and water access | 37 |
| | 6.7 | Water and water supply catchments | 38 |
| | 6.8 | Soils | |
| | 6.9 | Public land | 41 |

| 6.10 | Coasts and estuaries | 43 |
|--------|---|----|
| 6.11 | Marine assets | 45 |
| 6.12 | Climate change | 45 |
| 6.13 | Flooding | 46 |
| 6.14 | Bushfire | 48 |
| 6.15 | Threats to soil health | 50 |
| 6.16 | Acid sulfate soils | 51 |
| 6.17 | Coastal hazards | 52 |
| 6.18 | Potentially contaminated land | 53 |
| 7. Set | ttlements and population | 54 |
| 7.1 | Introduction | 54 |
| 7.2 | Description and analysis – settlement | 58 |
| 7.3 | Settlement hierarchy | 62 |
| 7.4 | Housing diversity and affordability | |
| 7.5 | Land supply | 69 |
| 7.6 | Rural settlement | 70 |
| 8. Tra | insport and regional infrastructure | 71 |
| 8.1 | Introduction | 71 |
| 8.2 | Policy context | 71 |
| 8.3 | Transport | 72 |
| 8.4 | Overview of freight movements | 73 |
| 8.5 | Overview of passenger movements | 75 |
| 8.6 | Guiding future transport opportunities | 77 |
| 8.7 | Freight movement | 77 |
| 8.8 | People movement | 79 |
| 8.9 | Water supply | 81 |
| 8.10 | Waste management | 82 |
| 9. To | wards the regional growth plan | 84 |
| 9.1 | Growth scenarios | 84 |
| 9.2 | Key considerations for the three growth scenarios | 85 |
| 9.3 | Scenario testing | 89 |
| 9.4 | Assessment of impacts, gaps and constraints | |
| 9.5 | Strategic directions | 92 |
| 9.6 | Principles for growth | 92 |
| 10. Re | ferences | 94 |

List of figures

| Figure 1: The eight regional growth plans | 1 |
|---|------|
| Figure 2: Great South Coast region | 3 |
| Figure 3: Relative social disadvantage in Great South Coast region | 8 |
| Figure 4: Mining and extractive industries, tenements and licences | . 24 |
| Figure 5: Terrestrial habitat assets | . 35 |
| Figure 6: Significant waterways | . 37 |
| Figure 7: Declared water supply catchments | . 39 |
| Figure 8: Priority areas for investigation as declared 'intensive management' areas | . 40 |
| Figure 9: Public land | . 42 |
| Figure 10: Estuaries | . 44 |
| Figure 11: Flood Overlays | . 47 |
| Figure 12: Application of the Bushfire Management Overlay | . 49 |
| Figure 13: Dominant soil health issues – Glenelg Hopkins Catchment Management Authority | |
| region | . 50 |
| Figure 14: Example mapping of potential coastal acid sulfate soils in the region | . 52 |
| Figure 15: Future settlement role strategy | . 55 |
| Figure 16: Victoria Planning Provisions: Regional Victoria Settlement Framework | . 56 |
| Figure 17: Great Ocean Road Strategy | . 57 |
| Figure 18: Past and projected growth in the region | . 59 |
| Figure 19: Forecast population change 2011 to 2031 | . 60 |
| Figure 20: Regional migration between 2006 and 2011 | . 61 |
| Figure 21: Current settlement hierarchy | . 62 |
| Figure 22: Settlement size 2006 | . 66 |
| Figure 23: Population change 1981 to 2006 | . 66 |
| Figure 24: Local Government Area exports, 2011 and average annual growth rate, 2001 to 2013 | L 74 |
| Figure 25: Traffic count data points, Great South Coast region | . 74 |
| Figure 26: Compound growth rates, two-way traffic 2006 to 2009 | . 75 |
| Figure 27: Normal weekday rail patronage (estimate) by station | . 76 |
| Figure 28: Journey to work within Great South Coast Local Government Area boundaries, 2006 | . 77 |
| Figure 29: Growth scenario development process | . 84 |
| Figure 30: Map of Scenario A – Centralised growth | . 86 |
| Figure 31: Map of Scenario B – Regional centres | . 87 |
| Figure 32: Map of Scenario C – Corridor | . 88 |

List of tables

| Table 1: Key population and demographic data | 4 |
|--|------|
| Table 2: Key economic data | 5 |
| Table 3: Aboriginal population | 9 |
| Table 4: Dominant soil health issues – Corangamite Catchment Management Authority area | ı 50 |
| Table 5: Great South Coast population 2011 to 2031 | 58 |
| Table 6: Predicted components of population change 2011 to 2041 | 61 |
| Table 7: Typology – Settlement analysis | 63 |
| Table 8: Town populations 2001 to 2011 | 65 |
| Table 9: Future growth of Great South Coast settlements | 67 |
| Table 10: Household types 2011 to 2031 | 67 |
| Table 11: Dwelling structure 2011 | 68 |
| Table 12: Rural Living Zones by Local Government Area (LGA) | 70 |
| Table 13: Exports, 2011 and the annual average growth rate from 2001 to 2011 | 73 |
| Table 14: Workshop findings | 90 |
| Table 15: Results of preferred scenario questionnaire | 91 |
| Table 16: Summary of preferred scenario | 91 |
| Table 17: Principles for growth | 93 |

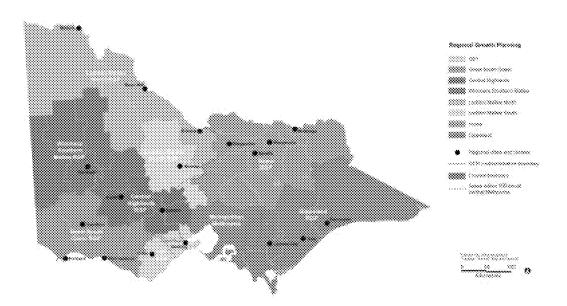
1. Introduction and background

1.1 State context

Eight regional growth plans have been prepared to provide broad direction for land use and development across regional Victoria. They also provide more detailed planning frameworks for key regional cities and centres. The regional growth plans respond to directions established in the regional strategic plans that were prepared across regional Victoria between 2007 and 2010.

The regional growth plans are the next stage in planning for growth and change in regional Victoria. They have been developed in a partnership between local government and state government agencies and authorities. The regional growth plans reflect state and local government objectives. These plans provide a long-term view of the region to 2041 and beyond, allowing for some short-term actions, and providing long-term strategic land use direction.

Figure 1: The eight regional growth plans



Source: Department of Transport, Planning and Local Infrastructure

The regional growth plans translate and integrate emerging statewide regional land use planning policy. They provide the basis for regional coordination and future planning of infrastructure to support regional land use objectives.

The Great South Coast Regional Growth Plan (the plan) has been developed in partnership between local government and state government agencies and authorities. It provides regional land use planning responses to the strategic aspirations and directions identified in the Great South Coast Regional Strategic Plan (the regional strategic plan). The plan takes a 30-year strategic view of future planning for the region. It will:

- establish a framework for strategic land use and settlement planning that can sustainably accommodate growth
- identify important economic, environmental, social and cultural resources to be preserved, maintained or developed

- provide direction for accommodating growth and change including: residential, employment, industrial, commercial, agriculture and other rural activities
- show which areas of land can accommodate growth and which are to be maintained
- identify opportunities for supporting regional level infrastructure, providing an essential contribution to the long-term sustainability of the region.

The plan will help councils by streamlining planning policy and potentially reducing the strategic workload of councils. It will also contribute to broader regional goals.

The plan provides a regional strategic land use framework for growth and change. It is a strategic direction setting document which identifies long-term land uses and growth objectives. It is not at a level where service planning or specific unquantified infrastructure could be committed. The plan will guide infrastructure decisions and provide priority for further investigations of regionally-significant infrastructure.

Site specific development proposals and processes are also outside the scope of the plan.

The plan provides solutions to common issues across the Great South Coast region but will not reduce attention to local issues or replace local planning, for example, identification of future industrial and other employment locations or consistent regional approaches to matters such as planning for key resources, waste, tourism and heritage.

The plan will provide benefits by:

- creating partnerships with local government and regional stakeholders to plan for the future at a regional scale
- supporting resilient communities and be flexible and adaptable to change
- realising the potential of regional Victoria to accommodate growth and provide alternative lifestyle choices to Melbourne
- establishing a Vision for Victoria: regional growth plans, the Metropolitan Planning Strategy and regional
 cities planning will collectively provide a whole of state approach to strengthening Victoria's economy,
 liveability and prosperity.

Strategic planning projects and development frameworks already undertaken by councils have been significant inputs into the plan. By building on existing knowledge, the plan informs short-term regional actions and articulates longer term direction for the region over the next 30 years.

The plan informs local strategic planning and future public and private investment. It is one of eight regional growth plans being prepared across the state and is consistent in its approach to help provide a whole of regional Victoria overview.

1.2 Purpose of the background report

This background report provides a summary of research undertaken into the existing conditions and trends in the Great South Coast region. The background report was released concurrently with the Great South Coast Regional Growth Plan for consultation in June-July 2013. It allows readers to further explore the basis of strategies contained within the plan. The background report reflects the chapters in the plan.

Regional context

2.1 Regional snapshot

The Great South Coast region is located in south-west Victoria and is comprised of the municipalities of Corangamite, Glenelg, Moyne, Southern Grampians, Warrnambool and the Colac Otway Shire. Colac Otway Shire is within the G21 region and its future growth is planned for in the G21 Regional Growth Plan. The Great South Coast Regional Growth Plan considers the relationship with, but does not specifically plan for, the Colac Otway Shire. For this plan the region extends from Camperdown in the east to the South Australian border in the west, and from Balmoral, Dunkeld and Skipton in the north to the Victorian coastline in the south. The region includes the regional city of Warrnambool, and the regional centres of Hamilton and Portland.

The region is known for high quality agricultural production supported by a network of settlements which provide vital health, education and other services. The region is home to major industry including dairy processing plants, softwood and hardwood timber plantations and associated processing facilities, the Portland Aluminium Smelter, significant natural gas extraction and production facilities, and wind energy facilities. The region contains one of the premier deep-water ports in Australia in Portland, an extensive road and rail network and several commercial airports.

The region is rich in nature-based tourist attractions, from the Great Ocean Road to the Grampians and the volcanic plains landscape. It has a rich cultural heritage, from Aboriginal cultural heritage and the sophisticated engineering feats of the Gunditjmara people, to more recent historic heritage as the birthplace of Victoria, agricultural heritage and historic towns.

For the purposes of the plan, the Great South Coast region does not include the Colac Otway Shire. This background report identifies where data for the region includes the Colac Otway Shire. The Colac Otway Shire has extremely close links to the region, which is why it is included in some data.

Figure 2: Great South Coast region

Source: Department of Transport, Planning and Local Infrastructure

2.2 Population and settlement

In 2011 the population of the Great South Coast region was 101,624¹. This is projected to grow to 131,239 people by 2041, an increase of approximately 29,615 people from 2011. The regional strategic plan does not specify an aspirational population target. Table 1 sets out key population and demographic data for the region.

The population of the region is ageing. The average age is increasing at a higher rate than for Victoria as a whole, and this trend is projected to continue in the future, albeit at a higher rate as the baby boomers enter old age. As the population ages, there will be less working people to support the economy and provide the resources that older people require.

The ageing population has implications for the economic prosperity of the region and changing demands for transport, health and social infrastructure. Demand for hospital services is expected to rise over the next 10 years, along with the demand for diversity of housing types.

The plan responds to the spatial location of the region's ageing population when planning for the growth of settlements and future regional infrastructure. Static or decreasing populations in smaller towns may provide particular challenges for service provision.

The region contains a number of settlement types, with Warrnambool, the main service centre, being categorised as a regional city, and Portland and Hamilton as regional centres. These towns provide a wide range of services to the region and adjoining areas. Approximately 50 per cent of the region's population lives outside the three main population centres. To service this sparsely populated area, a range of inland and smaller coastal towns and settlement networks act to support economic, social and community needs.

Table 1: Key population and demographic data

| rabie it: Key population and demographic data | |
|--|-----------------------------------|
| Receipt and population of | |
| Current Population (2011) ² | 101.624 |
| , , | |
| Projected Population (2031) ³ | 124,798 |
| Projected Population (2041) ⁴ | 131,239 |
| Agreed Planning Range ⁵ | 134,00-145,000 |
| Projected annual change from 2011 to 2041 ⁶ | +0.7% population/+0.9% households |
| Proportion of residents aged 60 years and over (2011) ⁷ /(estimated 2031) ⁸ | 22.9/31.3 |
| Proportion of residents living in the regional city (Warrnambool) or regional centres (Portland, Hamilton) | 48% |
| Total households (2011) ⁹ | 38,264 |
| Projected households (2031) ¹⁰ | 52,208 |

¹ ABS 2011 Catalogue 3218.0 Regional Population Growth, Estimated Resident Population

² ABS 2011 Catalogue 3218.0 Regional Population Growth, Estimated Resident Population

³ DPCD Victoria in Future 2012

⁴ DPCD Unpublished projections 2012

⁵ DPCD Unpublished data 2012

⁶ DPCD Unpublished projections 2012

⁷ ABS 2011 Census Population and Housing

⁸ DPCD Victoria in Future 2012

⁹ ABS 2011 Census Population and Housing

¹⁰ DPCD Victoria in Future 2012

2.3 Economy and employment

Agriculture is the dominant land use and important economic driver and employer of the region. The major agricultural industry is dairying across the south with significant plantation forestry in the west and increasing livestock and grains industries in the north. The manufacturing and health and community care sectors are also significant contributors to the regional economy and important employers. There is a growing professional and service economy within the region. The alternative energy sector is growing with wind, geothermal, natural gas and wave energy projects all underway across the region. Key economic data relating to the region is outlined in Table 2.

Table 2: Key economic data

| Constitutions | | | | |
|--|--------------------------------------|--|--|--|
| Median individual income (\$/week)11 | \$418 | | | |
| Estimated Labour Force (2011) ²² | 48,604 | | | |
| Major Industry of Employment)13 | Agriculture, forestry, fishing (18%) | | | |
| Unemployment Rate (2011) ¹⁸ | 5.17% | | | |
| Total value of trade through Port of Portland (output) ¹⁵ | \$1.3-\$1.5bn (2004-05) | | | |

2.4 Transport and access

The road network that supports the Great South Coast region is part of a radial network focussed on Melbourne and Geelong, with some north-south links between inland centres and coastal cities. The two major east-west highways are the Princes Highway (A1) and Hamilton Highway (B140). The Glenelg Highway (B160) traverses the northern parts of the region, linking Ballarat to the north-east and Hamilton to Mount Gambier in the west. The Great Ocean Road (B100) hugs the coast providing the link between the coastal settlements. The two north-south corridors are:

- the Henty Highway (A200) between Portland and Hamilton and linking with the Wimmera region to the north
- the Hopkins Highway (B120) between Mortlake and Warrnambool.

The most important road corridor is the Princes Highway which links the Melbourne metropolitan area and Geelong to all the major southern centres of the region – Colac in the G21 region to the east, Camperdown, Terang, Warrnambool, Port Fairy, Portland and across to Mount Gambier to the west.

The region contains two major railway corridors. The standard gauge Maroona-Portland branch of the Australian Rail Track Corporation line running between Melbourne and Adelaide traverses the western part of the region and principally carries freight traffic. The second rail corridor is the broad gauge Warrnambool—Geelong—Melbourne line. This line carries both freight and passenger rail services.

The region also has one of the nation's major deep-water, bulk handling ports located at Portland. The port handles an increasing amount of commodity exports and is seen as a potential entry point for tourism in the future

Several airports located within the region cater for a range of commercial and tourism-related services, including regular services from Hamilton and Portland to Melbourne, Adelaide and Mount Gambier.

 $^{^{11}}$ Regional Development Victoria (2013) Great South Coast Economic Profile

¹² Regional Development Victoria (2013) Great South Coast Economic Profile

¹³ Access Economics 2011

¹⁴ Regional Development Victoria (2013) Great South Coast Economic Profile

¹⁵ Port of Portland, Port Land Use Strategy 2009

2.5 Facilities and services

The region has major service centres in Hamilton and Portland with higher order services located in Warrnambool. There are also several settlement networks, where smaller towns within the network provide a key service to nearby towns and rural communities. For example, Casterton has higher order medical and health facilities than some towns of greater size. This allows towns within its network to access these facilities rather than having to travel to larger centres.

The region is also a major service provider for areas in other regions. Hamilton provides services to the north (Wimmera) and west (Limestone Coast, in South Australia) and Portland services areas located to the west of the region. This role is critical for understanding the broader links the region has with neighbouring regions.

2.6 Environmental assets

The Great South Coast region contains an array of environmental assets, extending from unique coastline in the south to the Grampians National Park in the north. There are areas of exceptional rainforest in the south-east of the region and a range of other significant environmental assets, including rivers, wetlands, volcanic lakes, native grasslands, public land, coastal, estuarine and marine assets. The region's environmental assets are one of the main drivers of its tourism industry.

2.7 Cultural heritage

The region has a rich and diverse representation of natural and man-made heritage assets capturing, both Aboriginal cultural heritage and historic heritage. Cultural heritage assets include Aboriginal places and landscapes, the Great Ocean Road, Shipwreck Coast, maritime history, the Grampians National Park, as well as markets and festivals. There is a diverse range of heritage tourism in the region with significant potential for growth of this sector. The region's cultural heritage also plays a role in underpinning its high levels of amenity and liveability in the region.

2.8 Community and liveability

Many national and state policies and strategies are aimed at addressing disadvantage, developing economic opportunities, and improving health and wellbeing. Some of the major strategies considered in the development of this background report include:

- Sustainable Australia Sustainable Communities 2011
- Higher Education Participation and Partnerships Program
- Education and Investment Fund
- Building the Education Revolution
- Partnerships Facilitation Fund
- Victorian Health Plan
- Victorian Families Statement
- Change and disadvantage in the Barwon South West Region

2.8.1 Demographics and change

The regional strategic plan identifies a number of key issues facing communities in the region as identified in SEIFA index data. In particular, these issues relate to demographic change and the relative socio-economic disadvantage of the region.

2.8.2 Outward migration of young people

A significant number of young people are moving out of the Great South Coast region to major centres for education, employment and lifestyle choices. In 2011, over a third of the region's population (36.6 per cent) was over the age of 49. The regional strategic plan identifies the importance of attracting and retaining young people

to the region to fill critical labour force shortages, and maintain a demographically balanced community. An ageing population and decreasing working population will also increase the demand for health and community services.

The loss of young people has serious implications for labour supply and the economic growth of the region. The plan puts forward strategies to achieve a greater diversity of future residents, including retaining young adults. This will provide a balanced community profile, workforce and support adequate service provision in smaller towns.

The age profile of the region's Aboriginal 16 population is different from that of the population as a whole, with a high proportion of people under 40 years of age 17.

The plan, through integrated land use and transport planning, seeks opportunities to retain youth and improve local employment and educational options.

2.8.3 Health and wellbeing

Life expectancy is increasing in the region, but is still below the Victorian average, and is lower for males than females. The region's population has significantly higher levels of overweight and obese people, smoking, alcohol consumption, unhealthy eating, mental illness and behavioural issues and physical inactivity compared to the Victorian average¹⁸.

The regional strategic plan identified the importance of supporting active modes of transport, stating that 'settlement planning needs to have regard to the importance of encouraging use of modes of travel other than the private car'. The regional growth plan seeks to address health and wellbeing issues in the region by:

- supporting a pattern of settlement that fosters healthy, active living
- providing integrated land use and transport systems that maximise access to employment, education, health and other services.

Education and skills

Almost all personal social and economic benefits such as income, employment, longevity, health and low incarceration rates correlate strongly with educational attainment levels. The community-wide benefits of learning include a more skilled and healthy workforce.

The reach, quality and performance of Australia's education system are central to the nation's economic and social progress. The education and training sector has a critical role in maintaining and enhancing the liveability, sustainability and productivity of regions.

Both Year 12 retention and post-secondary qualifications across the Great South Coast region are below the Victorian average¹⁹. Only 35 per cent of persons aged 15 years and over who are no longer attending primary or secondary school, completed Year 12 or equivalent, well below the Victorian average of 51.7 per cent. The number of people in the region who have completed an Advanced Diploma, Diploma or a Bachelor or higher degree is less than the Victorian average. However, the number of people who have achieved a vocational qualification was higher than the Victorian average²⁰.

¹⁶ Throughout this document the term "Aboriginal" is used to refer to both Aboriginal and Torres Strait Islander people. Use of the terms "Koori", "Koorie" and "Indigenous" are retained in the names of programs and initiatives, and, unless noted otherwise, are inclusive of both Aboriginal and Torres Strait Islander peoples.

Regional Development Victoria (2010) Great South Coast Regional Strategic Plan, page 9

¹⁸ Regional Development Victoria (2010) Great South Coast Regional Strategic Plan, page 9

 $^{^{19}}$ Regional Development Victoria (2010) Great South Coast Regional Strategic Plan

²⁰ ABS 2011 Census of Population and Housing

2.8.5 Disadvantage

Disadvantage occurs when an individual, family or community is deprived of resources or opportunities enjoyed by all other Victorians that underpin social and economic wellbeing. Disadvantage has a relationship to the economy and changing demographic profiles in a region, such as a population whose average age is increasing.

Research into change and disadvantage in the Great South Coast region was conducted on the basis of the wider Barwon South West Region in 2011²¹. It concluded the process of economic restructuring that is occurring in this area is having three major impacts:

- decreasing economic opportunities for some residents by creating skilled work environments in areas where there are predominantly unskilled workers
- shifting population compositions that are resulting in a need for services and business to restructure as needs change or as services become unviable
- rising house prices that are resulting in some segments of the population becoming concentrated in low areas with low levels of service or economic opportunity.

The report Change and Disadvantage in the Barwon South West Region, Victoria stated that "disadvantaged people and communities lack material resources (income, housing, services, and transport), skills/knowledge resources (education, health) or 'social capital' resources (social participation, inclusion, strong governance)"²².

The region has a number of areas with a high level of socio economic disadvantage, characterised by lower levels of income, lower educational attainment and high levels of unemployment, unskilled occupations and dwellings without motor vehicles. The number of people that live in the locations of highest disadvantage (shown by the lowest IRSD scores in Figure 3) equates to nearly 11,000 people or 9 per cent of the region's population.

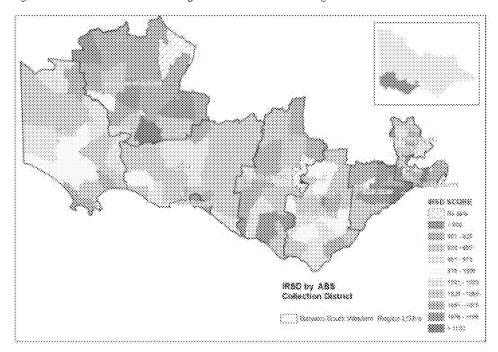


Figure 3: Relative social disadvantage in Great South Coast region

Source: Department of Planning and Community Development 2011, ABS 2006

²¹ Department of Planning and Community Development (2011) Change and Disadvantage in the Barwon South West Region, Victoria

²² Department of Planning and Community Development (2011) Change and Disadvantage in the Barwon South West Region, Victoria page 16

2.8.6 Aboriginal peoples

Aboriginal peoples live in Heywood, Portland, Hamilton and Warrnambool, and other parts of the region. The region is home to the Gunditjmara people who are the native title holders over a significant area of Crown land and also have substantial freehold title interests at Lake Condah and the surrounding area. The Framlingham Aboriginal Trust, north of Warrnambool, also manages a significant area of freehold title land. The estimated resident Aboriginal population is 1400 people or 1.4 per cent of the total population, twice the percentage of Aboriginal peoples in the Victorian population (see Table 3).

Table 3: Aboriginal population

| (1991) | | |
|---|--------|-----|
| Aboriginal Peoples – Great South Coast region | 1400 | 1.4 |
| Corangamite | 122 | 0.7 |
| Glenelg | 405 | 2.1 |
| Moyne | 190 | 1.2 |
| Southern Grampians | 188 | 1.1 |
| Warmambool | 495 | 1.5 |
| Aboriginal Peoples – Victoria | 37,990 | 0.7 |

Source: ABS 2011 Census of Population and Housing

The age profile of the Aboriginal population is skewed, with a high proportion of young people compared to the general population.

The Aboriginal population in the region has a higher rate of disadvantage across a range of socio-economic factors, including lower levels of income and home ownership, earlier school leaving, higher unemployment rates and a higher proportion of single-parent families.

2.8.7 Liveability

The regional strategic plan defined a liveable community as 'places where people want to live. They have good local social infrastructure and services, economic and social activities, a diverse and sustainable natural environment, affordable housing and a sense of security where rights are protected and diversity is welcomed. They are communities where a culture of healthy living, learning and working is promoted and embraced'.²³

An attractive environment that is accessible to residents of the region adds considerably to its liveability. A range of lifestyle choices exist, from open undeveloped countryside to a high amenity coastal environment.

The region benefits from good local social infrastructure, particularly health facilities and quality education choices.

2.8.8 Social infrastructure

The Great South Coast region currently has a wide range of health and educational infrastructure that provides high quality services to the local community, particularly in Hamilton, Portland and Warrnambool. The region has a range of popular primary and secondary schools including private schools (for example, The Hamilton and Alexandra College and Baimbridge College, Hamilton). The South West Institute of TAFE has campuses in Hamilton, Warrnambool, Portland, Glenormiston and Sherwood Park. Deakin University has a growing campus in Warrnambool, containing strategic research centres and faculties of science and technology, health, business and law, arts and education.

²³ Regional Development Victoria (2010) Great South Coast Regional Strategic Plan page50

South West Healthcare is the region's largest employer. It has 1,214 employees and contributes \$85 million to the local economy per annum²⁴. It provides 144 medical, nursing, mental health, allied health and community health services to residents of Warrnambool, Moyne, Corangamite, Southern Grampians and Glenelg municipalities. Hospitals are based in Warrnambool and Camperdown, with community health centres at Warrnambool, Camperdown, Macarthur and Lismore. South West Healthcare also operates an aged care facility at Camperdown Hospital.

Portland District Health provides primary, acute and aged care services to the Glenelg Shire, including Portland and the townships of Heywood, Narrawong, Tyrendarra and Nelson, employing 395 staff. Services include a public hospital at Portland with 69 acute beds, 30 nursing home beds and a 58-place supported residential service. ²⁵

2.8.9 Affordability

An adequate supply of affordable and appropriate housing is fundamental to social and community wellbeing. One of the advantages of the region has been its relatively affordable housing market. Housing is generally cheaper in regional Victoria (both to rent and purchase) compared to metropolitan Melbourne areas²⁶. However, in more recent times housing availability in Warrnambool and Moyne Shire has become constrained, resulting in rental shortages and inflated prices²⁷, which has been attributed to population growth. In 2000 the median property price in Warrnambool was \$128,000. By 2010 this had risen almost 250 per cent to \$322,000. Warrnambool has some of the highest prices in the residential rental market amongst regional cities in Victoria²⁸.

In terms of impacts on the workforce profile, low cost housing in poorly serviced areas tends to attract welfare recipients and underfunded retirees²⁹, rather than people participating in the workforce. The consequence can be a concentration of people with relatively high needs and few resources in places where it is difficult and expensive to provide appropriate support.

In March 2012 Warrnambool City Council adopted an affordable housing policy to provide an approach to establishing housing affordability in Warrnambool. One of the objectives is to 'Ensure that access to affordable housing is not a barrier to future economic development'.³⁰

Small towns in the region are part of the character and settlement pattern of the region. One of the objectives of the Warrnambool and Moyne Economic Development Strategy is to promote the lifestyle opportunities in these small towns as a housing option for prospective residents. Small towns could form part of the solution to rising house prices in the major centres.

2.8.10 Transport and connections

The region benefits from significant transport assets including freight and passenger rail connections to Melbourne and interstate, the Port of Portland and major highways. Connectivity between smaller settlements, public transport and shared pathways will remain high priority issues as the population increases, to ensure access to employment and services and encourage tourist activities and healthy lifestyles for residents. Transport connectivity can assist in community engagement, encouraging social support and connection, an important part of health and wellbeing.

2.8.11 Key regional growth considerations

The demographic profile and change in the region has a direct impact on the region's prosperity. The region needs to retain and attract working aged people. This will assist in filling existing vacant jobs and balance an ageing

²⁴ South West Healthcare (2011) South West Healthcare Annual report 2010-11

²⁵ Portland District Health (2012) Portland District Health Annual Report 2012

²⁶ Great South Coast LGAs (2010) The Great South Coast Health and Wellbeing Profile

²⁷ City of Warrnambool and Shire of Moyne (2010) Warrnambool and Moyne Economic Development and Investment Strategy

²⁸ City of Warrnambool (2012) Affordable Housing Policy

²⁹ Australian Housing and Urban Research Institute (2005) Conceptualising and Measuring the Housing Affordability Problem

³⁰ City of Warrnambool (2012) Affordable Housing Policy page 5

population. Warrnambool and the region's towns have adequate capacity to accommodate new people to the region and many towns have infrastructure and service capacity. Additional growth together with existing education, employment and lifestyle opportunities will assist in retaining and attracting young people to the region.

The health of the region's residents is an important economic and community issue. Only some aspects of health and well-being in the region are within the scope of the plan. Through settlement planning the plan supports active living and access to services.

Better access to quality educational options is key to retaining youth in the region, attracting more young people and re-skilling the workforce to supply the needs of industry.

Only some aspects of improving education and skills in the region are within the scope of the plan. Other issues will be addressed by further implementation of the regional strategic plan and other initiatives. The plan identifies land use planning measures that can support improved educational outcomes and develop a skilled workforce to meet existing and future employment demand. It addresses provision of land for education opportunities and seeks to integrate land use and transport systems to maximise access to employment and education.

The regional strategic plan stresses that improving access to education and good living and working conditions can help to address disadvantage. The plan addresses this issue by supporting economic prosperity and a pattern of settlement that provides good connections to employment and education facilities.

New residents are needed to fill labour shortages and improve the age balance in the region. Workforce analysis³¹ highlights regional skills and labour shortages across a range of industries and businesses. Liveability is an important factor in attracting a wider population to the region and increasing the workforce profile.

As the average age of the population increases, adjustments to health services will be needed to adjust to meet changing demographic needs. The supply of affordable housing will become an issue in areas where property values rise due to growth, sea change migration and major projects like renewable energy.

There is a need to build on these assets and maximise associated opportunities to grow the population and the economy.

2.9 Surrounding regions

The Great South Coast region has strong links with other regions. The region both influences and is influenced by its immediate neighbours.

Major transport linkages to state capitals and the Port of Portland connect the region's industry to a range of other industries and markets located outside the region, for example, the transport of mineral sands and agricultural products from the Wimmera Southern Mallee region to the port.

The proximity of Geelong to the east and Ballarat to the north-east mean these centres are also important to the region, particularly for the provision of higher order services such as specialist medical treatment that may not be available in the region. Townships such as Camperdown and Skipton are closely linked to the neighbouring regions (G21 and Central Highlands).

The Great Southern Touring Route also links the region to the Wimmera Southern Mallee, Geelong (G21) and Central Highlands regions.

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³¹ SED Consulting 2011 Great South Coast Major Projects Cumulative Impact Study April 2011

2.10 Key regional strategies

In addition to the regional strategic plan, a large amount of planning and research has already been undertaken in the region by local and state government, industry, regional agencies and other organisations. These studies and strategies identify, address and develop issues across a wide range of areas. Some of the key documents considered include:

- State policy including the State Planning Policy Framework in the Victoria Planning Provisions and all planning schemes
- Council Municipal Strategic Statements and township structure plans
- Green Triangle Region Freight Action Plan
- Great South Coast Transportation Strategy 2013
- Great South Coast Major Projects Cumulative Impact Study 2011
- Great Ocean Road Regional Strategy, and related tourism strategies
- Various regional catchment strategies.

Regional strategic plan

The Great South Coast Regional Strategic Plan was developed by the people of the region to articulate the future they want for the region. It was completed in 2010.

The regional strategic plan addresses challenges and opportunities for the region in the areas of economic development, connectivity, environment, health and wellbeing, land use and liveability.

3.1 Aspirations and strategies

The regional strategic plan aims to achieve:

A new way of working together for a stronger, more prosperous, equitable, sustainable and liveable Great South Coast.

The regional strategic plan is built around the aspiration of:

Over the next 10-15 years, we will create a thriving, multifaceted and resilient economy, while valuing and protecting our natural resources and environment. Our people will be healthy, well-educated and have great lifestyle choices.

This is to include:

- a thriving, diverse and resilient agricultural industry
- internationally renowned for nature-based tourism experiences
- Victorian centre for renewable energy
- a magnet for young people to study, work and live
- a family-friendly region with equitable, attractive and affordable lifestyles
- we are well connected.

The aspiration is to be achieved through the following five strategies, with associated strategic goals and actions:

- Strategy 1: Position for economic growth
- Strategy 2: Improve our connections
- Strategy 3: Sustain our natural assets
- Strategy 4: Strengthen our communities
- Strategy 5: Increase regional collaboration.

3.2 Directions

Key policy directions from the regional strategic plan relevant to the preparation of the plan are to:

- Develop a prosperous and socially, economically and environmentally sustainable Great South Coast through a network of settlements.
- Provide sufficient urban land supply to meet projected population growth in the region.
- Develop settlements with a strong identity.
- Encourage the sustainable growth of Hamilton, Portland and Warrnambool.
- Encourage transport, communications and economic links between settlements.
- Protect and manage the sensitive coastal environment.
- Preserve and protect the natural environment and avoid or minimise environmental degradation and natural hazards.
- Protect and manage the region's unique cultural heritage.
- Minimise urban growth impacts on areas of productive agricultural soils, key environmental assets and identified natural and cultural landscapes.
- Manage and diversify agricultural land use to include the maintenance and enhancement of ecosystem services.
- Provide for a strong and innovative economy through the provision of fit-for-purpose land.
- Provide an integrated and sustainable transport network across the Great South Coast which links efficiently with the economies of other regions.
- Provide social and physical infrastructure in a way that is efficient, equitable, accessible and timely.
- Provide for liveable, healthy and safe communities.
- Minimise energy use.
- Manage the adverse impacts of significant land-use change on water availability.

3.3 Implications for the regional growth plan

The regional strategic plan has informed the plan and this background report, including in the following ways:

- The vision in the plan is drawn from the regional strategic plan.
- The principles in the plan respond to the aspirations and strategies in the regional strategic plan.
- The future directions, land use policies, strategies and actions in the plan respond to the directions in the regional strategic plan.

Regional growth drivers and challenges

4.1 Drivers of change

The plan identifies a number of drivers of change which are grouped under the following headings.

4.1.1 Expanding and diversifying the economy

The principal driver of growth in the region is the forecast level of industry and economic activity rather than population change. Population growth across the region is needed to support anticipated increased economic activity, workforce and skills requirements. There are strong prospects of economic growth in the dairy, forestry, energy, mineral sands and tourism industries.

There are opportunities for new and increased food production including meat and grain as well as developing opportunities in value-adding, service sector and research-related industries. Economic growth will need to be supported by increased productivity, innovation, value-adding, education and training, an appropriately skilled workforce, industry diversification and infrastructure.

The digital economy and improved communication services will change what and how work is done, while influencing the provision of services.

Some aspects of change in climate could stimulate new opportunities for businesses and local communities within the region. Agricultural zones could shift as a result of long-term climate change, some primary producers in the central part of the region (inland from Port Campbell) may experience an increase in productivity, while others may experience a decline requiring change as industries adapt³².

4.1.2 A shortage of labour and skills

The proportion of people aged over 60 is increasing. Skills and workforce strains are predicted as potential employment growth outstrips population growth by an average of 0.22 per cent per year over the next 10 years. The number of people aged over 65 is increasing faster than the number of people of working age. As the region's population ages there is a need to attract and retain young families and working aged people to the region to support the local economy and local communities.

Without an above average increase in the region's population, there is a risk that economic activity will be constrained due to it not being able to access sufficient labour, or the appropriate skills. The ageing of the region's population is therefore a driver for the region to grow.

4.1.3 Strong Warrnambool

The region benefits from having a strong regional centre in Warrnambool. Warrnambool is the regional services centre and is attracting people to the region, with an average annual growth rate of 1.25 per cent from 2001 to 2011.

This growth is expected to continue and will increase the demand for service-related industries, especially those related to servicing population growth, such as health and professional services. The growth in Warrnambool increases the prospects of higher order services being established in the region and the development of a more advanced services sector. The benefits of clustering of industries will begin to influence the regional economy as Warrnambool grows.

 $^{^{}m 32}$ Victorian Government (2013) Victorian Climate Change Adaptation Plan, page 70

4.1.4 Natural resources and environmental and cultural heritage assets

Natural resources, such as timber and renewable energy help determine the types of industries a region can support, and environmental and cultural heritage assets such as native vegetation, waterways, maritime heritage and Aboriginal heritage places contribute significantly to the liveability of a region. The region's natural resources and environmental and cultural heritage assets provide the basis for much of the competitive attributes enjoyed by the region. These assets must be appropriately utilised to continue to drive economic growth and industry diversification whilst ensuring appropriate protection measures are in place.

According to the Western Region Sustainable Water Strategy and The Wannon Water Supply Demand Strategy 2012-2060 there is expected to be sufficient water resources to meet forecast population and industry growth. Nature-based tourism is expected to increase along the Great Southern Touring Route capitalising on environmental and cultural heritage assets, while agricultural industries are also expected to continue to grow.

4.1.5 Alternative energy and existing infrastructure

The region's abundance of renewable energy assets, such as wind, geothermal, and wave, together with natural gas reserves, provide the opportunity for the region to become Australia's alternative energy capital. Utilising the spare capacity of the 500 kV power line (currently at 25 per cent capacity) to link the region to the wider state and national power grid will be an important part of developing this sector.

4.1.6 Port of Portland

The Port of Portland is a national and state asset that supports the growth of export industries in the immediate and surrounding regions. There are further opportunities to improve access to the port and to provide industrial land and construction-related development associated with its expansion.

Exports of primary products such as timber and mineral sands from the Port of Portland are predicted to increase due to increasing demand for such products from existing and new, developing markets, such as China.

4.2 Challenges for growth

The plan identifies a number of challenges for growth which are grouped under the following headings.

4.2.1 Productive agricultural land

Agricultural land will increasingly come under threat from alternative uses, such as urban expansion and other uses such as rural living, principally around Warrnambool and in the western corridor across to Portland. A key challenge is to maintain and protect productive agricultural land and provide appropriate buffers and protection for rural industries while managing the demands of urban growth.

4.2.2 Transport infrastructure and utilities

The efficiency, maintenance, safety and frequency of services and the quality of the existing transport network will impact on growth. Strong freight networks are needed to support industry growth and distribution of materials and products. The freight network will require sufficient capacity to support major projects and increased industry activity as well as cater for potential increases in road use conflict.

Physical infrastructure will need to be planned, funded and delivered in time to support population growth and industrial development. The provision of gas and sewerage services can make a significant difference to attracting business and people.

4.2.3 Port of Portland constraints

The port's growth, and the development of industries to support this growth are taken as a given in the plan. However, to facilitate forecast growth, constraints to the port and associated industry and infrastructure

development in the port precinct will need to removed or overcome. Many of these constraints can be removed or overcome through clear land use and planning strategies.

4.2.4 National Broadband Network

To support the development of higher technology and value-adding industries and services as well as to take advantages of industry clustering benefits, it is critical that broadband technologies are accessible across the region to both residents and industry. The planned rollout of the National Broadband Network does not include the region in the immediate future. Efforts to secure earlier rollout of this technology will need to be made.

4.2.5 Local utility power distribution system

The region's distribution system is operating at 90 per cent capacity. This system has been identified as having a very high degree of vulnerability to the impacts of climate variability. Power brownouts and blackouts have significant economic impacts and present considerable risks to other critical infrastructure systems. The Great South Coast Major Projects Cumulative Impacts Study 2011 recognises that limitations currently being experienced by the distribution network are hindering investment by industry, notably the dairy industry.

4.2.6 Local stone and mineral resources

The limited sourcing of local stone and mineral resources places additional pressure on the existing road network. This has been seen particularly evident in the development of wind farms. Identifying and gaining approval for local extraction and processing will provide benefits to the regional economy.

4.2.7 Education and skills

The region has below average levels of educational attainment and youth engagement. This situation is compounded by the continuing trend of young people leaving the region for job and educational opportunities. These demographic changes add to the concerns that the region will not have a sufficiently skilled workforce to meet future demands. To achieve the aims of the plan, these trends will need to be slowed or reversed along with improving the liveability of the region through less youth and social disadvantage.

4.2.8 Population growth

To ensure the forecast level of economic activity in the region can be achieved, the plan is based on strategies to increase the rate of population growth. This will require strategies to proactively attract people to the region. Land use planning actions and strategies will play a critical role in improving the liveability and attractiveness of the region which will, in conjunction with other strategies, encourage above forecast population growth.

4.2.9 Affordable housing

To help support new residents and workers, the region must have sufficient, appropriate and affordable housing. While affordability is generally good throughout the region, pressure is being felt in and around Warrnambool. The challenge will be to ensure housing is affordable and accessible across the entire region. Councils have sufficient zoned and planned urban land to meet short- to medium-term population increases, but it is expected Warrnambool will need to extend its growth boundaries to accommodate population increases. For all towns, the affordable housing challenge means increasing supply within town centres and existing built-up areas through medium density solutions.

4.2.10 Health and community service provision

A key challenge for the region is ensuring the population has good access to health and community services. Issues such as travel distances and lack of service in smaller towns continue to be an issue and can affect community wellbeing if not addressed. Health planning for the region has recognised the importance of developing a network that emphasises health promotion strategies, takes into account social disadvantage within the region and provides for timely intervention where possible.

4.2.11 Social connection

Research into social connection and wellbeing shows people place great value on personal relationships. Social connection is therefore critical to wellbeing. As the region continues to age, already over a quarter of the region's households (28 per cent) consist of people living by themselves, and this is the fastest growing household type³³. Improving social connection is not necessarily a costly exercise, yet the isolation that results from neglect of social needs can and does cost the region.

4.2.12 Climate change

Many parts of the Great South Coast region, including those most attractive to residents and visitors, are susceptible to natural hazards such as flooding and bushfire. Predictions about future climate conditions suggest the region may experience longer periods of drought and that bushfire and high rainfall events may be more severe. Careful management of new land use and development is required to minimise risk to life and property from future natural hazards.

Agriculture is a major component of the region's economy and highly dependent on favourable climatic conditions. Changes to land use as a result of climate change may increase competition between different agricultural land uses and urban development pressures³⁴.

Climate change impacts may affect essential services, industries, communities and environmental assets and have flow on impacts to the region's economy. Long term changes in rainfall patterns may increase water competition between industry sectors. Built assets and infrastructure, such as the Port of Portland, and environmental assets along the coastline may be at risk due to sea level rise, coastal erosion and inundation.

 $^{^{\}rm 33}$ ABS 2011 Census of Population and Housing 2011

³⁴ Victorian Government (2013) Victorian Climate Change Adaptation Plan, page 70

Regional economy

5.1 Introduction

The economy of the Great South Coast region is prosperous, dynamic and relatively diversified compared to other regional Victorian economies. In some parts, the region has had a consistently lower unemployment rate than the Victorian average and a higher and more rapidly growing participation rate. These factors indicate that the many areas in the region are at or near full employment and with forecast economic growth the region is facing skills and workforce shortages.

Improving the productivity and innovation of the region is a central aim of the plan. This will be a key factor in raising living standards, improving liveability, attaining higher educational standards, achieving better health outcomes and contributing to social and environmental sustainability. Generating productivity improvements will require greater levels of innovation. Examples of improving innovation within the region include diversifying existing industry, linking more closely with educational and research institutions, securing world-class regional telecommunications and lifting educational standards.

Overall, the region exports around 30 per cent of its output, although there are significant disparities between different areas. Export growth rates are above those of other Victorian regions but below the state average. Improving access to export markets is essential to encourage further growth in export sales and increases in standards of living. The Port of Portland, the Port of Melbourne and the Port of Geelong are key locations for exports out of the region.

Over recent years, there have been more structural changes in the region than in other areas of Victoria, principally due to shifts in the agricultural and service sectors. The relative diversity and resilience of the local economy has helped it to adapt to changing economic conditions and to expand over the past decade.

Agriculture is the most significant sector in the regional economy, despite a decline as a share of the total economy over the past decade. The next largest sector is manufacturing which is dominated by food production and processing. Service sectors, such as finance, retail, health and education are increasingly important. Construction and mining are also substantial economic contributors.

By 2031 the largest sectors in the economy are projected to be healthcare, agriculture, manufacturing and construction. Other high growth sectors will include retail trade, financial, professional and scientific services and accommodation. Changes in the region's economic structure highlight its movement from primary production to a more service-based economy. These shifts require changes to the workforce and to a wide range of services that support skills development and productivity improvements.

Due to growth in other service-based sectors, agricultural and manufacturing outputs are expected to decline as a percentage of the economy between 2011 and 2031. Employment in manufacturing is expected to decline over this period, with healthcare, retail trade and accommodation, and food becoming the largest employers by 2031. Agriculture will still be an extremely important part of the economy and may diversify within the sector.

An ageing demographic profile, forecast economic growth and continued prosperity will require above forecast population growth to overcome workforce and skills related issues in the region. The digital economy could provide part of a solution to overcoming some of the issues associated with an ageing population.

The region faces challenges in the medium to long term to further strengthen and diversify strategic economic sectors. These include improving the region's physical infrastructure to facilitate access to key domestic and global markets. The region's strengths in tourism can serve as a basis for further growth.

5.2 Key economic drivers

A number of state, local and industry-based policies and strategies have been assessed to provide the economic background for the plan.

Down the Track - Dairy Strategy and Filling the Glass Study

There are over 1700 dairy farms in the region, producing nearly one quarter of Australia's annual milk production. Western Victorian dairy farmers aim to increase milk production from around 2.4 billion litres per annum to 3.0 billion litres per annum by 2020.³⁵

Green Triangle Forest Industry Prospects

The Green Triangle Region is an area in southwest Victoria and the south-east of South Australia encompassing Warrnambool, Horsham and Mount Gambier, and also includes the regional centres of Portland, Hamilton, Naracoorte, Bordertown, Millicent and Penola. The name Green Triangle reflects the area, which is generally verdant green due to agriculture, pasture and timber plantations, and which has been mostly drought-free for 100 years³⁶. The recent report on forestry in the Green Triangle of South Australia and Victoria³⁷ concludes that plantation forestry in the region is a mature and well organised industry. It is the largest wood fibre producing region in Australia with about 17 per cent of Australia's softwood plantings. The industry is a major economic driver in the region. Significant increases in the volume of wood being transported are forecast as the harvesting phase has begun.

Unlocking Victorian Tourism

In 2012 the Victorian Competition and Efficiency Commission (VCEC) released its report into the state's tourism industry. The report notes the importance of regional planning for tourism priorities and describes the barriers that planning policies and provisions can present to tourism investment and businesses. The Victorian Government's response to the inquiry has identified how it will remove some of these barriers. This has included action to release guidelines for private sector investment into tourism development in national parks.

Great Ocean Road Region Strategy

The Great Ocean Road Region Strategy (2004) is a land use and transport strategy built around four key directions:

- 1. Environment: protect the landscape and care for the environment.
- 2. Settlement: manage the growth of towns.
- 3. Access: improve the management of access and transport.
- 4. Prosperity: encourage sustainable tourism and resource use.

It is a long-term strategy to manage growth and change in the Great Ocean Road region, and provides direction for state government, regional councils, the community, businesses and other government agencies when planning for the region's future.

Great Ocean Road Tourism Opportunities Report

This recent study identifies world-class tourism infrastructure and tourism development projects which will enable further private sector investment in the tourism industry and attract a greater proportion of higher yielding market segments and 'experience seekers' to the Great Ocean Road region.

Great South Coast Major Projects Cumulative Impacts Study

The major projects cumulative impacts study analyses the significant investment potential and the flow-on economic benefits for the region from major energy and infrastructure development over the short to long term. The report investigates and analyses the cumulative impacts of projects based on four key challenges:

³⁵ WestVic Dairy (2009) Driving Down the Track

³⁶ Dept. of Infrastructure 2009

³⁷ Geddes Management, 2011

- workforce
- accommodation
- social infrastructure
- the freight transport network.

5.3 Dairy industry

The dairy industry is Victoria's largest agricultural sub-sector. WestVic Dairy estimates the value of the dairy industry to the Great South Coast region is \$4.6 billion per year³⁸. The industry is mature, well resourced, well organised and internationally competitive³⁹. The Great South Coast region produces over a third of Victoria's milk and a quarter of that for the nation as a whole, making it the largest dairying region in the country on the basis of volume⁴⁰.

There are approximately 1700 dairy farming enterprises in the region, employing around 4000 people on farms and 3240 people in the processing sector. Dairy companies manufacturing in the region include Fonterra, Murray Goulburn and the Warrnambool Cheese and Butter Factory, in Dennington, Cobden, Koroit, and Allansford. Around 25 per cent of the output of the region's manufacturing sector is derived from dairy-based products.

A strategic aim of the industry is to increase milk production from the current 2.4 billion litres per year to 3.0 billion litres by 2020⁴¹. A projected productivity growth of 1.2 per cent annually would deliver an output of 2.75 billion litres by 2020. Therefore, mechanisms to achieve a further 0.250 billion litres of output by 2020 are needed to reach the target. This may include increasing the size of herds, protecting available land for dairy, potential productivity and profitability gains through herd and animal welfare management systems, workforce and skills development and/or investment in capital equipment and infrastructure. The companion report to the Dairy 2020 report (Filling the Glass) states that achieving the 3.0 billion litre target will mean:

- substantially more dairy cattle in the region, from almost 430,000 to 546,000, an increase of 27 per cent
- fewer but larger herds
- fewer but larger farms
- greatly increasing stocking rates through intensification of feeding methods.

5.3.1 Key regional growth plan considerations

The dairy industry reports suggest that larger herds of dairy cattle can be achieved within the existing land footprint but will be dependent on a number of critical factors. Those that have influenced the plan include:

- protecting existing agricultural land for the dairy industry
- managing potential environmental impacts from herd intensification
- industry access to sustainable water supplies and systems for waste disposal
- expansion of dairy-related manufacturing and value-adding activities along the supply chain
- access to freight and distribution networks that can support productivity and efficiency gains
- attracting workers into the industry
- developing technical skills, requiring access to improved education and research and development services in the region
- access to cost effective and quality water supply.

There will also be impacts on rural communities and populations from farm consolidation and changing employment structures within the industry. Support for farm succession planning may be needed to overcome the increasing average age of farmers.

³⁸ WestVic Dairy (2009) Driving Down the Track

³⁹ Department of Primary Industries 2011

 $^{^{40}}$ WestVic Dairy (2009) Driving Down the Track

⁴¹ WestVic Dairy (2009) Driving Down the Track

5.4 Energy industry and major projects

Investment and employment in new and renewable energy generation is viewed as a key strategy to diversify the region's economy and create employment and economic growth 42.

The region has a suite of renewable energy resources including wind, wave and geothermal. The existing 500 kV Portland power line has substantial spare capacity (75 per cent) and provides a significant opportunity for new energy-generating operators to access the statewide distribution system⁴³.

The region has access to extensive offshore gas resources in the Otway Basin. Three gas-fired power plants are proposed in the Moyne Shire, one of which is under construction. The region also has a pilot project demonstrating small-scale commercial distributed energy systems. A pilot project for wave energy development near Portland has also been approved. Further opportunities exist for gas extraction in the Southern Ocean, south of Port Campbell.

Two biofuel mills producing wood pellets are proposed, with one in Heywood and the other in nearby Mount Gambier (in South Australia). The pellets, which can be used for power generation, could be exported through the Port of Portland by rail. A biogas plant is to be built in Colac and a geo-sequestration project to capture and store carbon is being trialled near Peterborough.

There are a total of 29 development projects in the region (including Colac Otway Shire) for a range of energy technologies including wind power, geothermal power, gas-fired power, biodiesel and wave energy. These projects total \$9 billion in value, dominated by wind energy. Over 50 per cent of projects have been identified as definitely underway or likely to occur⁴⁴.

The region has a strong history in energy production, notably wind and gas with significant further development planned and approved for the near term.

Wave energy provides longer term potential, particularly near Portland with a pilot project for wave energy development being approved.

Sites for small-scale, local energy generation using methane produced by livestock are also being investigated in the region. Such facilities could develop linkages with, and further support for, the region's high-technology alternative energy manufacturing capabilities and support industries.

Development of geothermal, tidal and wind energy are seen as viable pathways for the region, particularly if the cost of conventional energy continues to increase and renewable energy production becomes more efficient. The region's advantages for alternative energy make it well suited to being a research centre for renewable technologies.

The region has a valuable asset in the 500 kilovolt transmission line that runs east-west and is currently only operating at around 25 per cent capacity. However, many of the local energy distribution systems are nearing capacity, limiting the ability of industrial and processing activities to take place.

The extension of natural gas from the pipelines in the eastern part of the region presents an opportunity to support existing industry, notably the energy intensive milk production and processing industries, and encourage newer industrial firms to the region. Access to this energy source would reduce the strain on the existing electricity distribution system.

With large amounts of energy production occurring in the region, the development of smart electricity grids and distribution systems to allow local firms and residents to access regionally-produced power would create a competitive advantage for the region. It would also result in greater levels of energy efficiency.

⁴³ Regional Development Victoria, 2010a

⁴² Regional Development Victoria, 2010a

⁴⁴ SED Consulting (2011) Great South Coast Major Projects Cumulative Impact Study

While the development of alternative energy within the region will continue to produce economic, social and environmental benefits, some of the negative impacts, such as road deterioration, will need to be appropriately managed. This may be partly addressed through obtaining local sources of construction material, particularly approval of onsite or local stone extraction.

5.4.1 Key regional growth plan considerations

The plan has considered the future power demands from population and industry growth and how the region can contribute to energy needs. The plan includes:

- land use planning directions needed to support growth in renewable energy generation in the region
- proposals to manage potential conflicts between urban uses and agriculture, and protection of landscape values and environmental assets
- consideration of how the construction of major projects may affect patterns of population and settlement growth, agricultural practices and demands for transport, housing and skilled labour
- directions for longer term infrastructure planning including supporting assets, transport networks and the reliability of, and access to, energy supplies.

5.5 Timber industry

The timber industry is a major economic driver in the region, with forestry and timber processing both long-standing industries for the western part of the Great South Coast. The region is the largest wood fibre producing region in Australia, constituting more than 17 per cent of the forest plantation sector in Australia⁴⁵.

The Green Triangle Region's plantation estate comprises of approximately 350,000 hectares, split approximately 50:50 between hardwood and softwood. Victoria's plantation area in 2009 was 68,253 hectares of softwood and 130,104 hectares of hardwood blue gum. 46

The recent growth of Casterton, Hamilton and Portland can be directly attributed to service provision for the forest industry ⁴⁷. Over the next 20 years, the forestry industry is expected to continue to grow, supplying around 1000 jobs across the Green Triangle (south-eastern South Australia and south-western Victoria) and a further 1000 jobs in industry flow-on. However, if employment growth is not achieved, it is anticipated the industry will spread its harvesting activities over a longer period, which will lead to slower economic growth.

Although the majority of timber processing is undertaken in South Australia, significant facilities are located in Portland and Colac. Softwood plantations provide raw material to two large mills in Mount Gambier and Tarpeena, South Australia, as well as to small sawmills, the KCA pulp mill at Tantanoola in South Australia, two particleboard plants and a number of timber treatment plants. Woodchip, round wood (logs) and processed boards are exported through the Port of Portland.

Following the rapid expansion of hardwood plantations in the 1990s, it was recognised that significant harvest volumes would be coming on line in future years. The majority of this increase is expected to be exported through the Port of Portland increasing by around 100,000 B-double movements per annum. It is estimated there are 100,000 hectares of cleared land currently available and commercially acceptable for expansion of timber plantations across the Green Triangle region.

The processed output of the plantation industry in the Green Triangle generates approximately 5-6 million tonnes of freight transported by road for domestic consumption, predominantly in Melbourne and Adelaide. Approximately 1.2 million tonnes of pine woodchips are exported annually to international markets via the Port of Portland. If timber plantation harvest forecasts are realised, the Port of Portland would become Australia's largest hardwood chip-handling port.

46 http://www.gtplantations.org/ and http://www.gtfp.com.au/

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⁴⁵ Dept. of Infrastructure 2009

⁴⁷ Geddes Management, 2011

5.6 Earth resources

The region's mining industry, while relatively small, has grown faster than the state average over the past decade, with an annual average growth rate of 3.77 per cent⁴⁸. Earth resources include, but are not limited to, sand, stone, gold and oil shale. While some of the region's mineral and stone resources are destined for export, others including some sand and stone resources are critical for the local construction industry.

The mining sector was the 4th highest contributor to the region's economy in 2011, contributing approximately 8 per cent to the region's GRP in 2011. Mining accounted for \$364 million worth of exports in 2011, third only to the manufacturing and agriculture sectors. In contrast, the mining sector was the third lowest contributor to employment in the Great South Coast region in 2011, with a less than 2 per cent share of employment ⁴⁹. However, the flow-on effect of this sector to regional employment is much higher due to jobs created in associated industries such as earth moving and transport.

Southern Grampians has an emerging mining sector, with significant growth expected in the future. Iluka Resources' mineral sands separation plant is located just outside of Hamilton. Drawing the majority of its workforce from the local region, Iluka has an annual processing capacity of approximately 700 thousand tonnes⁵⁰. There is further potential for the Hamilton plant to process sands brought from South Australia by sea. Export of mineral sands is through the Port of Portland, with containers also transported from Portland to Melbourne by rail. Southern Grampians also has copper deposits near Glenthompson, with additional mineral exploration being undertaken throughout the municipality.

In May 2012, the Economic Development and Infrastructure Committee of the Parliament of Victoria tabled the results of its inquiry into the benefits and drivers of, and possible barriers to, greenfields⁵¹ mineral exploration and project developments in Victoria. The Victorian Government's response to the inquiry was released in May 2013, supporting all recommendations. Key aspects of the response include:

- establish Minerals Development Victoria as a single point of entry for investors dealing with Government on their projects
- actions to reduce regulatory burden imposed in legislation
- actions to build community confidence through greater engagement and clearer communication of information
- additional funding for geosciences research and greater investment attraction
- steps to improve mechanisms to maintain appropriate access to extractive resources while supporting ongoing development and optimum land use.

While it is important to acknowledge these and other aspects of the response, it is beyond the scope of the regional growth plans to deal with the majority of the commitments and they will need to be addressed through other suitable government initiatives. The response did include a commitment to incorporate existing extractive industry interest areas into regional growth plans. The plan recognises these areas accordingly. Current minerals and extractive industry tenements and licences within the region are shown in Figure 4.

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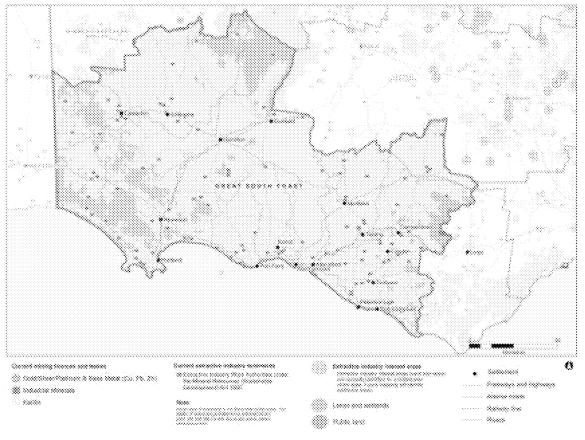
⁴⁸ Regional Development Victoria (2013) Great South Coast Economic Profile (unpublished)

⁴⁹ Regional Development Victoria (2013) Great South Coast Economic Profile (unpublished)

 $^{^{50}}$ Southern Grampians Shire Council (2012) Mineral Sands and Mining- Hamilton and Southern Grampians

⁵¹ Greenfields sites are those areas without known mineral deposits.

Figure 4: Mining and extractive industries, tenements and licences



Source: Department of Environment and Primary Industries

5.6.1 Key regional growth plan considerations

- Identifying, managing and facilitating access to existing and potential extractive resources.
- Supporting development of infrastructure, assets and utilities associated with the mining industry.
- Managing the impacts of mining and quarrying on infrastructure.

5.7 Tourism

The Great Ocean Road attracts more than half of all international overnight stays in Victoria and more domestic tourism expenditure than any other region in regional Victoria. Most of the western part of the Great South Coast region has lower levels of visitors. Only 5 per cent of the region's workforce is directly employed in the tourism industry.

The Great Ocean Road coastal areas, along with the Otways and the Grampians, encompass a strong, world-class environment and cultural heritage asset base, underpinning significant tourism potential. These assets are connected, including through touring routes, and have links to assets adjacent to the region including Ballarat, Geelong region, Great Otway National Park and the Coonawarra wine region. The official Great Ocean Road Touring Route was extended in 2013 along the Glenelg Shire coastline through to Nelson. The *Great Ocean Road Tourism Opportunities Report 2012* identifies a number of major projects that would enhance key tourist assets in the region:

upgrading the Port Campbell precinct and building the proposed Loch Ard Interpretive Centre

- developing Aboriginal cultural heritage tourism opportunities around the Budj Bim National Heritage
 Landscape at Lake Condah, Mount Eccles and Tyrendarra
- infrastructure and amenity improvements in the volcanic lakes region around Terang, Camperdown and Cobden north of Port Campbell
- upgrading the Flagstaff Hill maritime centre and Warrnambool Airport
- developing cruise ship infrastructure at the Port of Portland.

The Great Southern Touring Route is an integral part of the region's tourism product. It provides a link between major and developing tourism destinations and products along the Great Ocean Road and the area from Warrnambool to Port Fairy, then north to the Grampians (Gariwerd) National Park and the Central Goldfields region.

There are a number of other touring routes in the region that provide cultural and environmental experiences, including but not limited to:

- Volcanic Drive
- Two States Touring Route
- Mary MacKillop Trail.

Touring routes can assist in connecting tourism assets across the region including:

- Budj Bim National Heritage Landscape (which incorporates the Mount Eccles Lake Condah area, and the Tyrendarra Area)
- Twelve Apostles Marine National Park and Port Campbell National Park
- Lower Glenelg National Park
- Mount Richmond National Park
- Grampians National Park
- Cobboboonee National Park
- Great Otway National Park
- Great South West Walk
- Bay of Islands Coastal Park
- Cape Bridgewater
- Discovery Bay Marine National Park
- Cape Nelson Lighthouse
- Point Danger
- Lake Corangamite
- Western District lakes –Ramsar listed wetlands
- Griffith Island
- Bonney Upwelling
- Tower Hill
- Shipwreck Coast
- Portland Maritime Discovery Centre.

Other tourism opportunities exist throughout the region including the establishment of a Grampians Ring Road, connections and improvements to trails such as the Great South West Walk, promotion to routes such as the Mary MacKillop Heritage Trail and interpretive centres and information for aboriginal cultural heritage and historic heritage.

Consideration should be given to the development of tourism strategies and the implementation of relevant strategies such as the Barwon South West Regional Trails Master Plan.

Aboriginal cultural heritage products associated with Budj Bim National Heritage Landscape, Tower Hill and the Grampians (Gariwerd) have been identified as opportunities not only to broaden the tourism base in the western area of the region, but also to provide employment opportunities for Aboriginal communities. Victoria has only five

areas recognised as Indigenous Protected Areas by the Commonwealth Government. Three of these are in the region.

The Victorian Government has recently released new guidelines relating to private tourism developments in national parks⁵². Opportunities to advance private investment into tourism in or associated with the region's national parks should be investigated, particularly in relation to the Great Southern Touring Route. It is expected that once any proposals are submitted, councils will be consulted and participate in relevant statutory approvals processes.

5.7.1 Key regional growth plan considerations

The plan provides guidance on tourism growth and development in the region including:

- protecting environmental and cultural heritage assets whilst balancing upgrades to coastal tourism infrastructure, to support nature-based and cultural heritage-based tourism assets and lifestyles
- protecting and improving existing infrastructure or creating new facilities to meet emerging tourism needs and support the tourism industry
- the roles of various settlements in tourism development, based on their unique characteristics
- emerging opportunities for private sector investment in appropriate tourism infrastructure within or associated with national parks.

5.8 Agriculture

Over 1,885,000 hectares of land is zoned for agricultural use in the region. Agriculture makes a significant contribution to the economy, employment base and identity of the region. It generates almost \$2 billion in gross revenue annually and employs almost one fifth of the workforce. Its continued contribution to the regional economy is dependent on the sustained health of the natural resource base and environmental assets including soil, water and biodiversity, and the support of transport infrastructure and education. Agriculture is the region's number one export earner and will have a strong role in the future development of land uses and the economy.

As previously noted, changes in climate may impact both positively and negatively on agriculture within the region. Increased productivity may result in some areas, for example inland from Port Campbell, due to longer growing seasons and increased carbon dioxide in the atmosphere. Others may experience decline in production due to more frequent and extreme events such as heatwaves and heavy rainfall. If agricultural zones shift in response to climate change, there may also be an increase in competition between different agricultural land uses and urban development, especially in the fertile and well watered areas around Warrnambool and Port Fairy⁵³. This emphasises the need to identify strategically important agricultural land within the region to appropriately manage development and land use change pressures.

Opportunities and challenges for the agricultural sector include:

- diversification of agricultural production in the region to progress towards a 'food bowl' economy
- increased opportunities for agriculture and new agricultural industries driven by land encroachment from the growth of Melbourne into areas currently used for food production, particularly to the west and south west of Melbourne
- existing and emerging opportunities for clusters of intensive agricultural production within the region due to locational opportunities, such as access to key transport infrastructure and separation from sensitive land uses
- changes to farming patterns influenced by climatic conditions, market forces, international investment in farm enterprises and the resilience and capacity of support infrastructure and utilities
- the capacity of the sector to promote itself as an attractive career or employment choice

⁵² Department of Sustainability and Environment, Tourism Investment Opportunities of Significance in National Parks – Guidelines, April 2013.

 $^{^{53}}$ Victorian Government (2013) Victorian Climate Change Adaptation Plan, page 70

- the growth of hobby-farming and farm-gate selling and farmers markets
- fostering productivity and profitability gains along the supply chain including identification of valueadding opportunities
- understanding the impacts of land-based energy generation projects on farming practices.

5.8.1 Key regional growth plan considerations

The plan seeks to encourage growth and development in the agricultural sector by:

- protecting strategic agricultural land across the region, to underpin diversity in agri-production and allow for appropriate adaptation to climate change
- providing for resilient infrastructure and support assets and utilities for industry
- facilitating efficient access to markets via road, rail and port infrastructure
- developing capacity in the agriculture sector through identifying appropriate locations for supporting technology clusters, research and development and education facilities
- identifying strategies for enhancing the liveability of rural communities and settlements, to retain and attract residents and workers in rural areas to meet farm labour requirements.

5.9 Aquaculture and marine industries

The Great South Coast's fishing industry comprises wild-catch commercial fishing, aquaculture, recreational fishing and Indigenous fishing. The Port of Portland is the hub for commercial fishing, providing berthing facilities for approximately 50 commercial vessels that together account for more than 40 per cent of Victoria's catch value. The trawling fleet provides up to 7000 tonnes of fresh fish to the Melbourne Fish Market annually.

Portland is the largest rock lobster port in Victoria, landing approximately \$4 million worth of product each year, plus \$1 million worth of king crabs exported primarily to Asian markets. Commercially harvested abalone is supplied to multi-million dollar export markets. Apollo Bay and Port Campbell have small fishing industries and Warrnambool has development potential for commercial and recreational fishing activities⁵⁴.

5.9.1 Key regional growth plan considerations

The plan recognises the need to support sustainable growth and development in the aquaculture and marine industries sector and provides direction on the following issues:

- protecting significant coastal and off-shore ecosystems, environments and landscapes
- managing conflicts of uses in coastal environments including recreation, fishing, major projects, freight movements and tourism.

5.10 Manufacturing

Manufacturing contributes over \$4 billion of total output to the region. Milk and meat processing dominate manufacturing activities, with 25 per cent of the manufacturing sector's output being derived from dairy products. This value-adding to agriculture occurs via milk food processing in Warrnambool, Allansford, Koroit, Cobden and Simpson (and Colac in Colac Otway Shire), meat processing in Warrnambool (and Colac), and timber processing in Portland (and Colac)⁵⁵.

27

 $^{^{54}}$ Regional Development Victoria (2010) Great South Coast Regional Strategic Plan

 $^{^{55}}$ SED Consulting (2011) Great South Coast Major Projects Cumulative Impact Study

Other significant manufacturing activities include aluminium production near Portland, mineral sands processing near Hamilton, and wind turbine systems fabrication and assembly in Portland. The regional strategic plan identified the need to diversify manufacturing in the region, particularly in the renewable energy sector⁵⁶.

There are currently over 2100 hectares of industrially zoned land in the region, including developed and undeveloped land, this is complemented by industrial land in the Colac Otway Shire. A number of structure plans have been completed or are underway to inform servicing and release of new industrial land. Provision of appropriately zoned and serviced industrial land will be a major contributor to achieving regional aspirations for economic growth and diversification. Investment in industrial development will be encouraged in strategic locations with access to key inputs, transport and freight networks, utilities, services and workforce.

Opportunities and challenges for the manufacturing sector include:

- existing and emerging opportunities for clusters of intensive agricultural production and subsequent associated food processing (manufacturing) within the region due to locational advantages
- outward youth migration can result in a lack of workers to cater for manufacturing sector expansion
- the capacity of the sector to promote itself as an attractive career or employment choice
- fostering productivity and profitability gains along the supply chain including identification of valueadding opportunities.

5.10.1 Key regional growth plan considerations

The plan supports growth and development in the manufacturing sector by:

- identifying regionally-significant gaps in current infrastructure and utilities that are needed to support manufacturing activities and attract new business
- providing directions that aim to overcome constraints facing the industrial sector in the region
- identifying strategic opportunities for development of the manufacturing sector based on the competitive advantages and comparative strengths of the region
- fostering education and skills development of the regional workforce to meet the labour demand for the manufacturing sector.

5.11 Retail and services

Warrnambool is the major retail and business centre for the region. The Warrnambool Retail Strategy 2007 states that 'Warrnambool's economy and its capacity to support future populations is, in large part, determined by its regional retailing and services role. Maximising the city's regional role as a retailing, administrative, health and professional services, education, hospitality and tourism focus for western Victoria in turn optimises opportunities for investment and employment in the city' 57.

Warrnambool's potential as the primary service hub for the region has been a key feature in developing the growth scenarios presented later in this background report. When the population grows to a sufficient size and the business and administrative functions of the city increase, Warrnambool will be able to attract higher order services that benefit the wider regional community.

Growth scenarios developed to inform the plan (see Chapter 9 of this background report) also recognise the importance of Hamilton and Portland, the other key centres in the region, and the service role they play for the populations in their catchments. The growth scenarios consider the smaller towns and settlements and the impacts and opportunities the alternative patterns of population size and distribution may have on future service delivery to these areas.

⁵⁶ Regional Development Victoria, 2010a

⁵⁷ Ratio Consultants (2007) Warrnambool Retail Strategy

5.11.1 Key regional growth plan considerations

The plan recognises the importance of continuing to support Warrnambool as the regional city and primary growth centre of the region, and provides direction to encourage that:

- appropriate structure plans and urban design frameworks are implemented or developed to retain the liveability of the city
- current activity centres are not adversely impacted by new precincts and suburbs
- access to neighbourhood-level services is provided in new precincts and suburbs as the population grows
- sequencing of service delivery matches population growth and responds to the extra service needs and demands of a larger population
- population growth in other key centres and regional settlements is supported by strategic land use planning and access to infrastructure and utilities.

5.12 Health and education

Major hospitals and other primary healthcare institutions are located in Warrnambool, Hamilton and Portland. These cities and towns act as service hubs supporting programs, care workers and local health service infrastructure in outlying towns and provide outreach services.

The ageing population and growing population are forecast to drive demand and therefore employment opportunities in health services, public administration, information and telecommunications and other service sectors. The employment share of health workers in the region is expected to increase over the next decade and beyond⁵⁸. This is consistent with the Victorian trend generally.

Almost all personal, social and economic benefits such as income, employment, longevity, health and low incarceration rates correlate strongly with education attainment levels⁵⁹. The community-wide benefits of learning include a more skilled and healthy workforce.

Both Year 12 retention and post-secondary qualification rates across the region are below the Victorian average. The ability to meet the needs of current and emerging industries is one of the greatest challenges for growth in the region. Regional workforce analysis highlights regional skill and labour shortages across a range of industries and business. There is opportunity for business and education providers to work together to reduce skill shortages⁶⁰.

5.12.1 Key regional growth plan considerations

The plan recognises the role of land use planning in supporting effective provision of health and education services throughout the region by:

- stressing the need to integrate planning for health and education facilities with planning of residential growth areas and business locations and to ensure services are provided or augmented as populations build up
- recognising that access to health and education services for dispersed populations is critical to the
 wellbeing of the region and that public transport improvements, outreach services and multi-purpose
 community hubs in smaller towns and settlements are needed to achieve equity across the region
- supporting programs for improving education attainment rates and ongoing skills development
- encouraging establishment of centres of health and education excellence including research and development, specialist services and industry-led education and training
- enhancing the already strong liveability values of the region to assist in retaining and attracting residents and skilled workers
- supporting a pattern of settlement with well-connected access to employment and education facilities.

⁵⁹ Great South Coast LGAs 2010

⁵⁸ Access Economics (2011)

⁶⁰ SED Consulting (2010)

5.13 Workforce and skills

The Great South Coast region is experiencing critical shortages of skills and people in particular industries, including technicians, labourers and managers across the transport, food processing and dairy sectors⁶¹. Under projected growth trends, the current ratio of four workers to every retiree (1:4 ratio) will drop to two workers per retiree (1:2) by around 2030. If left unchecked, this will have significant impacts on the economic prosperity of the region as workforce shortages impact on the capacity for industrial growth. The health and wellbeing of the region could be undermined by a lack of workers to support an older population⁶².

Employment in the region is projected to grow from 57,000 to 75,000 from 2006 to 2026. Two thirds of this 18,000 rise in employment is expected to be in the construction, health and community services, retail trade and transport and storage sectors. The agriculture, forestry and fishing sector is forecast to decline. About 30 per cent of the overall employment growth in the region is forecast to occur in Warrnambool, but all municipalities are expected to see a 25-35 per cent growth in jobs over the next 20 years. Unemployment rates currently vary from 2.6 per cent per to 7.7 per cent across the region but remain low and below statewide rates. Nearly 40 per cent of the region's businesses report job vacancies. Over 60 per cent of businesses expect to increase their workforce numbers in the next three years, and many have reported difficulties in recruiting staff⁶³.

Changes to work habits and businesses, such home based and internet businesses will also influence the dynamics of the region's workforce and skills.

5.13.1 Key regional growth plan considerations

The plan recognises that:

- the scale of forecast jobs growth, while very welcome, may place pressure on existing infrastructure, housing and natural resources
- providing affordable housing choices will assist with attracting new residents to the region
- residential growth should be encouraged in centres and settlements that have good access to services and employment
- short-term, non-resident workforces attracted by major projects have the potential to create housing and service provision strains on communities and their impacts should be monitored
- opportunities for up-skilling existing workers and retaining temporary workers in the region after projects are complete will go some way towards to addressing skills shortages
- access to transport and high speed telecommunications and changing work practices such as home-based businesses or working from home may lead to changes in demand for travel and for some types of office accommodation
- planning should not place unnecessary barriers in the way of new land uses and a restructuring economy.

5.14 Port of Portland

The Port of Portland and the road and rail infrastructure that serve it are critical components of the regional and state freight network systems. The port is one of four major commercial trading ports in Victoria and is of national significance. It is especially important to Victoria due to its natural deep-water capability. Its role is increasing in western Victoria and south-east South Australia and this will be enhanced when planned upgrades of facilities are implemented. The port specialises in the storage and handling of bulk commodities and serves the region's rich agricultural, forestry, manufacturing and mining industries as well as regionally-based aluminium and fertiliser producers.

 $^{^{\}rm 61}\,{\rm SED}$ Consulting (2011) Great South Coast Major Projects Cumulative Impact Study

⁶² Regional Development Victoria (2010) Great South Coast Regional Strategic Plan

 $^{^{63}}$ Regional Development Victoria (2010) Great South Coast Regional Strategic Plan

The value of product moving via the Port of Portland was estimated to be between \$1.3 and \$1.5 billion per year in 2004–05 and has increased significantly since that time, currently delivering \$2 billion into the region each year 64. The operation of the port in 2004–05 generated an estimated total economic benefit of \$70.7 million in Glenelg Shire, \$112.6 million in the Green Triangle region, around \$121 million for the Victorian economy as a whole, and \$172 million nationwide⁶⁵.

With the trebling of the export of forestry products over the next 5 to 10 years, coupled with increases in fertiliser and mineral sands, the value of exports through the port is projected to increase by \$1 billion per annum over the $next\ decade^{66}.\ This\ growth\ will\ need\ to\ be\ supported\ with\ the\ provision\ of\ sufficient\ land\ and\ freight\ transport$ infrastructure.

5.14.1 Key regional growth plan considerations

The plan supports the development and expansion of the Port of Portland and provides directions for:

- addressing planning complexities and conflicts between current land uses within and around the port to enable the facility to meet the needs of industry in the region
- planning for upgrades to the transport networks in and out of the port to meet the efficiency requirements of industry and the port itself
- supporting development of infrastructure and assets associated with major on-land and off shore projects, mining and agricultural industries.

⁶⁴ Port of Portland website www.portofportland.com.au

 $^{^{65}}$ Port of Portland (2009) Port Land Use Strategy 2009

⁶⁶ Port of Portland (2009) Port Land Use Strategy 2009

Environment and heritage 6.

6.1 Introduction

The Great South Coast region has rich and diverse environmental and cultural heritage assets. These assets provide a significant contribution to the economic prosperity and liveability of the region. Some environmental assets are also associated with risks from natural hazards, such as bushfires, and require specific planning responses to manage risks to development.

Environment and heritage assets are often co-located in the landscape, with many Aboriginal cultural heritage and historic heritage sites located in close association with waterways, wetlands, forested areas and public land. Urban and rural residential development in areas of high amenity may present some risks to environmental assets and values, including declared water supply catchments. However, areas of high amenity provide opportunities for tourism and other economic diversification in rural land use in the region, such as carbon farming and income from providing ecosystem services⁶⁷. Balancing these pressures along with the natural hazards and risks associated with these areas, such as from bushfires, coastal erosion and inundation and flooding, is a key challenge for the plan and more detailed local planning.

The regional strategic plan recognises that terrestrial and aquatic systems underpin the region's economic strength and liveability and aims to appropriately protect and enhance them. In addition, it suggests capitalising on recognised cultural heritage values to reposition the region as a major national tourism destination. Effective management of environmental and cultural heritage assets will assist in building the region's capacity and productivity in primary production and tourism.

The Glenelg Hopkins and Corangamite catchment management authorities coordinate investment into the protection and enhancement of priority environmental assets throughout the region. They work with public land managers and private land owners to implement natural resource management programs that aim to maintain and improve the condition and extent of environmental assets within their regions. Significant environmental assets are clearly described in each catchment management authority's regional catchment strategy. Where possible the plan has utilised the significant assets as identified by the catchment management authorities, however in some cases this is not possible, as consistency with other regional growth plans across the state is needed. To help with this consistency, regionally significant assets in the plan are generally those that are of state, national or international significance⁶⁸.

Planning for residential, commercial and industrial development needs to take into account environmental and cultural heritage assets in order to maintain them for future use and enjoyment.

Many environmental assets overlap within the landscape and interact across the landscape. For example, rivers run through forested areas and agricultural areas, and are impacted upon by the land use activities on the lands they run through. These rivers carry water downstream to wetlands, estuaries and marine environments, which can in turn affect those environmental assets. This background report discusses cultural heritage and different types of environmental assets separately to highlight their values to the region and the considerations for planning associated with those assets. The regional growth plan integrates these considerations in its future directions and strategies.

6.2 Cultural heritage assets

The Great South Coast region has a rich and diverse representation of heritage values capturing both Aboriginal and historic heritage places and cultural landscapes. The plan highlights the diverse range of heritage tourism in the region and the basis this provides for potential growth of tourism in the region.

⁶⁷ Providing ecosystem services through market based approaches (including competitive tenders such as EcoTender and BushTender), can

provide farmers with income for undertaking environmental works that conserves and enhances the environment⁶⁷
⁶⁸ For the purpose of the plan, regionally significant environmental assets cover all assets that are of regional, state, national or international significance

Regionally-significant heritage assets have been identified during the development of the plan. The plan notes the region can build on its existing world-renowned sites, including the Great Ocean Road, Port Campbell National Park and the Grampians National Park, to develop other nature-based and heritage tourism opportunities.

Heritage opportunities centre on both Aboriginal heritage and historic heritage, such as through the settlement and maritime history of the Shipwreck Coast. These key features could be made more attractive by linking the region's tourism experiences to other opportunities, such as recreational assets, volcanic landscapes, iconic walks, rainforest experiences, surfing and markets and festivals. The Budj Bim National Heritage Landscape is potentially of World Heritage significance and there is significant support for its nomination as a World Heritage site.

As a region, the Great South Coast has a high concentration public botanic gardens which play an important role in providing for amenity, tourism and education. Garden tourism has the potential to attract visitors from a number of countries around the world, including the growing tourism market of China. Avenues and boulevard tree plantings are also a distinctive urban design element in the region. Street trees inform the character of many towns, with grand boulevards and avenues located in towns including Camperdown, Warrnambool, Port Fairy, Mortlake, Terang, Drik Drik and Hamilton.

6.2.1 Key regional growth plan considerations

The plan recognises that:

- cultural heritage is a major asset for the region, in community, economic and social terms and many tourists seek heritage experiences
- historic heritage contributes significantly to the culture, development and attraction of the region, particularly maritime and farming
- Cultural heritage attractions and services contribute to regional economies and employment
- Aboriginal cultural heritage and historic heritage assets should be protected from disturbance and degradation in recognition of their cultural value and significance to the community, to ensure their tourism potential can be realised and to enable the continued use and enjoyment of these heritage assets by Aboriginal peoples and the wider community
- the Heritage Overlay and other relevant planning controls could be reviewed to determine if they have been adequately applied across the region
- public parks and gardens are an important asset in the region for amenity, tourism and education
- opportunities may arise for tourism development associated with or linked to public gardens.

6.3 Significant landscapes

There are many significant landscapes in the region, including those identified through the Coastal Spaces Landscape Assessment Study⁶⁹ and the South West Landscape Assessment Study⁷⁰.

Both studies aimed to assess the visual character and significance of the landscape in order to prepare planning guidance for retaining and respecting landscape values. Broad landscape areas were examined in detail and assessed for their cultural landscape values. This has led to the designation of some landscapes as regionally significant and others as of state significance (or higher).

The Coastal Spaces Landscape Assessment Study was completed in 2006. All councils in the region have adopted its recommendations and amended their planning schemes (or are in the process of doing so) to protect these landscapes through application of the Significant Landscape Overlay and policy changes.

The South West Victoria Landscape Assessment Study is still in progress. It is likely to recommend using policies and other tools in local planning schemes, such as the Significant Landscape Overlay, to protect and manage these

⁶⁹ http://www.dse.vic.gov.au/coasts-and-marine/coasts/publications/coastal-spaces-initiative-home-page

http://www.dtpli.vic.gov.au/planning/plansandpolicies/ruralandregionalplanning/south-west-landscape-assessment-study

landscapes into the future. Significant landscapes identified by the draft Landscape Assessment Study have been included in the plan.

The Southern Grampians Significant Landscape Assessment is also underway. It will evaluate the visual character and significance of the Grampians landscape and prepare new planning policies and planning scheme controls to ensure the landscape's protection, while encouraging appropriate development, economic growth and investment⁷¹.

Currently, clear and distinct open breaks are maintained between settlements throughout the region. Consultation on the plan highlighted the need to maintain distinct edges to settlements and protect the landscape in intervening areas.

6.3.1 Key regional growth plan considerations

The plan recognises that:

- there would be benefits in developing a regionally consistent way to apply planning scheme tools to recognise the significant landscapes identified in the South West Landscape Assessment Study
- while providing for growth along designated corridors, it will be important to maintain discrete settlements and ensure open space breaks between settlements are protected, to reinforce the character of towns and landscapes and to protect important agricultural land.

6.4 Terrestrial habitat

Native vegetation and habitats (terrestrial habitats) are important as they provide a range of environmental services, such as filtering nutrients, habitat regeneration and climate regulation, that underpin the health of land and water, flora and fauna and natural communities. Native vegetation and habitats help provide clean water, carbon storage, timber, firewood and the health of soils. They also provide important spiritual and aesthetic values at various scales and are a key to many of the recreation and tourism values in the region.

Clearing of native vegetation along with other threatening processes from urban and rural activities has been, and continues to be, a significant threat to native vegetation and habitats across Victoria.

Several threatened vegetation communities are listed for protection under Commonwealth or Victorian legislation, including the Grassy Eucalypt Woodland of the Victorian Volcanic Plain, the Natural Temperate Grasslands of the Victorian Volcanic Plain⁷² and the Coastal Moonah Woodland Community⁷³. There are numerous individual threatened species that occur in the region. However, their locations are too specific to be considered and mapped for a regionally-focused growth plan, particularly when localised planning assessments should consider threatened species.

Threatened species and communities are recognised through the Department of Environment and Primary Industries NaturePrint⁷⁴ mapping tool, which has been used to inform the development of the regional growth plans, and appropriately covers these issues at a regional scale. Therefore, there are no specific future directions or land use planning actions identified in the plan to address the region's threatened species and communities issues. Finer scale planning, such as precinct structure plans or individual planning assessments, should always consider threatened species and communities appropriately.

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⁷¹ http://www.sthgrampians.vic.gov.au/Page/Page.asp?Page_ld=1704&h=0

⁷² Environment Protection and Biodiversity Conservation Act 1999 (Cwth)

⁷³ Flora and Fauna Guarantee Act 1988

⁷⁴ NaturePrint v2.0 conveys information on relative habitat value for all areas in Victoria (excluding marine), not just those with native vegetation. In its most commonly used form, NaturePrint is illustrated as a map showing relative habitat value (Strategic Natural Values map) showing areas that most contribute to biodiversity conservation. Further information on NaturePrint can be found at http://www.dse.vic.gov.au/conservation-and-environment/biodiversity/natureprint

The catchment management authorities in the region have identified the highest value native vegetation and habitat assets within their boundaries. They are described and mapped in the regional catchment strategies for these regions.

Within the region, both catchment management authorities have used the Department of Environment and Primary Industries' NaturePrint tool to identify the highest value native vegetation and habitat assets (termed terrestrial habitat) in their regions. Department of Transport, Planning and Local Infrastructure has used the highest three levels of the NaturePrint mapping to identify significant clusters of vegetation across the state (see Figure 5). This demonstrates the close alignment between the catchment management authority's terrestrial habitat assets and the native vegetation and habitat assets derived for use in preparation of the plan.

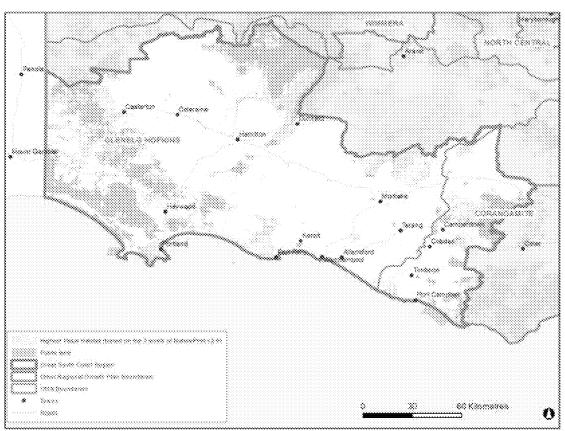


Figure 5: Terrestrial habitat assets

Source: Department of Transport, Planning and Local Infrastructure

Future natural resource management activities within the region may include actions to protect high value habitat assets in the region, along with waterways, wetlands and soil assets. Measures may include increasing vegetation in the region by creating large-scale vegetation corridors in strategic areas. The preferred locations for these corridors may overlap with areas that are expected to experience land use change in the future, or may have implications for natural hazards near existing settlements or planned growth areas. These activities may involve actions on both public and private land and are likely to use agreements and tailored land management plans with relevant land owners.

There are also emerging economic opportunities on private land associated with conserving or enhancing environmental values, such as in carbon markets, payments for providing ecosystem services and markets for vegetation offsets associated with land clearing.

6.4.1 Key regional growth plan considerations

The plan recognises that:

- strategic and statutory land use planning can support natural resource management activities at the regional scale, but will not be the principal mechanism for achieving improvements in catchment condition (including vegetation condition)
- planning for large-scale native vegetation corridors should consider directions established in strategic land use planning, particularly in areas that may experience a future change in land use or a change in industry
- emerging economic opportunities that will provide an income stream to farmers through helping to enhance environmental values on private land should be supported
- coordinating planning for natural resource management activities with regional and local land use
 planning will help to identify the most appropriate locations and maximise the benefits gained from them,
 for example by improving the visual amenity of popular tourist routes.

6.5 Waterways

Waterways (rivers, wetlands and floodplains) provide the region with its water supply. This water is critical to supporting the region's towns, industry and agriculture, as well as the environmental values within and adjacent to rivers, wetlands and floodplains. Rivers and wetlands are also the centre of many social, tourism and recreational activities and often are associated with Aboriginal heritage sites and historical settlement patterns.

The region includes parts of the Glenelg River, Hopkins River, Lake Corangamite, Portland Coast, Otway Coast and Millicent Coast catchments. Some parts of the region can experience flooding from these rivers that impacts on both rural and urban areas. Part of the lower Glenelg River is listed as a Victorian Heritage River under the Heritage Rivers Act 1992⁷⁵. Management of the region's waterways is underpinned by the Glenelg Hopkins River Health Strategy and the Corangamite River Health Strategy which set out frameworks for managing and restoring the region's rivers, lakes and estuaries.

There are thousands of wetlands throughout the region, making up dozens of wetland complexes. Specific wetlands in Australia are protected under the *Environment Protection and Biodiversity Conservation Act 1999* (Cwth). These include wetlands listed on the Ramsar Convention and on the Commonwealth's Directory of Important Wetlands in Australia. Part of the Western District Lakes Ramsar site, a wetland of international significance, is within the region.

The catchment management authorities have also identified regionally significant wetland areas. Some of the wetlands in the region contain significant cultural heritage assets and many are important for tourism and recreation. Some also provide water supplies for domestic or stock use. There are also several wetlands that fall within the East Asian-Australasian Flyway sites⁷⁶ which are mapped in the plan. Detailed listings of the individual bird species occur at these sites can be found at

http://www.environment.gov.au/biodiversity/migratory/publications/shorebirds-east-asia.html.

The Glenelg Hopkins Regional Catchment Strategy includes a management measure to prevent negative impacts on wetlands from new developments by working with councils to implement wetland-specific planning scheme overlays.

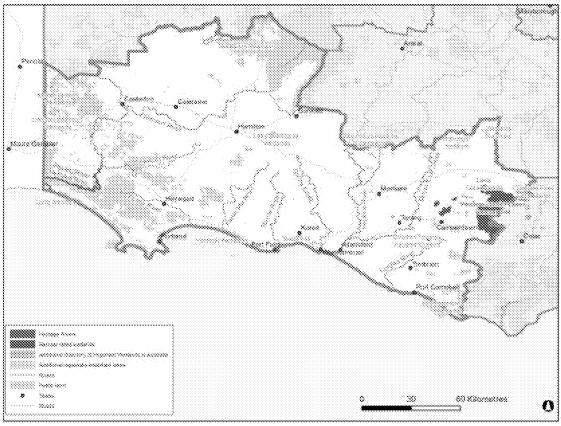
The important waterway assets of the region are shown in Figure 6.

⁷⁵ The Heritage Rivers Act 1992 makes provision for Victorian heritage rivers by providing for the protection of public land in certain parts of rivers and river catchment areas in Victoria which have significant nature conservation, recreation, scenic or cultural heritage attributes.

⁷⁶ In March 1996, an international program was established to protect migratory shorebirds along the East Asian-Australasian Flyway, known as the East Asian-Australasian Shorebird Site Network.

36

Figure 6: Significant waterways



Source: Department of Transport, Planning and Local Infrastructure

6.5.1 Key regional growth plan considerations

The plan recognises that:

- appropriate land use planning can help to minimise threats to rivers and wetlands from inappropriate catchment development, urban stormwater runoff, waste and wastewater and reduced wetland connectivity
- some planning mechanisms, such as overlays, can be used to implement specific requirements around regionally and locally important waterway assets and these mechanisms are particularly useful to protect significant wetlands on private land.

6.6 Rainfall and water access

The region has a relatively plentiful water supply and a moderate, reliable rainfall, typically 600mm to 1,000mm per year⁷⁷ which has been a key determinant of rain fed pasture-based agriculture, closer settlement and more intensive types of farming practice, such as at Kolora, the Heytesbury, Narrawong and Koroit. These higher rainfall levels mean that a significant proportion of the region is dominated by rain fed pasture which puts the region at a significant advantage for increased production levels in the future.

⁷⁷ Department of Sustainability and Environment 2011, Western Region Sustainable Water Strategy

While most water is available for extraction from surface water (69 per cent) the region also has a substantial groundwater resources (31 per cent)⁷⁸. Major land use changes have put pressure on groundwater supplies in the south-west of the region which has mainly been due to the development of plantation forestry. In the future it is expected a change in land uses to those with higher water requirements will generally decrease water availability. The Western Regional Sustainable Water Strategy 2011 sets out a state-wide approach for managing adverse impacts of land use change on water resources which will apply to the region⁷⁹. There will also be significant pressures on future water use due to climate variability and population growth which will also need to be carefully managed.

6.6.1 Key regional growth plan considerations

The plan recognises that:

 appropriate land use planning can help to minimise threats to surface and ground water supplies from inappropriate development and unsustainable water use from water intensive industries.

6.7 Water and water supply catchments

The region has a relatively plentiful water supply and a moderate, reliable rainfall, typically 600mm to 1000mm per year⁸⁰ which has been a key determinant of rain fed pasture-based agriculture, closer settlement and more intensive types of farming practice, such as at Kolora, the Heytesbury, Narrawong and Koroit. These higher rainfall levels mean that a significant proportion of the region is dominated by rain fed pasture which puts the region at a significant advantage for increased production levels in the future.

While most water is available for extraction from surface water (69 per cent) the region also has substantial groundwater resources (31 per cent).

Some catchments are designated for the specific purpose of supplying water and are protected under the *Catchment and Land Protection Act 1994*. These catchments, termed declared water supply catchments, have significant values as a source of water supply, both for domestic and for stock and domestic use. They need specific protection, including land use and subdivision controls, to protect water supply and quality. Guidelines⁸¹ exist to guide planning decisions in these catchments, where they are considered to be 'open'⁸².

There are fourteen declared water supply catchments that intersect with the region (see Figure 7), with the largest ones occurring in the north. These declared water supply catchments are listed and described on the Victorian Resources Online website 83. Groundwater is also a significant source of water for consumptive uses and is critical to the region's future. Southern Rural Water's South West Victoria Ground Water Atlas provides critical groundwater information and guidance on a regional scale and is a valuable tool which can be used to inform land use planning and guide agricultural activity.

The areas of declared water supply catchments within the region are predominantly on public land, although in high amenity areas around the Grampians they include areas of private land that may come under pressure for tourism development.

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⁷⁸ Department of Sustainability and Environment 2011, Western Region Sustainable Water Strategy

⁷⁹ Department of Sustainability and Environment 2011, Western Region Sustainable Water Strategy

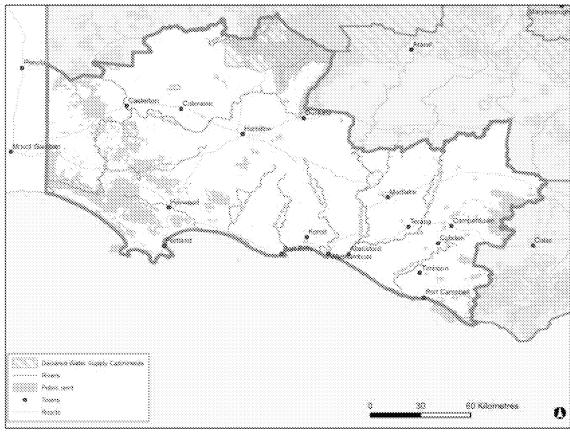
 $^{^{80}}$ Department of Sustainability and Environment 2011, Western Region Sustainable Water Strategy

⁸¹ Department of Sustainability and Environment, Planning permit applications in open, potable water supply catchment areas November 2012

⁸² An open water supply catchment is where part or all of the catchment area is in private ownership and access to the catchment is

 $[\]label{eq:continuous} unrestricted $83 http://vro.dpi.vic.gov.au/DPI/Vro/map_documents.nsf/pages/vic_dwsc$

Figure 7: Declared water supply catchments



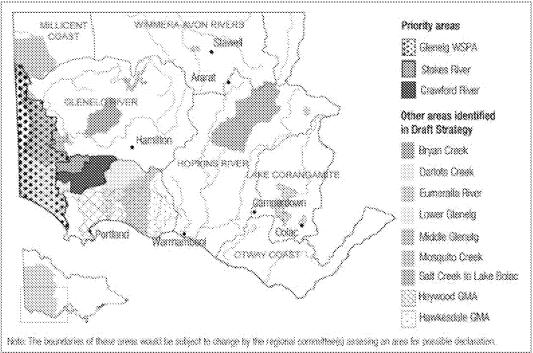
Source: Department of Transport, Planning and Local Infrastructure

The Western Region Sustainable Water Strategy identified the potential need for land use in certain catchment areas to be restricted to protect water supply into the future. This approach may result in changes to the *Water Act 1989*. The foreshadowed controls relate to the amount of vegetation that can be planted within a catchment area, to ensure surface water flows and groundwater supplies are maintained. These areas would become known as 'intensive management areas'⁶⁴. The Western Region Sustainable Water Strategy highlighted many areas where these land use controls may need to be investigated, most of which are in the region (see Figure 8).

There will also be significant pressures on future water use due to climate variability and population growth which will also need to be carefully managed. Water supply infrastructure and planning are discussed further in Section 8.9 of this background report.

 $^{^{84}}$ DSE 2011 Western Region Sustainable Water Strategy, Figure 5.3, pg. 141

Figure 8: Priority areas for investigation as declared 'intensive management' areas



Source: DSE (2011) Western Region Sustainable Water Strategy

6.7.1 Key regional growth plan considerations

The plan recognises that:

- declared water supply catchments need to be considered when proposing land use changes, particularly
 when considering rezoning that may result in subdivision of unsewered areas, or other increases in the
 density of dwellings in rural areas. The Guidelines for planning permit applications in open, potable water
 supply catchment areas 2012 are designed to assist with such considerations
- councils with declared water supply catchments may need to update their domestic wastewater management plans in line with the Guidelines for planning permits applications in open, potable water supply catchment areas 2012
- appropriate land use planning can help to minimise threats to surface and ground water supplies from inappropriate development and unsustainable water use from water intensive industries
- while the timber industry is very important to the region's economic future, investment may need to be directed away from areas where there may be impacts on water yield to an unacceptable level. As the implications of declaring catchment areas as 'intensive management areas' emerge, the plan may need to re-assess the most appropriate location for any expansion of the timber industry in the region.

6.8 Soils

The soils in the region vary depending on their geology and the landforms within which they are located. Soil provides the foundation for much of the economic activity within the region, especially for agriculture and timber production. Given the significance of primary production and environmental assets and values to the future of the region's economy, ongoing maintenance and improvement of soil within the region is essential. In particular, significant productive soils need to be carefully managed, including around Tower Hill.

Both catchment management authorities have existing soil health plans, aimed at protecting and improving soils, but these may need to be reviewed in line with renewed regional catchment strategies and former Department of Sustainability and Environment's 2012 Soil Health Strategy. The Corangamite Catchment Management Authority is also investigating the need for a strategy for integrated management of agricultural land. Councils use overlays, such as the Erosion Management Overlay and the Salinity Management Overlay to manage some potential hazards that might affect the stability and quality of soils. Soil health threats and acid sulfate soils are discussed in Section 6.14 and 6.15 of this background report.

Soil issues often result from a mismatch between land use and management and the inherent capability of the soils. Land capability is a commonly used measure of the value of soil for agricultural production. Both catchment management authorities recognise the need to align land use with land capability. They have proposed initiatives to support decision-making with improved information and policy development, such as capability mapping and regional soil plans. This will be important to enable growth in productive agriculture and to guide the location of future areas for growth of settlements. The Glenelg Hopkins Regional Catchment Strategy 2013-2019 seeks to identify opportunities for land capability mapping as a basis for applying overlays and planning controls to help increase the area of soils managed within their capability.

While land capability is useful for broad strategic planning, it is not the only indicator or driver of the productive value of land. Sometimes proximity or security of feed, roads, processors, power and water can be more important considerations. Not all agriculture requires good soil or water to be productive, therefore soil capability should not be the only indicator of potential of farmland, nor should soil capability be used to discriminate between different types of legitimate agricultural land uses in rural areas.

6.8.1 Key regional growth plan considerations

The plan recognises:

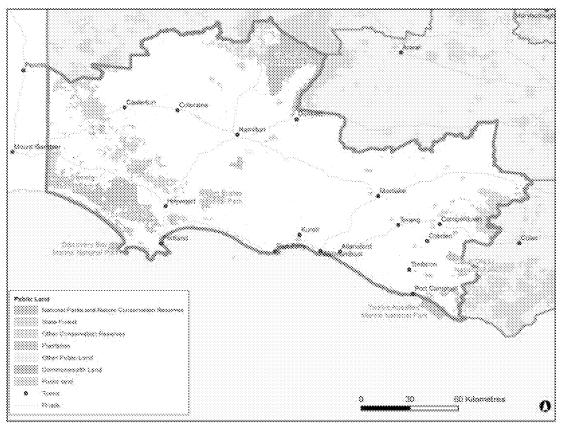
- the importance of maintaining and enhancing soil health and productive capacity, to enable growth in key agricultural industries and to protect catchments and waterways
- the need to protect productive agricultural land and preserve it from inappropriate development
- the benefits of identifying strategically important agricultural land across the region, based on inherent
 fertility and locational factors and taking into account the potential implications of climate change for the
 region.

6.9 Public land

There is an extensive network of public land reserves in the region (see Figure 9). Public land encompasses many of the significant environmental and cultural heritage assets in the region, but there are also substantial areas with high environmental values outside of public land.

The region contains nationally and internationally recognised areas of public land such as the Grampians, the Otway Ranges, Tower Hill, Mount Eccles and the Port Campbell and Twelve Apostles areas. These areas and their surrounding landscapes bring in many visitors and significant income to the region. They are a key focus of the tourism future of the region, as well as protecting environmental and cultural heritage assets and values.

Figure 9: Public land



Source: Department of Transport, Planning and Local Infrastructure

6.9.1 Key regional growth plan considerations

The plan recognises that:

- public land is an important asset in the region to protect ecosystems, provide amenity benefits (including through recreation and tourism) and generate income, such as through sustainable forestry and natural resource extraction
- opportunities may arise for tourism development associated with or linked to public land, particularly around the Grampians, the Otway Ranges and Great Ocean Road. There are plans underway to develop the Grampians Peak Trail, a long distance walking route linking Mount Zero to Dunkeld. This trail will require accommodation options along the route, away from established townships and tourism infrastructure to support walkers on their 12 to 14 day walking experience. This may create economic diversification opportunities for private landholders close to the Grampians National Park. There are also tourism opportunities in relation to the significant heritage assets within the region
- Opportunities to advance tourism in or associated with the region's national parks should be investigated, in particular the Grampians National Park, Otway Ranges and associated with the Great Ocean Road. Such development will need to occur in balance with the environmental assets and natural hazards within each area, and be investigated fully prior to any approvals being granted. Directing tourism development into existing settlements and activity centres that are close to these tourism assets, wherever possible, will help maintain character and values of those assets
- Consideration of facilities in towns with the support of established local communities with access to the tourism assets should be undertaken as a first step.

6.10 Coasts and estuaries

Coastal areas in the region contribute significantly to the economic, cultural, environmental and recreational life of the region's residents and visitors. The majority of the coastline in the region is public land, with a limited area of coastline where land to high watermark is in private ownership.

The region is included within the area covered by the Western Coastal Board, which extends from near Torquay in the east to the South Australia border in the west, and includes the coastal sections of the Corangamite and Glenelg Hopkins catchment management authority regions ⁸⁵.

The Western Coastal Board has developed coastal action plans for each of the local government areas along its coast, as well several sub-regional coastal action plans. The coastal action plans provide the strategic planning framework to ensure the appropriate management, development and use of the coastal area (coastal and marine environments), in line with the broader principles and priorities of the Victorian Coastal Strategy ⁸⁶. The coastal action plans for the region can be found on the Western Coastal Board's website ⁸⁷. The Minister for Environment and Climate Change has asked the Western Coastal Board to prepare a new overarching coastal action plan for the region.

Estuaries, bays and inlets are important for fish spawning or as nursery grounds. Saltmarshes, mangroves and wetlands are important nesting and feeding grounds for a broad range of significant waterbirds and waders including migratory species. Ecosystems along the coast vary greatly, and they also vary greatly as they progress inland from the beach.

There are eight major estuaries identified in the Glenelg Hopkins Regional Catchment Strategy: the Glenelg River Estuary, Fawthrop Lagoon, Surry River Estuary, Fitzroy River Estuary, Yambuk Lake, Moyne River Estuary, Merri Estuary, and Hopkins River Estuary. The Corangamite Regional Catchment Strategy does not specifically map its major estuaries. However, this does not diminish their importance within the region. Some of the estuaries in the Great South Coast region are shown in Figure 10.

Both catchment management authorities have also identified and mapped important coastal areas in their regional catchment strategies. These coastal areas include coastal habitat, estuaries, coastal wetlands and threatened species.

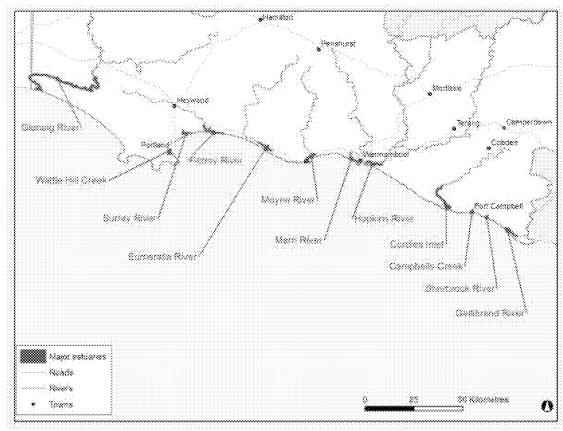
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⁸⁵ Western Coastal Board Website http://www.wcb.vic.gov.au/

⁸⁶ Victorian Government (2008) Victorian Coastal Strategy

⁸⁷ Western Coastal Board Coastal Action Plans http://www.wcb.vic.gov.au/plans.htm

Figure 10: Estuaries



Source: Department of Transport, Planning and Local Infrastructure

6.10.1 Key regional growth plan considerations

The plan recognises that:

- population growth and subsequent development could pose threats to coastal assets and appropriate planning and management will be required to manage potential conflicts
- potential tools include applying the Environmental Significance Overlay to protect estuaries and reviewing
 coastal settlement boundaries to ensure that areas with significant environmental assets and values are
 shielded from inappropriate development. Public land management has a significant role to play given the
 extent of public land in these environments
- there are many opportunities associated with coastal and estuarine assets for the region, particularly around recreation and tourism, provided such development occurs with appropriate consideration of the environmental assets and natural hazards in these areas. This will be consistent with relevant coastal management plans such as the Victorian Coastal Strategy 2008 and the relevant coastal action plans of coastal management boards.

6.11 Marine assets

The whole of the Great South Coast marine area is part of the Otway Marine Bioregion⁸⁸, which extends from Cape Jaffa in South Australia to Apollo Bay in Victoria.

Some of the distinctive environmental values of the marine bioregion include:

- the region's nutrient rich waters attract swarms of krill that generate a feeding aggregation area for Pygmy Blue Whales
- Lawrence Rocks near Portland supports the largest colony of Australasian Gannets in Australia
- Deen Maar (Lady Julia Percy Island) supports one of the largest breeding colonies of Australian Fur Seals
 in Australia and is also an important Aboriginal spiritual place
- the imposing undersea 'wall' in the Port Campbell area where the seafloor plunges 20 metres over a short distance
- the extensive seagrass meadows of Sea Nymph (Amphibolis antarctica) within Portland Bay
- the Warrnambool to Port Fairy area is a significant calving and nursery area for Southern Right Whales.

The four marine national parks and sanctuaries within the region are: Discovery Bay Marine National Park; Twelve Apostles Marine National Park; Merri Marine Sanctuary; and The Arches Marine Sanctuary. Special management areas also exist at Cape Bridgewater, Lawrence Rocks, Portland Bay, Deen Maar and Logan's Beach.

The significant marine areas of the region (including the above areas) are mapped in the Glenelg Hopkins and Corangamite regional catchment strategies. The location of the marine national parks can be seen in Figure 9.

Population growth and subsequent development may cause some threats to marine assets however more information is needed to quantify and manage these threats. The Victorian Government is working in partnership with the Glenelg Hopkins Catchment Management Authority to further understand the implications of climate change on Victoria's marine environment⁸⁹.

6.11.1 Key regional growth plan considerations

The plan recognises that:

- protection of marine assets is a key consideration in any proposed development in marine environments, including tourism, wave energy, oil and gas
- there is a need to better understand catchment-based threats to marine assets and whether planning tools can assist in enabling and promoting growth while protecting marine assets.

6.12 Climate change

Predicted changes in rainfall, temperature and evaporation as a result of climate change suggest the Great South Coast region will be hotter and drier than it is today. Bushfire risk is expected to increase and although rainfall is expected to decline, the intensity of heavy rainfall is likely to rise, potentially resulting in more intense floods when they occur.

This will have long-term consequences for the region, including:

- increased risks to life and property from natural hazards such as bushfires and floods
- implications for water supply and reliability
- increased water demand

45

A marine bioregion is a large area of the sea that, through the complex interaction of ocean currents, wave energy, seawater temperature, seafloor geology and geography, displays a distinct grouping or pattern of marine plant and animal communities and species. http://www.exploreunderwatervictoria.org.au/the-otway-marine-bioregion

⁸⁹ Victorian Government (2013) Victorian Climate Change Adaptation Plan, page 61

altered agricultural commodities within the region (this could present some diversification opportunities

- for the region's economy over the life of the plan and beyond)
- damage to infrastructure, industries and agriculture from severe weather events and natural hazards
- potential increase in erosion and reduction in water quality
- pressures on natural ecosystems
- implications for communities such as human health, energy use, housing needs and service provision
- sea level rise accompanied with increased coastal hazards⁹⁰.

Important built assets and infrastructure such as the Port of Portland, as well as environmental assets along the region's coastline may be at risk due to sea level rise, coastal erosion and inundation. Areas most vulnerable to inundation are generally beach fronts, low-lying wetlands and coastal reserve areas, including Portland and Port Fairy. Inundation of high value environmental assets along the Great Ocean Road may have implications for recreation and tourism⁹¹.

There is already research underway to better understand the potential risks and opportunities arising from climate change in the region, including on fisheries and communities. Projects include the Port Fairy Local Coastal Hazards Assessment, Climate Resilient Communities of the Barwon South-West, research at the Department of Environment and Primary Industries' shellfish hatchery in Queenscliff.

6.12.1 Key regional growth plan considerations

The plan recognises that:

- land use planning can help improve the region's resilience and ability to adapt to changes in climate as its impacts emerge
- planning needs to take account of the likelihood of an increase in the frequency and intensity of major
 weather events and an intensification of climate-related hazards such as bushfires, floods, sea level rise,
 storm surges and coastal inundation
- increased coastal hazards that may result from changes in climate are key considerations for planning of future land use
- the commodities that can successfully be cultivated on agricultural land in the region may alter as the
 changes in climate and economic diversification may see the expansion of other commodities and
 industries in response to the national price on carbon such as carbon farming, renewable energies or new
 industries
- climate-induced changes in production will have implications for supporting industries such as food processing, and for the transport system
- regional and local planning should respond to opportunities for innovation and industry development
 arising from changes in climate and the national carbon price, and where appropriate remove any barriers
 to action
- consideration should be given to the appropriate design of urban areas to address potential climate change risks on settlements, for example increased urban heat island effects.

6.13 Flooding

Flooding is an important natural process, although flooding can be highly disruptive to the community and the economy. Flooding is a moderately severe risk within the region.

There are a number of localised flood studies completed or underway in the region, such as the Hamilton Flood Investigation 2012. More information about localised flood investigations and regional floodplain management plans can be found through the catchment management authorities. Some existing flood studies may need to be

⁹⁰ Department of Sustainability and Environment (2008) Climate change in the Glenelg Hopkins region, and Department of Sustainability and Environment (2008) Climate change in the Corangamite region

⁹¹ Victorian Government (2013) Victorian Climate Change Adaptation Plan, page 70

reviewed in light of the Victorian Flood Review⁹² and the Victorian Government's implementation plan that responds to the review. Future development will need to consider the findings of the *Review of the 2010-11 Flood Warnings and Response* (2011) and *Inquiry into Flood Mitigation Infrastructure in Victoria* (2012) documents which detail recommendations that will support necessary reform to the state's emergency management arrangements and a revised *Victoria Flood Management Strategy* to appropriately manage flood risk, protection and mitigation.

The majority of flood hazards currently identified though planning scheme overlays are in the Glenelg and Southern Grampians shires. Warrnambool also has flooding issues to consider in planning (Figure 11). The extent of flood overlays across the region may need to be reviewed as new information is released on flood hazard over time.

Given the likely increase in intensity of flooding in the region over time as a result of climate change, the impacts and costs of these events are likely to increase as well. Land use planning will continue to consider this potential increase in flooding risk as part of responsible planning decisions for the region. Flood mapping is continuing by the Department of Environment and Primary Industries, Department of Transport, Planning and Local Infrastructure and catchment management authorities that will address changing risk profiles.

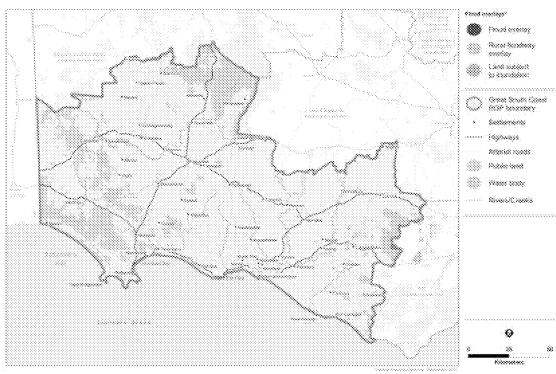


Figure 11: Flood Overlays

Source: Department of Transport, Planning and Local Infrastructure

6.13.1 Key regional growth plan considerations

The plan recognises that:

 flood hazard must be taken into account in strategic planning, particularly when identifying locations for future growth of settlements

47

⁹² Victorian Government, Victorian Government's Response to the Victorian Floods Review – Improving Flood Warning Systems Implementation Plan, November 2012

- land use planning is an effective means of reducing future risks and damages from flooding
- Land use planning decisions should be based on the best quality information on flooding hazard to minimise risk to life, property, community infrastructure and environmental assets⁹³
- Flood provisions in planning schemes should be used consistently across the region to avoid inappropriate development (or redevelopment).

6.14 Bushfire

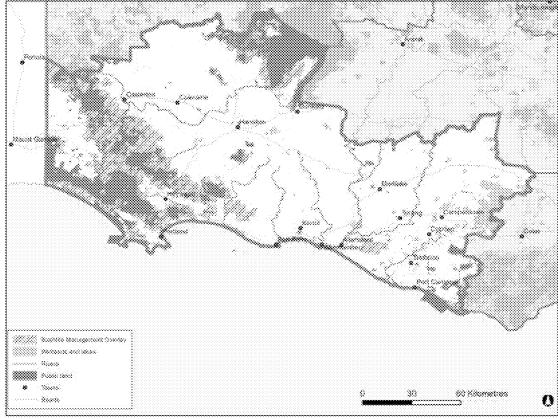
The region has areas with a significant level of bushfire threat, often associated with large treed areas and extensive grasslands. Many of the landscapes most attractive to residents and tourists are at the highest risk from bushfire. The existing Bushfire Management Overlay for the region is shown in Figure 12. This overlay will be updated to reflect new understanding of bushfire risk in the near future, as part of implementing recommendations from the Victorian Bushfires Royal Commission.

Regional bushfire planning assessments provide extra information about areas, referred to as 'identified areas', where a range of land use planning matters intersect with a bushfire hazard to influence the level of risk to life and property from bushfire. The regional bushfire planning assessments map where a significant bushfire hazard may affect land use planning and identify features such as settlements, urban interfaces and single access roads. This information will be addressed as part of strategic land use and settlement planning at the regional, municipal and local levels. The regional bushfire planning assessment maps and supporting information for the region can be found on the Department of Transport, Planning and Local Infrastructure website ⁹⁴.

⁹³ Victorian Government, Victorian Government's Response to the Victorian Floods Review – Improving Flood Warning Systems Implementation Plan, November 2012

⁹⁴http://www.dtpli.vic.gov.au/planning/plansandpolicies/bushfire-planning-and-building/planning-for-bushfire-protection/regional-bushfire-planning-assessments

Figure 12: Application of the Bushfire Management Overlay



Source: Department of Transport, Planning and Local Infrastructure

6.14.1 Key regional growth plan considerations

The plan recognises that:

- pressures to develop in highly attractive, bushfire prone areas in the region such as near the Otways,
 along the coast and near the Grampians are likely to continue, and present significant challenges for land use planning
- new development should be substantially restricted in the areas of highest bushfire risk, while giving due consideration to biodiversity conservation⁹⁵. The region must apply the precautionary principle in decision-making and minimise risk to human life. This is particularly problematic with respect to nature-based tourism activities
- there are particular risks associated with areas of extreme bushfire hazards, high concentrations of people, particularly during the high bushfire danger summer months, and limited road capacity for largescale evacuation
- bushfire risk is a key consideration for growth of specific settlements and this has been considered in determining future areas for new development in the plan
- bushfire risk will need to be assessed to a finer level in conjunction with detailed planning at a municipal level.

 $^{^{95}}$ Recommendation 39 of the 2009 Victorian Bushfires Royal Commission report

6.15 Threats to soil health

Threats to soil health vary across the region depending on soil type and other aspects of the landscape, such as slope and land use. The catchment management authorities have identified the dominant threats to soil health across the region ⁹⁶ (refer to Figure 13 and Table 4).

Figure 13: Dominant soil health issues -- Glenelg Hopkins Catchment Management Authority region

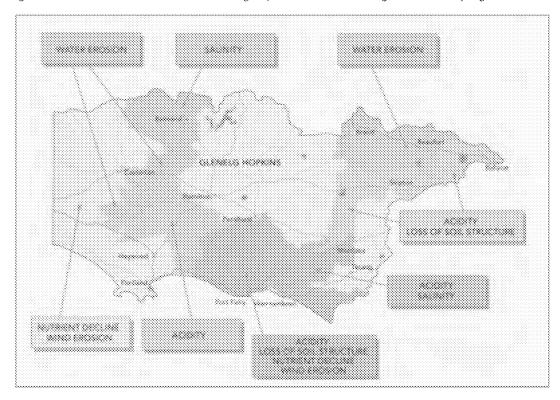


Table 4: Dominant soil health issues – Corangamite Catchment Management Authority area

| | ATT CONTROL OF THE | |
|-------------------------------------|---|--|
| Sandy plains soils | Variable sand, silt and clay content.
Support cropping, forestry, grazing
and dairy | Susceptible to water and wind erosion, nutrient decline and acidification |
| Limestone and marl soils | Generally well-structured soils.
Support dairying and grazing | Susceptible to compaction, landslides and water logging |
| Alluvial soils (including lunettes) | High natural fertility, good depth
and structure. Support cropping and
grazing | Susceptible to salinity, water logging, wind erosion, nutrient decline and some become sodic |
| Coarse sandy soils | Nutrient deficient. Can support forestry, grazing, dairying and cropping | Highly susceptible to all forms of erosion by water |

⁹⁶ GHCMA (2012) Glenelg Hopkins Regional Catchment Strategy 2012–18, Figure 17, page 58; CCMA (2012) Adapted from Corangamite Regional Catchment Strategy 2012-18 – Appendix 14

6.15.1 Key regional growth plan considerations

Various planning tools, including overlays such as the Erosion Management Overlay, could be used more
extensively across the region to assist in managing soil health issues. Part of the purpose of these tools is
to prevent damage to buildings and infrastructure, and to manage threats to downstream waterway
assets.

6.16 Acid sulfate soils

Acid sulfate soils occur naturally in coastal and inland settings. These soils can cause significant harm to human health and damage infrastructure. Areas with potential coastal acid sulfate soils have been mapped within the region. These maps are used to inform local government planning processes and can be found on the Victorian Government Resources Online website ⁹⁷. An example is shown in Figure 14.

There is also a high probability of acid sulfate soils occurring in many of the saline wetlands across the region⁹⁸.

Acid sulfate soils are acknowledged as a threat to rivers and streams, agricultural production and human health within the region, and is a consideration for land use planning. Already, there are many examples of costly mistakes in Australia involving considerable damage to land, buildings and waterways as a result of disturbing acid sulfate soils.

The former Department of Sustainability and Environment released the Victorian Best Practice Guidelines for Assessing and Managing Coastal Acid Sulfate Soils in 2010. These guidelines have been produced to guide landowners, developers, planners and decision-makers through a risk identification approach that will assist them to make decisions about the assessment and management of coastal acid sulfate soils.

6.16.1 Key regional growth plan considerations

The plan recognises that:

- acid sulfate soils should remain undisturbed
- land use planners and managers need to be able to identify areas where development is best avoided due
 to acid sulfate soils
- inland acid sulfate soils should be considered as a possibility when any development occurs around wetlands within the region
- the locations of potential acid sulfate soils have been taken into account in identifying suitable locations for future growth opportunities and land use change.

⁹⁷ http://vro.dpi.vic.gov.au/dpi/vro/vrosite.nsf/pages/soil_acid_sulfate_soils

RSRIS. (2011). ASRIS - Australian Soil Resource Information System http://www.asris.csiro.au Accessed 1 November 2012

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Figure 14: Example mapping of potential coastal acid sulfate soils in the region

Source: Victorian Resources Online, Department of Primary Industries

6.17 Coastal hazards

The state government's Future Coasts Program has developed the Victorian Coastal Inundation Dataset, which provides a high level indication of potential risks from sea level rise and storm surge at a statewide to regional scale for four different time periods (2009, 2040, 2070 and 2100). The Victorian Coastal Inundation Dataset is designed to be used at a regional scale to assist strategic planning and risk management, including regional growth plans. The maps for the Great South Coast region can be found on the Future Coasts Victorian Coastal Inundation Dataset website ⁹⁹.

Potential coastal hazards for Victoria are outlined in the Victorian Coastal Hazard Guide (2012). The guide provides a risk management framework that can be used to examine the likelihood and ramifications of a specified coastal hazard event occurring. It also outlines possible response options, while accounting for local factors, stakeholder input, complexity and uncertainties. The guide is intended for use by regional municipalities and government agencies to inform future coastal planning and decision-making. Coastal hazards that may be experienced in the region include coastal inundation, coastal erosion and damage to infrastructure.

The Victorian Coastal Hazard Guide notes that climate change is not expected to create any new coastal hazards, but at many locations it has the potential to make existing coastal hazards worse. Climate change may affect the rate of change and the mean level of the sea, the frequency and elevation of extreme sea levels, the height of waves, and the frequency and intensity of rainfall, and thus catchment flooding.

As the impacts of climate change emerge, Victoria's coastal areas are at risk from probable sea level rise, storm surge and flooding. Probable sea level rise, in combination with coastal storm events and storm surge, increase the

⁹⁹http://www.climatechange.vic.gov.au/adapting-to-climate-change/future-coasts/victorian-coastal-inundation-dataset

risk of coastal inundation and erosion. Coastal inundation can affect infrastructure such as roads, services and the natural environment. For Victoria's coastal areas to successfully adapt to changes in climate, a better understanding of the impacts on coastal areas is needed, along with building capacity to manage potential impacts ¹⁰⁰.

Under the Victoria Planning Provisions, planning authorities must plan for sea level rise. A Local coastal hazards assessment is underway in the Great South Coast region for Port Fairy. This assessment will produce information and data to assist decision makers such as by informing settlement and land use plans, infrastructure asset planning and potentially the development of statutory tools ¹⁰¹.

The Glenelg Hopkins Catchment Management Authority has proposed developing coastal adaptation plans to manage the impact of sea level rise, storm surge and flooding in priority areas, along with updating the regional coastal action plan. The Corangamite Catchment Management Authority has proposed developing and implementing appropriate planning tools to aid coastal planning.

6.17.1 Key regional growth plan considerations

The plan recognises that:

- a greater understanding of potential coastal hazards for the region is needed in light of potential climate change
- regional approaches to planning for coastal impacts of changes in climate should be supported
- decisions will be required in the near future about the appropriate long-term approach to planning and managing coastal hazards in specific areas, including settlements and around key coastal tourism assets.

6.18 Potentially contaminated land

There are many areas in the region that may contain contaminated land. Some of these could be subject to development pressures, either through infill or urban expansion. There are also many individual properties that may have pockets of contaminated land due to historic land use and management.

The specific location of potentially contaminated sites is not well known across the region, posing a challenge for land use planning. This is likely to be particularly true as residential development expands and/or infill development occurs on sites that have a complex land use history. The existence of contamination can significantly restrict the viable uses of affected land unless the contamination is remediated, which often involves costly soil removal or treatment.

A report by the Victorian Auditor General's Office determined that the Department of Transport, Planning and Local Infrastructure, the Environment Protection Authority Victoria and councils are not effectively managing contaminated sites, and consequently cannot demonstrate they are reducing potentially significant risks to human health and the environment to acceptable levels. The Auditor General determined this is 'largely because the complex regulatory framework that has evolved to deal with contaminated sites has significant gaps, and key elements lack clarity. In many cases, this has led to a lack of accountability and responsibility, and subsequent inaction' ¹⁰².

6.18.1 Key regional growth plan considerations

The plan recognises that:

 consideration of potential contamination needs to be built into local planning for future growth, particularly for redevelopment or infill sites.

 $^{^{100}}$ Victorian Government (2013) Victorian Climate Change Adaptation Plan

 $^{^{101}}$ Victorian Government (2013) Victorian Climate Change Adaptation Plan

¹⁰² Victorian Auditor General's Office (2011) Managing Contaminated Sites, page vii

Settlements and population

7.1 Introduction

In order to attract people to the Great South Coast region it is essential that urban settlements are highly liveable places. Residents should be able to live comfortably and conveniently at any stage of their lives. The amenity of established residential areas should be enhanced while providing new and more diverse housing opportunities in areas where appropriate services can be delivered. Land use planning can contribute to creating attractive towns in the region by recognising and protecting those attributes which are valued by the community and which make places distinctive.

The region has a network of settlements varying in size and function. The greatest concentration of population centres occurs along the coast, but settlements are also dispersed throughout the region to support farming and other rural industries. Settlements also spread eastwards along the Princes Highway corridor from Warrnambool towards Colac, Geelong and through to Melbourne. Approximately half of the region's population is located in the three largest regional centres of Warrnambool, Portland and Hamilton. The majority of the remaining population is dispersed amongst smaller settlements including Camperdown, Cobden, Skipton, Casterton, Heywood, Koroit and Port Fairy. The region's population is projected to grow to approximately 124,798 by 2031¹⁰³, and to 131,239 by 2041¹⁰⁴. Warrnambool is likely to attract the majority of population growth.

The plan aspires to achieve population growth that exceeds the forecast for the region. A baseline growth average annual growth rate of only 0.8 per cent will put at risk the economic development and living standards enjoyed in the region, due to workforce constraints and possible lack of skills to service the economic, health and social requirements of the region.

Therefore, the plan's direction is to increase the region's population to around 143,000 people by 2041 requiring an average annual growth rate of 1.2 per cent. Based on this above-baseline population forecast, the number of households in the region will increase by 5000 from around 54,800 to approximately 59,800.

The plan aims to provide the land use planning framework to assist in delivering this targeted regional population growth. Based on available information, there is sufficient residential land supply (either zoned or strategically identified) throughout the region to cater for the target growth levels used in the plan.

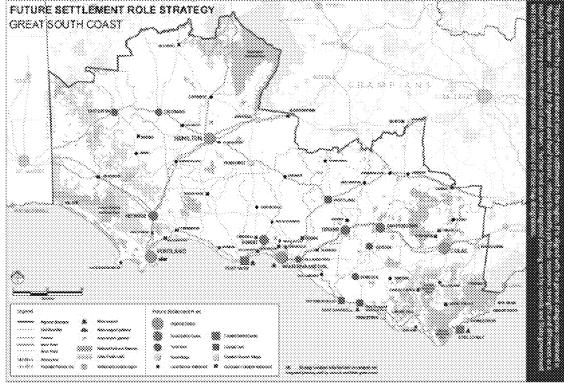
Regional growth plans are being developed to provide broad directions for land use and development, including, detailed planning frameworks for key regional centres. This chapter considers possible land use planning responses to manage population growth pressures in the region's network of settlements. The housing supply required to accommodate the projected population growth is investigated at the local level.

The regional strategic plan outlined a Future Settlement Role Strategy (Figure 15), providing a visual presentation of the future settlement pattern of the region. A hierarchy of settlements is clearly visible, distinguishing between smaller settlements serving a localised role and larger centres that provide a wider range of services aimed at the broader region.

 $^{^{103}}$ DPCD, Victoria in Future 2012

¹⁰⁴ DPCD Unpublished projection 2012

Figure 15: Future settlement role strategy



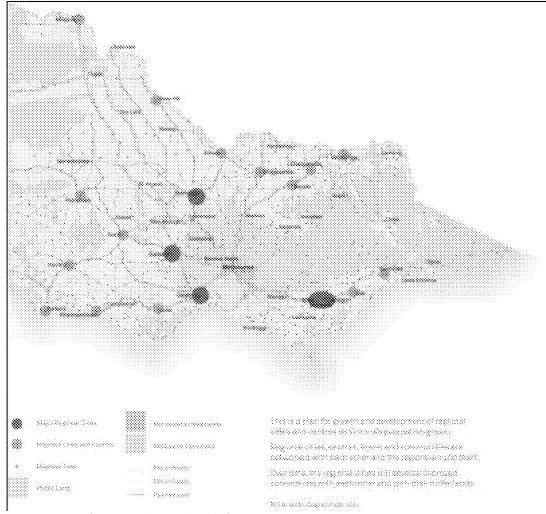
Source: Regional Development Victoria (2010)

7.1.1 Victoria Planning Provisions

The State Planning Policy Framework in all Victorian planning schemes provides that planning in Victoria is to anticipate and respond to the needs of existing and future communities through the provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure. Clear objectives and strategies are set for achieving sufficient urban land supply, planning for growth, regional development and planning for coastal areas. The plan contains strategic directions that respond to these statewide provisions.

Sustainable development of the regional cities and centres of Warrnambool, Hamilton and Portland is to be supported, consistent with the Regional Victoria Settlement Framework shown in Figure 16. The policy also recognises that development should provide for growth in population and development of facilities and services across a region or sub-regional network. Balancing strategic objectives to achieve improved land use and development outcomes at regional, catchment or local level is supported.

Figure 16: Victoria Planning Provisions: Regional Victoria Settlement Framework



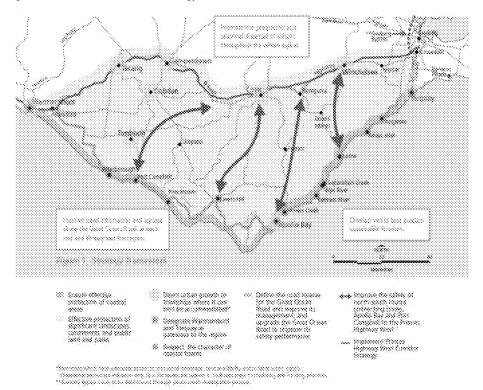
Source: Department of Transport, Planning and Local Infrastructure

7.1.2 Great Ocean Road Strategy

Growth in coastal locations must be consistent with the Victorian Coastal Strategy (2008) and the Great Ocean Road Region Strategy, which set principles for development on the coast and outline the settlements where population growth can be accommodated most sustainably (Figure 17).

The strategy supports population growth in Warrnambool, Terang, Camperdown, Cobden and Timboon.

Figure 17: Great Ocean Road Strategy



Source: Department of Transport, Planning and Local Infrastructure

7.1.3 Understanding Smaller Settlements

The Department of Transport, Planning and Local Infrastructure commissioned a study on Understanding Smaller Settlements¹⁰⁵ to inform the development of regional growth plans. This report, prepared by Planisphere, focuses on smaller settlements in regional Victoria and their interface with larger regional centres. It outlines how larger regional centres exert an influence on hinterland including surrounding smaller settlements through the more diverse range of employment options and services they provide. This in turn reduces risk by enabling smaller settlements to survive without the reliance on a sole industry.

The report reinforced the notion that smaller settlements will need to rely on larger centres to remain viable. Smaller settlements included in the report from the Great South Coast region are Cavendish, Dunkeld and Coleraine. Their interaction with the larger centre of Hamilton is cited as a case study. The case study was one of a number in the study that helped inform a series of key findings about smaller settlements across the state, the identification of drivers and implications of change and land use strategies that could be considered when planning for smaller settlements to contribute to supporting their adaptation and resilience.

The land use strategies related to managing growth (at a regional and structure planning level), providing infrastructure, accessing services, jobs and social opportunities, supporting agriculture and rural production reform, facilitating localised responses, diversifying economies, addressing hazards, benefiting from new technology and global changes, and strengthening communities.

The study found that the role, function and definition of smaller settlements varies widely across Victoria, and are influenced by multiple variables including distance, transport options, infrastructure, geography and historical linkages. Strategic planning for smaller settlements across the region could consider the findings of this report.

 $^{^{105}}$ Planisphere (2012) Understanding Smaller Settlements, July 2012

7.1.4 Local planning

Councils in the region have prepared a range of planning strategies. Structure plans have been prepared for Warrnambool, Portland and Hamilton and other key towns throughout the region. The structure plans for Warrnambool, Portland and Hamilton have informed the framework plans developed in the plan for each of these centres.

7.1.5 Key regional growth plan considerations

Previous policy work provides a context for the plan. This includes: the regional strategic plan, the Victoria Planning Provisions, the Great Ocean Road Strategy, the Victorian Coastal Strategy, the smaller settlements study and local planning.

7.2 Description and analysis - settlement

7.2.1 Settlement patterns - a growing and changing population

In 2011 the population of the region was estimated to be $101,624^{106}$.

Table 5: Great South Coast population 2011 to 2031

| Control of the Control | 2001 | 2023 | 20.0 |
|------------------------|---------|---------|---------|
| Corangamite | 16,504 | 18,172 | 18,821 |
| Gleneig | 19,843 | 22,214 | 23,155 |
| Moyne | 16175 | 18,496 | 19,884 |
| Southern Grampians | 16,510 | 18,256 | 19.004 |
| Warrnambool | 32,592 | 39,416 | 43,934 |
| Region TOTAL | 101,624 | 116,554 | 124,798 |

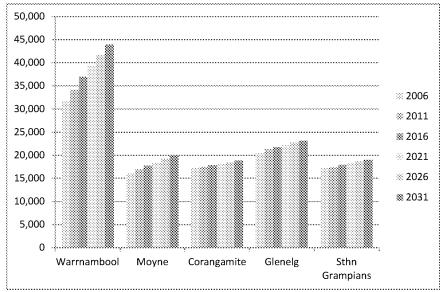
^{*}Estimated Resident Population.

Source: ABS Catalogue 3218.0 Regional Population Growth; Victoria in Future 2012

The Great South Coast region is projected to grow to 124,798 people by 2031, an increase of 23,174 people, and to 131,239 by 2041107 (see Figure 18).

 $^{^{106}}$ ABS 2011 Census Population and Housing DPCD unpublished projections, 2012

Figure 18: Past and projected growth in the region



Source: ABS Catalogue 3218.0 Regional Population Growth; Victoria in Future 2012.

There has been an overall increase in the population across the region since 2006, but patterns of change have varied from municipality to municipality (refer to Figure 18). This differential growth is expected to continue, with the populations of some areas, such as Corangamite Shire and Southern Grampians Shire, predicted to experience relatively slow rates of growth while other areas will experience substantial growth. Warrnambool has grown strongly in recent years, accounting for most of the region's growth, and is expected to continue to do so.

The region needs to plan for a population where the average age is increasing at a rate higher than for Victoria as a whole. The ageing trend is projected to continue in the future, but at a higher rate as the baby boomers enter old age. By 2031 the number of people aged 60 years and over will comprise almost one-third of the region's population. Already there is a higher concentration of older people in rural areas compared to Warrnambool 108. The region's 'aged dependency ratio', which measures the number of people aged 65 years or over against those of workforce age, has risen steadily over the past 10 years and is expected to accelerate sharply from 1:4 to 1:2 in the next 15 years 109. As the population ages, there will be less working people to support the economy and provide the resources older people require.

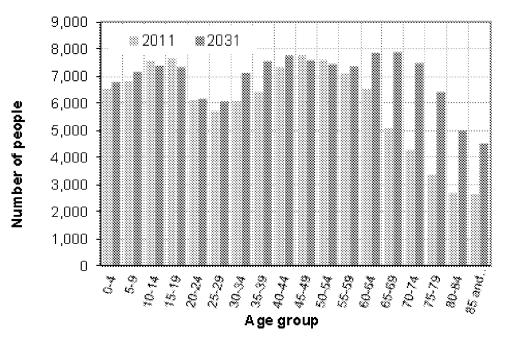
The ageing population has implications for the economic prosperity of the region and changing demands for transport, health and social infrastructure. Demand for hospital services is expected to rise over the next 10 years, along with the demand for diversity of housing types.

109 SED Consulting (2011) Great South Coast Major Projects Cumulative Impact Study

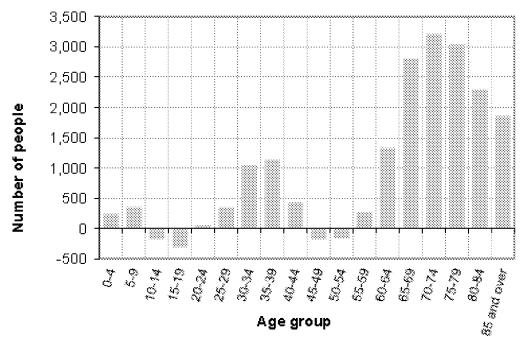
¹⁰⁸ Regional Development Victoria (2010) Great South Coast Regional Strategic Plan

Figure 19: Forecast population change 2011 to 2031

Population by five-year age group, 2011 and 2031



Population change by five-year age group, 2011 to 2031



Source: Victoria in Future 2012 Western District Profile

Table 6 shows the region is expected to grow to 131,239 people by 2041. Based on past trends, it is expected that a significant proportion of people moving to the region will be from Melbourne or from overseas migration (See Table 5). It is also expected the region will experience some population losses to other regions within Victoria and interstate. Surrounding regions have differing growth rates to that of the Great South Coast region.

The population of the adjoining G21 (Barwon) region to the east is projected to increase from around 270,000 people to approximately 500,000 people by 2051¹¹⁰. To the north, the Wimmera Southern Mallee region is experiencing population decline though at a slower rate than in previous periods¹¹¹.

Table 6: Predicted components of population change 2011 to 2041

| Births (2011-2041) | 38,199 |
|------------------------------|--------|
| Deaths (2011-2041) | 34 188 |
| Natural increase (2011-2041) | 4011 |
| Net migration (2011-2041) | 20,012 |
| Total change (2011-2041 | 24,024 |
| | |

Source: Victoria in Future 2012, Department of Planning and Community Development

The region also gains population from in-migration from other parts of regional Victoria, as well as losing people to adjoining areas (see Figure 20). In the period 2006 to 2011, significant numbers of people migrated from the region to the G21 region and the Central Highlands region. The region gained smaller numbers of people from other regions.

Figure 20: Regional migration between 2006 and 2011

Source: ABS 2011 Census Population and Housing

 $^{^{110}}$ G21 Geelong Region Alliance 2007 G21 Geelong Region Plan

Regional Development Victoria 2010 Wimmera Southern Mallee Regional Strategic Plan

7.2.2 Key regional growth plan considerations

The plan anticipates and plans for population growth within the region, identifying and responding to known growth drivers that may affect future migration into and out of the region over the next 30 years. The plan encourages proactive planning to attract additional population from other regions and states and from overseas. It also identifies opportunities to sustain population levels, to support local service provision and provide workers for industry, while facilitating the growth of Warrnambool and other towns, for the benefit of the entire region.

7.3 Settlement hierarchy

The region's networks of settlements, large and small, are vital to the liveability of the region and to supporting the viability and growth of its primary industries, the cornerstone of the regional economy.

The plan sets out a settlement hierarchy for the region that clearly establishes each settlement's category and the services available or intended to be provided (see Figure 21). It is recognised that smaller settlements will have limited services available and larger regional centres have a more diverse population and employment base and more services and that this pattern and hierarchy is unlikely to change significantly in the next 30 years.

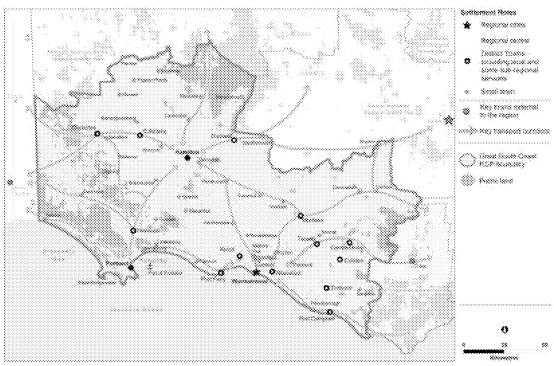


Figure 21: Current settlement hierarchy

Source: Department of Transport, Planning and Local Infrastructure

7.3.1 Regional growth plans - settlement pattern

In order to develop a consistent approach to describe settlements in the text and maps of the plan, Table 7 seeks to combine and reflect some commonly used approaches, such as the typologies of settlements used in various regional strategic plans throughout Victoria and other previous work on settlement analysis.

| Tab | le 7: | Турог | logy – | Settlement | analysis |
|-----|-------|-------|--------|------------|----------|
|-----|-------|-------|--------|------------|----------|

| <u> Lable 7: Typolog</u> | ry – Settlement analysis |
|-----------------------------|---|
| | |
| Regional Cities | Highest levels of population and employment outside metropolitan Melbourne. |
| | Urban areas encompass a variety of residential opportunities with a clear commercial centre and smaller activity centres servicing suburbs. |
| * | Offer the highest level of goods and services in regional Victoria with at least one major retailing centre and may include the head offices of major regionally-based firms, major retail firms, universities, regional hospitals and headquarters policing and fire services. |
| | Service a network of settlements on a regional scale and can influence the role of smaller settlements surrounding them from a lifestyle and commuter perspective. |
| | Strong arts and cultural precincts. |
| | Provide major transport interchanges, for intra and interstate travel and are significant freight destinations. |
| Great South
Coast region | Warrnambool |
| Regional
Centres | Have large diverse populations, housing, significant district retail centres and employment bases with all levels of education. |
| | Have access to large hospitals (with emergency departments and acute and ancillary facilities) and provide a variety of general medical services. |
| | All forms of education facilities can be found including major university and TAFE campuses. |
| | Have well defined commercial and industrial precincts. |
| | Depending on location act, as the centre for access to specialised goods and services for a large rural hinterland and as staging points for the movement of freight and interchange points for rail, bus and air transport. |
| | All major utility service provisions are provided for often through large systems. |
| Great South
Coast region | Hamilton, Portland, (Colac). |
| District Towns and towns | Have a diverse to moderately diverse population and housing base with retailing, moderate employment and good access to services, including some higher order services such as medical/hospital services and a variety of education facilities – larger towns may have a higher education campus. |
| ~ | Some towns have strong employment relationships with larger high order settlements nearby. |
| | All utility services are provided for, with some larger towns having access to reticulated gas. |
| | Provide an important sub-regional goods and service role, servicing smaller town and rural district needs including local government, policing and ambulance services to a surrounding rural hinterland. Dedicated full-time policing and access to ambulance services are available in larger towns. |
| | In popular tourism localities, towns provide large-scale district accommodation and holiday home demand with significant seasonal variation in population and demand for services. |
| | Closer to major regional cities and/or Melbourne their role may be more associated with lifestyle commuting or retirement living. |
| | They are distinguished from small towns by size and higher rates of population growth, usually associated with proximity to regional cities and/or Melbourne. |
| | Includes larger peri-urban towns, such as Bacchus Marsh and Warragul-Drouin, which have larger populations, but may not have all of the services found in a regional centre. |
| Great South
Coast Region | Camperdown, Heywood, Koroit, Terang, Port Fairy, Allansford, Casterton, Coleraine, Dunkeld, Cobden, Mortlake, Timboon, Port Campbell. |

| | Primary role & function |
|-----------------------------|--|
| Small Towns | Small towns have low population levels. Access to services such as a small primary school and general store with postal facilities may be found in a small retail area. |
| • | Connection to reticulated water is generally available, but access to sewer connection varies, generally dependant on geographic location and provided where environmental sensitiveness are prevalent. |
| | In popular tourism localities, their role may include a low level supply of visitor accommodation and holiday homes with seasonal variation in population. |
| Great South
Coast region | Balmoral, Branxholme, Bushfield-Woodford, Byaduk, Caramut, Cavendish, Cobden, Coleraine, Dartmoor, Derrinallum, Digby, Glenthompson, Harrow, Hawkesdale, Hexham, Konongwootong, Lismore, Macarthur, Mailors Flat, Merino, Mirranatwa, Mooralla, Nareen, Narrawong, Nelson, Panmure, Penshurst, Peterborough, Pigeon Ponds, Port Campbell, Purnim, Sandford, Simpson, Skipton, Tarrington, Tyrendarra, Wannon, Woolsthorpe, Yambuk. |

^{*}Includes all Regional Cities Victoria cities: Geelong, Ballarat, Bendigo, Latrobe Valley, Wodonga, Shepparton, Mildura, Warrnambool, Wangaratta and Horsham.

7.3.2 A growing and changing network of settlements

The region contains a network of settlements that have changed over time, and will continue to change. The changing distribution of the region's population has profound implications for planning for the growth of the region.

The changing population of settlements in the region over the past 10 years is shown in Table 8. Almost half the region's population lives within the three largest settlements of Warrnambool, Portland and Hamilton ¹¹². The overall pattern of growth can be summarised as follows:

- larger regional centres such as Warrnambool are experiencing growth
- peripheral towns that rely on the larger regional centres for services and employment are growing slightly
- most other medium and small towns are static or have a declining population, with the exception of several settlements that are near the coast or present unique lifestyle opportunities.

 $^{^{\}rm 112}$ ABS 2011 Census of Population and Housing

Table 8: Town populations 2001 to 2011

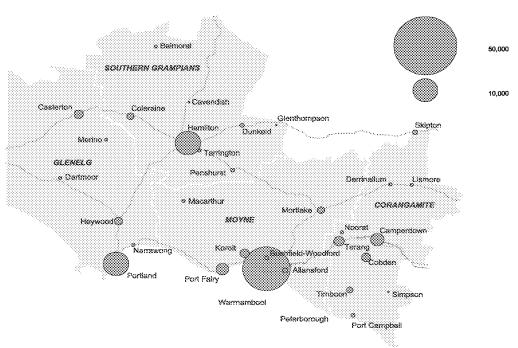
| 200 | 2000 | | | |
|--------|--|--|---|---|
| | | | | |
| ans | | | | |
| 1013 | 976 | 872 | -13.9 | -1.39 |
| 390 | 424 | 471 | 20.8 | 2.08 |
| 9233 | 9484 | 9307 | 0.8 | 0.08 |
| | | | | |
| 1670 | 1618 | 1358 | -18.7 | -1.87 |
| 1223 | 1229 | 1240 | 1.4 | 0.14 |
| 9584 | 9716 | 9698 | 1.2 | 0.12 |
| | | | | |
| 1455 | 1449 | 1365 | -6.2 | -0.62 |
| 941 | 940 | 1050 | 11.6 | 1.16 |
| 2560 | 2631 | 2893 | 13.0 | 1.30 |
| | | | * | |
| 529 | 607 | 724 | 36.9 | 3.69 |
| 25,882 | 28,029 | 29,130 | 12.5 | 1.25 |
| | | | • | |
| 3125 | 3028 | 2857 | -8.6 | -0.86 |
| 1420 | 1491 | 1532 | 7.9 | 0.79 |
| 459 | 431 | 435 | -5.2 | -0.52 |
| 1862 | 1787 | 1909 | 2.5 | 0.25 |
| 824 | 813 | 692 | -16.0 | -1.6 |
| | 390
9233
1670
1223
9584
1455
941
2560
529
25,882
3125
1420
459
1862 | 1013 976 390 424 9233 9484 1670 1618 1223 1229 9584 9716 1455 1449 941 940 2560 2631 529 607 25,882 28,029 3125 3028 1420 1491 459 431 1862 1787 | 1013 976 872 390 424 471 9233 9484 9307 1670 1618 1358 1223 1229 1240 9584 9716 9698 1455 1449 1365 941 940 1050 2560 2631 2893 529 607 724 25,882 28,029 29,130 3125 3028 2857 1420 1491 1532 459 431 435 1862 1787 1909 | 1013 976 872 -13.9 390 424 471 20.8 9233 9484 9307 0.8 1670 1618 1358 -18.7 1223 1229 1240 1.4 9584 9716 9698 1.2 1455 1449 1365 -6.2 941 940 1050 11.6 2560 2631 2893 13.0 529 607 724 36.9 25,882 28,029 29,130 12.5 3125 3028 2857 -8.6 1420 1491 1532 7.9 459 431 435 -5.2 1862 1787 1909 2.5 |

Note: Town populations are ABS Enumerated Population figures

Source: Department of Planning and Community Development Towns in Time and ABS 2011 Census of Population and Housing

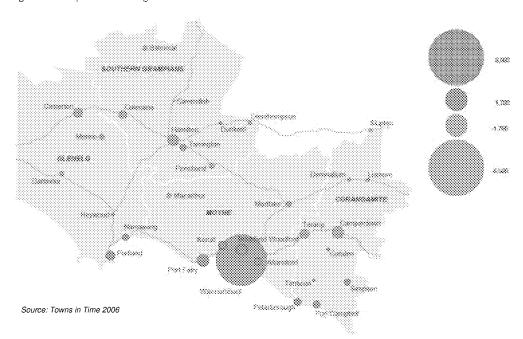
The plan provides directions for accommodating a changing population size in the region over the next 30 years. This includes a settlement framework that sets out directions for urban growth and a high level growth area framework (refer Figure 22 and Figure 23).

Figure 22: Settlement size 2006



Source: Towns in Time 2006, Department of Planning and Community Development

Figure 23: Population change 1981 to 2006



For the purpose of considering growth levels in the plan, settlements can be grouped into three categories: major growth, medium growth and sustainable change (see Table 9). The aspirational growth rate of a particular settlement will not affect its assigned category within the settlement hierarchy.

Table 9: Future growth of Great South Coast settlements

| | and the second | |
|--------------------|-----------------|--------------------------|
| Major growth | Warrnambool | Above 1.0% |
| Medium growth | ;,,,,,,, | Between 0.5% and
1.0% |
| Sustainable change | Remaining towns | Below 0.5% |

7.3.3 Key regional growth plan considerations

The plan provides a framework for accommodating levels of growth above those expected by the regional strategic plan to around 143,000 by 2041. This is an increase of around 12,000 people on the growth levels considered by the regional strategic plan. Higher growth levels will require intervention in line with the future directions of the plan.

The plan addresses the challenges facing the region, including Warrnambool's increasing share of regional population growth, demand for coastal and rural living and the need to manage connections to smaller towns. It seeks to ensure an integrated network of settlements and that the distribution of settlements supports existing communities and future economic prosperity. The plan establishes the scale and direction of urban growth needed to achieve and accommodate projected population growth, consistent with the identified role and function of each settlement.

7.4 Housing diversity and affordability

Housing satisfies the essential needs of people for shelter, security and privacy. The adequacy of housing is an important component of individual wellbeing and shelter is recognised throughout the world as a basic human right. Housing also has great significance in the national economy, influencing investment levels, interest rates, building activity and employment.

7.4.1 Household formation

Housing needs can be predicted by looking at both population change and how the population divides itself into households. The region's average household size in 2011 was 2.5¹¹³. Changes in individual preferences and in family composition (increased divorce rates, declining fertility) and an increase in the average age of the population are resulting in smaller households across Victoria. The average household size has reduced, with an increase in the number of single people living alone or couples without children. This trend is projected to continue. Families with children are expected to represent 33 per cent of households in the region in 2031, down from 38 per cent of households in 2011 (see Table 10).

Table 10: Household types 2011 to 2031

| | | 1000 | | | |
|----------------------|--------|--------|--------|--------|--------|
| Couple only | 12,563 | 13,784 | 14,947 | 15,886 | 16,471 |
| Family with children | 16,381 | 16,481 | 16,585 | 16,731 | 17,168 |
| One-person | 12,116 | 13,273 | 14,502 | 15,756 | 17,886 |
| Other | 1553 | 1610 | 1651 | 1657 | 1683 |

Source: Victoria in Future 2012 Western District Profile

 $^{^{\}rm 113}$ ABS 2011 Census of Population and Housing

Rising affluence has resulted in an increase in ownership of holiday homes and second dwellings in the region. These are typically not occupied on a full-time basis and located in coastal areas and high amenity inland areas ¹¹⁴.

7.4.2 **Dwellings**

Dwellings in the region are predominantly single houses on separate lots. In 2011, approximately 90 per cent of the region's 38,248 privately-occupied dwellings were separate houses (Table 11). Almost 75 per cent of dwellings are owner occupied or being purchased, while approximately 26 per cent of dwellings are rented 115.

Table 11: Dwelling structure 2011

| | m | N | 0. | | % | No. | | % | 1 | No. | T | % | N | lo. | % | m | No. | % | No. | % |
|-----------------------|---|---|--------------|----------|------|-----|----|------|---|------|---|------|---|-----|----------|---|------|----------|--------|-----|
| Separate house | | Ţ | 985 <u>9</u> | | 82.1 | 588 | 39 | 95.1 | | 7062 | | 91.5 | 6 | 075 | 92.9 | | 5593 | 96.4 | 34,478 | 90 |
| Semi-detached, row or | | | 717 | | 6 | Ė | 3 | 0.9 | | 271 | | 3.5 | | 77 | 1.2 | | 129 | 2.2 | 1247 | 3.3 |
| terrace house, | | | | | | | | | | | | | | | | | | i
i | | |
| townhouse etc. | | | | <u></u> | | | | | | | | | | | <u> </u> | | | J | | li |
| Flat, unit or | | | L343 | | 11.2 | 18 | 32 | 2.9 | | 315 | | 4.1 | | 316 | 4.8 | | 37 | 0.6 | 2193 | 5.7 |
| apartment | | | | <u> </u> | | | | (| | | | | | | | | | <u> </u> | | ii |
| Other dwelling | | | 93 | | 0.8 | 6 | 3 | 1 | | 61 | | 0.8 | | 68 | 1 | | 45 | 0.8 | 330 | 0.9 |

Source: ABS 2011 Census Population and Housing

7.4.3 Housing affordability

Median house prices in the region increased 150 per cent between 1999 and 2009. In 2008 the median house price in the Great South Coast region (including Colac Otway Shire) was \$224,083¹¹⁶.

In June 2012, the median weekly rent for a three-bedroom house in the region was \$248. There were 324 rental properties in the region classified as 'affordable' 117 to lower income households, ranging from 31 per cent of all new lettings (Warrnambool) to 90 per cent (Corangamite)¹¹⁸. Social housing rentals comprise between 1.5 per cent (Moyne) of household tenure to 6 per cent (Warrnambool) 119. In Warrnambool, there were 491 applicants on the public housing waiting list as at December 2012 120.

Investment and development projects can have a significant impact on a region's infrastructure and communities, including housing. The Great South Coast Major Project Cumulative Impacts Study 2011 investigated the cumulative impacts on accommodation of major investment and development projects in the region and concluded that:

- During the construction period of any project (1-3 years) there is a rapid increase in demand for accommodation within 30 to 40 minutes' travel time from the project.
- There is a high impact on residential rents and later on housing prices due to demand.
- There is competition between local demand and the construction workforce.
- Often investment expectations by local investors can be over-ambitious.
- Accommodation of workers in tourism hot-spots during peak season may be problematic.
- There is demand for a range of accommodation types private housing, apartments, motels, private
- With 60 major investment and development projects identified across the region, managing the impacts of these projects on local communities and the associated accommodation needs will be challenging.

¹¹⁴ McKenzie and Frieden (2010) Regional Victoria Trends and Prospects

¹¹⁵ ABS 2011 Census of Population and Housing

¹¹⁶ Great South Coast LGAs 2010

Affordability is defined as no more than 30 per cent of gross income is spent on rent.

Department of Human Services 2012 Rental Report June 2012

¹¹⁹ http://profile.id.com.au

Department of Human Services (2012) Public Housing Waiting and Transfer List December 2012

7.5 Land supply

Land supply refers to the land currently available, and zoned or planned, for residential, commercial or industrial purposes or land that has been identified in planning schemes as an area for urban expansion. Understanding land supply helps direct growth to areas where appropriate infrastructure is available or can be provided cost-effectively, and to determine the appropriate sequencing and servicing of development. It can also help to prevent environmental degradation and loss of productive agricultural land, for example by preventing rezoning of excessive amounts of land for rural living or low density residential use.

The level of available land supply for housing and industry varies across the five municipalities of the region.

Land available for housing in Warrnambool and Moyne, which are scheduled to experience the most growth, has been identified in the Warrnambool Land Supply Study. The study found that 19 years' of land supply for housing is currently available. Areas where future residential growth can be accommodated have been mapped out in the North of the Merri River Structure Plan¹²¹. The structure plan identifies land north of the Merri River as one of the key growth areas, suitable for accommodating residential expansion to ensure a sufficient land supply is available in the future. The land supply study also determined that land currently available for industrial use would accommodate 13 to 25 years' demand.

The Glenelg Sustainable Settlement Strategy concluded that unevenly dispersed residential development on the periphery of Portland in previous years has resulted in fragmentation of large tracts of agricultural land for rural living purposes. The challenge Portland faces is to identify an alternative future for the fragmented land through the planning scheme and to protect larger rural lots from further fragmentation. Strategic work has been undertaken to revitalise residential areas within Portland, through rezoning of substantial disused industrial sites, encouraging a wider range of accommodation and providing new open space. This work will enable a sufficient level of land supply for residential purposes to accommodate future population growth. Further, the Glenelg Strategic Future Plan 2009 outlines both residential and industrial land supply levels necessary for sustained population and economic growth.

The recent Hamilton Structure Plan 2011 investigated both the residential and industrial land requirements for the Southern Grampians Shire. The study established there was around 120 years' supply of Residential 1 zoned land and 114 years' supply of Low Density Residential zoned land available in 2008. The study concluded that Hamilton has sufficient supply of industrial land and there is consequently no need to rezone any further areas for industrial use. This should, however, be carefully monitored to ensure land is available to support the establishment of new industrial uses in the city.

Department of Transport, Planning and Local Infrastructure's Urban Development Program examined residential growth and land supply across Corangamite Shire. It found the majority of growth occurred in Camperdown and Cobden and to a lesser extent in Terang. Based on current trends there is in excess of 25 years' supply available.

7.5.1 Key regional growth plan considerations

The plan provides directions for accommodating urban growth in the region over the next 30 years and sets out a framework under which the region's housing needs can be met.

The plan seeks to facilitate greater diversity in the region's housing stock, to satisfy existing and future needs. While 'greenfield' development will still be required in major growth areas, such as Warrnambool, it is likely that infill development (including medium-density) will play a substantial role in increasing the available housing options.

An adequate supply of affordable housing is a key factor in supporting sustainable communities and attracting new residents. The regional strategic plan identified a significant housing shortage in some areas. Further work through

¹²¹ City of Warrnambool (2011) North of the Merri River Structure Plan September 2011

the Urban Development Program will provide a greater understanding of the existing stock of residential land across the region and provide a basis for planning to increase housing availability and affordability in key locations.

7.6 Rural settlement

The plan takes a regional view of the provision of land for rural living and seeks to limit encroachment of rural residential uses into productive agricultural land and areas with significant environmental or landscape values. Dispersed rural living can result in reduced liveability for residents, as small populations are unable to support many of the facilities and opportunities that are viable in larger settlements. Continued pressure for growth in coastal locations has led to residential development outside urban centres. There are a number of areas within each municipality where such development is allowed through the Rural Living Zone. Rural Living Zone land includes the places identified in Table 12.

Table 12: Rural Living Zones by Local Government Area (LGA)

| Table 12. Final Living Zores by Local Government Press (LOPY) | | | | | | | | |
|---|---|--|--|--|--|--|--|--|
| Corangamite | Around the settlements of Camperdown and Terang | | | | | | | |
| Glenelg | Narrawong and to the west of Portland | | | | | | | |
| Moyne | Around the settlements of Mortlake, Port Fairy, Panmure, Nullawarre | | | | | | | |
| Southern Grampians | Currently no Rural Living Zone land (but some is proposed in Amendment C25 around Hamilton) | | | | | | | |
| Warrnambool | To the west of Warrnambool, Bushfield, Hopkins Coastal area | | | | | | | |

Moyne, Corangamite and Warrnambool are currently working on or have completed rural strategies that, amongst other things, address the future supply, location and management of rural living opportunities. Colac Otway Shire has also completed a rural living strategy, with implications for the supply of this residential land type in proximity to the region.

The Victoria Planning Provisions provide strong direction on this issue, with strategies to prevent inappropriately dispersed urban activities in rural areas, to limit new housing development in rural areas, to direct housing growth to existing settlements and to discourage the use of isolated small lots in the rural zones for single dwellings, rural living or other incompatible uses. Local planning policies in the region also emphasise the importance of protecting agricultural land. Planning Practice Note 37 provides clear guidelines around the appropriate location of, and considerations in, rural residential development.

7.6.1 Key regional growth plan considerations

The plan provides direction for rural residential development in the region, to continue to provide opportunities for this lifestyle choice while protecting productive agricultural land and land with significant environmental or landscape values. It seeks to ensure that urban development is directed to settlements where infrastructure and services are available or could be provided viably.

Transport and regional infrastructure

8.1 Introduction

Timely provision of infrastructure and services is required to support future growth and change in the Great South Coast region. Delivering sustainable urban growth will be supported by sequencing of development and the services. Some existing services and facilities may have to be augmented or replicated to accommodate new levels of demand

Infrastructure plays a key role in liveability and economic prosperity and enables the region's natural resources to be converted into tradeable commodities. It is central to improving the connectivity of the region, which the plan outlines, is crucial to ongoing growth. Use of the settlement networks concept allows infrastructure requirements to be assessed from this perspective, rather than on the basis of individual townships.

Existing infrastructure facilities and networks in the region, particularly the local and arterial road systems, need to be properly maintained and further developed. The plan also contemplates a future where the region's natural resources are made more widely available to support regional growth and economic development. Limiting distribution costs and expanding the utilities network could enable energy to be made available more cheaply and more broadly across the region. This would provide a competitive advantage for the region and support industrial development.

8.2 Policy context

8.2.1 State

Victorian Freight and Logistics Plan

The Victorian Freight and Logistics Plan is currently in development. The plan will examine long-term freight forecasts for Victoria up to the year 2050 and will use these forecasts to create and model a wide range of freight network scenarios to inform decision-making for future projects and initiatives. The plan will also encompass previous state government policy such as Growing Freight on Rail and the Transport Solutions Framework.

Victoria's Submission to Infrastructure Australia 2012

The state government has submitted a number of projects to Infrastructure Australia to take forward its strategic frameworks arising out of the development of a Metropolitan Planning Strategy, regional growth plans and the Victorian Freight and Logistics Plan. Projects submitted to Infrastructure Australia that are relevant to the Great South Coast region include:

- Managed motorways
- High Productivity Freight Vehicles upgrade package
- Transport Solutions
- Green Triangle Freight Transport Program.

The National Airports Safeguarding Framework 2012

The Federal Government's 2009 Aviation White Paper proposed the development of a national land use planning framework that would:

- improve community amenity by minimising aircraft noise-sensitive developments near airports including through the use of additional noise metrics and improved noise-disclosure mechanisms
- improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted by jurisdictions on various safety-related issues.

In 2012 the National Airports Safeguarding Advisory Group started work on developing the National Airports Safeguarding Framework. The framework has a number of guidance notes including:

- the principles of the framework
- measures for managing impacts of aircraft noise
- managing the risk of building generated windshear and turbulence at airports
- managing risk of wildlife strikes in the vicinity of airports
- managing the risk of wind turbines as physical obstacles to air navigation
- managing the risk of intrusions into the protected airspace of airports
- the national land use planning framework will ensure future airport operations and their economic viability are not constrained by incompatible residential development.

Each state government will implement the framework into its respective planning systems.

8.2.2 Local

Great South Coast Regional Transportation Strategy 2013

This study was commissioned by the Corangamite Shire Council as lead council, along with Colac-Otway Shire Council, Warrnambool City Council and Moyne Shire Council. Glenelg Shire Council and Southern Grampians Shire Council, part of the six-member Great South Coast Group of Councils, have had observer status in relation to the development of this study.

The prime focus of the study is on the regionally-significant freight tasks arising from the unique combination of agricultural and other production in the region. The study identifies the types of freight traffic using the network, demand growth patterns, which are increasing the usage of certain routes, and the need for investment in strategically significant corridors to cater for this growth safely and efficiently.

In addition, the study focuses attention on the potential for the rail freight corridors to be utilised more effectively for freight and passenger traffic, to complement road usage and reduce or delay the need for roads investments.

8.3 Transport

The region combined with the G21 (Geelong) region contains two major ports: Portland and Geelong. The region also has a good network of road and rail infrastructure, enabling access to services and facilities.

The main arterial road network comprises of:

- the Princes Highway connecting Geelong and Mount Gambier via Colac, Warrnambool, Port Fairy and Portland
- the Hamilton Highway connecting Geelong and Hamilton via Mortlake
- the Henty Highway connecting Hamilton and northern Victoria, via Horsham with the Port of Portland
- the Hopkins Highway connecting Mortlake with Warrnambool
- the Glenelg Highway connecting Mount Gambier to Hamilton and to Ballarat.

The main arterial road routes, the Princes and Henty highways, form part of the Principal Freight Network. The Princes Highway from Portland via Heywood and the Henty Highway are earmarked as being suitable for High Productivity Freight Vehicles.

The Port of Portland and the road and rail infrastructure that serve it are critical components of the state's freight transport system. This transport infrastructure provides Victorian and South Australian producers with a gateway to global markets, specifically for bulk commodities.

Freight movements occur internally within the region to the Port of Portland and to and from other regions. For example, Gippsland and Central Highlands producers send their goods to the Port of Portland for distribution.

8.4 Overview of freight movements

This section provides an indicative overview of the region's economic flows and interactions. The last part of this section provides an analysis of journey to work patterns within the region.

8.4.1 Exports

The region's exports have grown at an average annual rate of 3.5 per cent from 2001 to 2011 which is above the regional Victoria growth rate (3.3 per cent) but slightly lower than the state average (3.9 per cent). The main exporting sectors of the region are manufacturing and agriculture (Table 13). In combination, these sectors comprise 70 per cent of the total exports from the region in 2011.

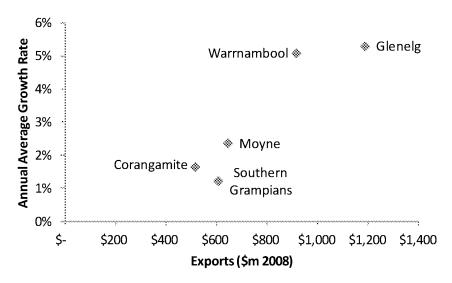
Table 13: Exports, 2011 and the annual average growth rate from 2001 to 2011

| 51.000 | | |
|---|--------|-------------|
| | | 2001:6:2011 |
| Manufacturing | \$1967 | 6.22% |
| Agriculture, Forestry and Fishing | \$754 | -2.26% |
| Mining | \$364 | 3.77% |
| Retail Trade | \$191 | 10.08% |
| Health Care and Social Assistance | \$119 | 6.43% |
| Electricity, Gas, Water and Waste Services | \$93 | 9.50% |
| Education and Training | \$85 | 5.18% |
| Transport, Postal and Warehousing | \$61 | 0.92% |
| Other Services | \$46 | 4.05% |
| Accommodation and Food Services | \$43 | -1.17% |
| Financial and Insurance Services | \$36 | 5.40% |
| Arts and Recreation Services | \$27 | 29.24% |
| Wholesale Trade | \$23 | -8.22% |
| Information Media and Telecommunications | \$18 | -1.39% |
| Public Administration and Safety | \$16 | 22.38% |
| Administrative and Support Services | \$14 | 11.01% |
| Rental, Hiring and Real Estate Services | \$7 | 12.45% |
| Professional, Scientific and Technical Services | \$4 | 3.63% |

Source: Regional Development Victoria, 2012 Great South Coast Economic Profile (unpublished)

Most of the region's exports in 2011 came from Glenelg (31 per cent) and Warrnambool (24 per cent) (Figure 24). Moyne, Southern Grampians and Corangamite accounted for 17, 16 and 13 per cent respectively of the region's 2011 exports.

Figure 24: Local Government Area exports, 2011 and average annual growth rate, 2001 to 2011



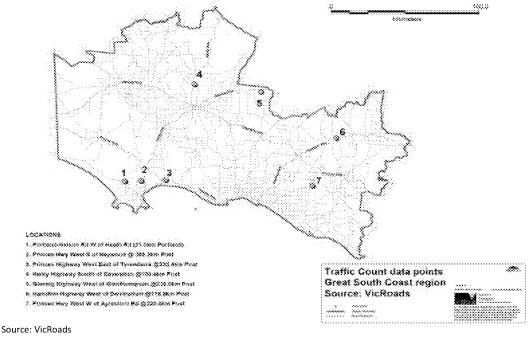
Source: NIEIR (2011)

8.4.2 Road traffic flows

The region has strong infrastructure links with South Australia as well the adjoining Wimmera Southern Mallee, Central Highlands and G21 regions. The Great South Coast's road infrastructure is critical to its export performance and the efficiency of its labour market.

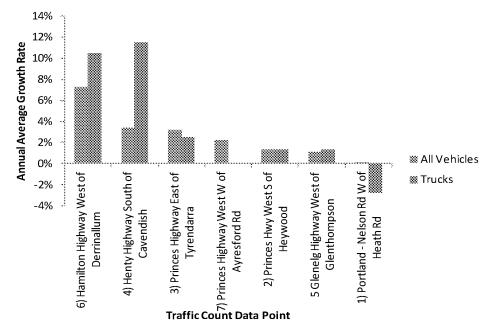
Traffic data collected at seven points along the region's main arterial roads (Figure 25) is used by VicRoads to assess traffic volumes.

Figure 25: Traffic count data points, Great South Coast region



Of the seven traffic count points, the Hamilton Highway (point 6 in Figure 26) had the highest growth in two-way traffic for all vehicles while the Henty Highway (point 4) had the highest growth in two-way truck traffic (see Figure 26). The Princes Highway (points 2, 3 and 7) had the highest annual average daily traffic for all vehicles and trucks from 2006 to 2009.

Figure 26: Compound growth rates, two-way traffic 2006 to 2009



Source: VicRoads

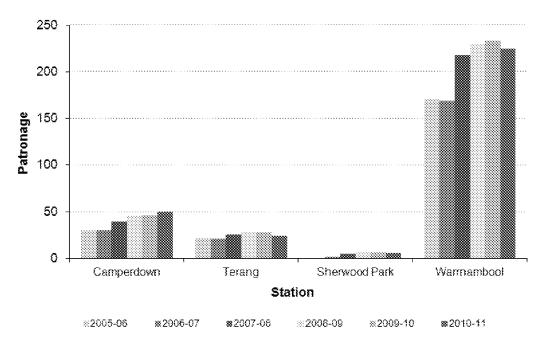
Although the Hamilton and Henty highways have had the highest average annual traffic growth rates, the traffic count data clearly indicates the importance of the Princes Highway as the regional link to Geelong and onwards to Melbourne, other regional areas and interstate.

8.5 Overview of passenger movements

8.5.1 Train passenger patronage

Another asset for the region is the extent of railway coverage to and from Melbourne. Passenger rail enables daily or regular commuting to Melbourne for business. The region currently has four passenger railway stations, two each in Corangamite (Camperdown and Terang stations) and Warrnambool (Sherwood Park, which was completed in 2006, and Warrnambool stations). In 2010–11, 74 per cent of the estimated normal weekday patronage came from the Warrnambool Station, with 17 per cent from Camperdown Station (see Figure 27).

Figure 27: Normal weekday rail patronage (estimate) by station



Passenger services connect Warrnambool to Melbourne via Camperdown, Colac and Geelong and service the north of the region from Ararat to Melbourne via Ballarat. Freight rail systems link Portland to Geelong and Melbourne via Hamilton and to the north via Ararat¹²². Of the region's four passenger rail stations, Warrnambool Station had the highest normal weekday rail patronage, followed by Camperdown Station. Normal weekday patronage grew at an annual average rate of 11 per cent in Camperdown, the highest among the rail stations in the region.

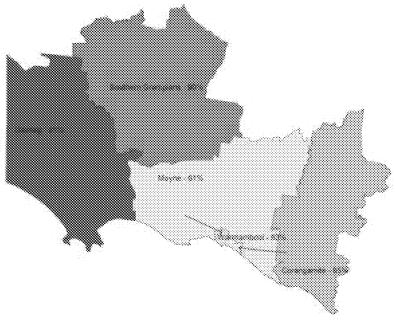
8.5.2 Journey to work patterns

Aside from being a valuable input to transport planning and service provision ¹²³, journey to work data can also provide an indication on the economic flows and linkages within the region and with its surrounding areas. Of the five municipalities, Glenelg and Southern Grampians shires have a high journey to work containment – more than 90 per cent of journeys to work are within their local government area boundaries (see Figure 28).

 $^{^{122}}$ Regional Development Victoria (2010) Great South Coast Regional Strategic Plan, page 18

lnbakaran and Harwood, Journey to Work Patterns in Regional Victoria Analysis of Census Data 1996 to 2006

Figure 28: Journey to work within Great South Coast Local Government Area boundaries, 2006



Source: ABS (Based on Place of Usual Residence)

In terms of interactions between local government areas in the region:

- Around 27 per cent of journeys to work from Moyne were headed towards Warrnambool while 9 per cent
 of work journeys from Warrnambool were headed to Moyne.
- While Corangamite has a fairly contained journey to work pattern, this is less than the patterns seen for Glenelg and Southern Grampians.
- Around 4 per cent of journeys to work from Corangamite were headed towards Warrnambool, higher than the levels seen for neighbouring local government areas such as Moyne and Colac Otway.

This data indicates three broad functional economic areas within the region: Glenelg; Southern Grampians; and a sub-region organised around the regional city of Warrnambool drawing in workers from Moyne and Corangamite.

8.6 Guiding future transport opportunities

There are differing needs for freight and people movements. These require differing solutions, and the future directions of the transport network need to be considered in this light. It will be important to enhance and build on existing infrastructure to ensure access and connectivity. The future directions form part of the plan.

8.7 Freight movement

8.7.1 Freight gateways and hubs

The Princes Highway is part of a designated Heavy Vehicle Network. The recently upgraded intermodal freight terminal at Warrnambool now has improved capacity for future expansion of rail freight, which will have significant economic benefits for the region. A proposed rail passing loop, to be constructed near Birregurra, will also further enhance the efficiency of rail freight.

8.7.2 Ports

In combination with the G21 region the Great South Coast region has access to two key ports: Portland and Geelong. It is likely with increasing economic growth that these ports will experience more intensive freight activity. Therefore it will be important to protect and enhance access to the Port of Portland and along the network providing wider access options to both ports.

The Port of Portland Port Land Use Strategy 2009 identified the region cannot allow the port to be undermined by the encroachment of sensitive land use and development. Predicted growth in port activities could potentially generate further boundary interface issues if growth is not appropriately planned and managed. New residential development in proximity to the port presents risks to its long-term operations and consequently the region's economic growth, as residents seek to protect their amenity.

The Planning Minister, in May 2012, responded to the Ports and Environs Advisory Committee Report advising of his support for the recommendation that a new Port Zone be introduced into the Victorian planning system to apply to the ports of Melbourne, Hastings, Geelong and Portland. The new zone will recognise the significance of Victoria's four commercial trading ports and provide transparency and consistency in decision-making.

The Department of Transport, Planning and Local Infrastructure has consulted port managers and relevant municipalities on a draft Port Zone and is now seeking authorisation to introduce the new zone.

The Port of Geelong Port Land Use Strategy and the Port of Portland Port Land Use Strategy were both finalised and released in 2009. These strategies were included in the State Planning Policy Framework as part of the state government's response to the Advisory Committee report.

In accordance with the provisions of the *Port Management Act 1995*, port development strategies need to be prepared every four years. Victoria's four commercial ports, including Geelong and Portland, will be working through this process during 2013.

8.7.3 Network capacity

The region's economic future will depend heavily on the road network. The region's ability to generate renewable energy, particularly from wind turbines, supports the diversity of the economy. However the delivery and construction of the turbines as well as ongoing maintenance have all had an impact on the transport network.

It is therefore important to ensure the network can cope with the number, volume and regularity of goods and services that need to be moved and are used in the region. A well-maintained road network will be a key feature of managing growth into the future, particularly on the designated heavy vehicle network. Identification of strategic local roads will be important to ensure the transport network can cope with increased traffic volumes and has the capacity for freight movement.

8.7.4 Local roads

Local roads in the region are part of the regional transport network which provides connectivity within and between settlements. Many local roads are the subject of freight movements such as the movement of milk from farm-gate for distribution across the region and interstate, and timber from plantations to processing.

The increasing number of freight vehicles using the network is having a detrimental impact on the network's ability to provide reliable and safe freight movements. Reviewing the overall network and identifying strategic local roads and assessing if they are fit-for-purpose will assist in the provision of safe and efficient freight movements. Heavy vehicle movement such as those related to mineral sands and the renewable energy industry have impacted on the quality of the existing network and have the potential to further impact future economic growth and development.

8.7.5 Connectivity for freight

Ensuring freight access for current commodities such as agricultural produce, timber products, minerals sands and components for the renewable energy sector that the region generates will be critical. New opportunities to diversify the commodity base into the future, where freight access will be a requirement, will need to be facilitated and will be crucial to maintaining a strong economy.

The creation of a network of logistics precincts with various facilities will ensure future connectivity, as will regular maintenance of the road and rail network.

8.7.6 Airports

Due to the nature of commodities being carried in the region, the local airports of Warrnambool, Portland and Hamilton are increasingly important for: getting freight to market; getting tourists to holiday destinations; and getting workers to employment (fly-in fly-out for mining operations). The freight capacity of these airports could be enhanced to take advantage of exporting fresh food to Asia, a growing market for regional produce, as well as other perishable goods to markets in and around Australia. These opportunities have been realised in places such as Port Lincoln, which exports tuna by air.

The growth of internet shopping may enable quicker parcel delivery and could assist in diversifying and enhancing the local economy.

8.7.7 A reliable and resilient network

The region has a number of rural areas with business-related activities such as those associated with the dairy industry, in particular milk production. These areas require freight access for their commodities and local roads are used by heavy trucks to collect and distribute the commodities placing strain on the maintenance of local roads. With the advent of larger and potentially heavier trucks and the consolidation of farming practices, strategic local roads may need to be identified in order to allow for continued freight access.

The Municipal Association of Victoria is currently running a pilot project in the Hume region looking at heavy vehicle access on local roads. The findings of this study may have implications for the Great South Coast region, which may wish to commission its own study into managing local road impacts to assist in determining local road priorities. This work would assist in accessing new Commonwealth funding programs and would also complement the Great South Coast Regional Transport Strategy.

8.7.8 Supply chains

Understanding supply chain movements will assist in providing access to Melbourne and Adelaide but also to other regions and within the region. This includes terminals used for freight such as ports such as Geelong and Melbourne and airports. Into the future it will be important to understand the nature of the freight task to ensure connections to the region are protected and enhanced. Opportunities exist to expand and use some regional airports such as Warrnambool to carry perishable freight products to markets.

8.8 People movement

8.8.1 Network capacity

As key settlements, such as Warrnambool and Portland, grow liveability can be impaired by providing good walking and cycling networks that give access to and from developments in key employment nodes as an alternative to car use. Equally, improved public transport access within these urban centres could play a role and assist in mitigating areas of traffic congestion.

8.8.2 Access and connectivity

The region's transport network provides for accessible cross-border connections to South Australia. These connections will be crucial into the future as they will provide access to employment and a range of services and facilities such as health and education.

The region has a number of smaller communities dispersed across the region. Smaller towns provide services and facilities for rural communities. Larger regional centres such as Warrnambool, Hamilton and Portland provide these smaller settlements with access to higher order services and facilities, such as train services to Melbourne. Smaller settlements in the region's west often look across the border to South Australia to places like Mount Gambier for services and facilities, and as such will require continued access and connectivity across the border.

Some smaller towns are not likely to experience any significant growth. From a regional perspective some small towns are likely to continue to experience population decline into the future. With this in mind, it will be important for transport links to keep pace with growth and/or changing demographics and be adaptable to community needs.

8.8.3 A reliable and resilient network

A reliable and resilient transport network is required by all people to ensure they can access services and facilities within the region and interstate. Many people will require access to Warrnambool for higher order services and facilities but equally many will require access to Melbourne for both business and pleasure. A good walking and cycling network will be essential for local travel in and around Warrnambool and other key regional centres of Hamilton and Portland.

Good train services to cater for long haul journeys to Geelong and Melbourne will be essential into the future. To ensure ease of travel, the network must be well maintained and should grow with economic development and population growth scenarios.

8.8.4 Technological advancements

Information and communications technology are expected to improve through the rollout of the National Broadband Network that will provide access to faster and more reliable internet connections. The health and education sectors are leading the way for people to access services and facilities remotely online rather than at a fixed location. Online courses in education, and rehabilitation in the health sectors, are some examples.

As the population ages and becomes a population familiar with technology, distance services provision will become critical particularly in rural and remote areas. Improved information and communications technology may also mean that people may not need or want to travel either long distances or frequently. The National Broadband Network may provide a mix and match communication style, for example, the use of the train for some journeys on some days and internet access for other days.

Technological advancements in the freight and logistics industry, such as high productivity vehicles, could also provide improvements to the carriage of commodities.

8.8.5 Amenity and useability

The region aims to develop its tourism product and create the Great South Coast Touring Route. For example, cycling is growing in popularity as a leisure pursuit and ensuring the region has a good network of tracks and trails, amongst other attractors, will be important in harnessing this opportunity. However there is also a need to consider facilities such as rest areas that tourists require as they travel through the region including those used to get to the region. These facilities attract longer distance visitors.

In order to ensure the attractiveness of towns for tourists and residents alike, consideration will need to be given to the impact that freight traffic has on the amenity of towns. Infrastructure improvements may assist such as new roads and identification of freight routes away from town centres.

The cruise ship industry may find the deep water Port of Portland attractive and this may be a key asset into the future for diversifying and enhancing the tourism product and economy of the region.

8.8.6 Key regional growth plan considerations

- Review transport and infrastructure provision in the key urban areas to keep pace with growth.
- Plan for flexible and adaptable freight connectivity to the transport network to cater for changes in commodities to be carried and freight logistics operations into the future.
- Incorporate future directions into future planning schemes and structure plans to ensure infrastructure keeps pace with changes in demography, land use and with economic and social development.
- Set aside land to future proof road and rail projects using zoning and overlays.
- Maximise the strategic position of the transport network to encourage settlement and economic growth along existing transport infrastructure.
- Support infrastructure projects into the future to assist with growth.

8.9 Water supply

8.9.1 Policy context

Victoria has an integrated and adaptive water planning framework, which ensures urban water customers and the broader community have secure supplies of high quality water. These supplies support drinking water and non-drinking needs such as healthy recreational facilities, parks and gardens.

The state government's Living Victoria program was launched in April 2012 and has direct implications for water and urban planning across the state. Although the immediate focus of Living Victoria is on the metropolitan Melbourne region, the overarching directions are intended to apply more broadly across the state over time. As this occurs, the plans and strategies produced under this program will gradually supersede existing strategies.

The Living Victoria program recognises that:

- water needs to be better integrated into urban landscapes
- the community needs to be better engaged in water planning
- improved evaluation frameworks capable of capturing a broader range of costs and benefits are needed to effectively assess the wide array of options for the provision of urban water services.

Through implementing the Living Victoria program, the Office of Living Victoria (OLV) will develop and coordinate new integrated urban and water planning frameworks and develop tools that will apply across the state, such as changes to the Victoria Planning Provisions.

At present, the key plans and strategies that guide urban water planning in regional Victoria are:

- water supply demand strategies, which will be superseded by integrated water cycle strategies
- regional sustainable water strategies
- drought response plans.

Water supply demand strategies were initially released in 2007. These strategies evaluated future water supply and demand scenarios and identified the mix of water supply and demand management measures needed to secure safe and reliable town water supplies with a 50-year outlook. Urban water corporations released updated strategies in early 2012, which included new features to increase their alignment with the Living Victoria program including an Alternative Water Atlas and an annual Water Security Outlook.

Integrated water cycle strategies will identify the best mix of measures to:

- maintain a balance between the demand for water and the supply of water in cities and towns
- facilitate efficient investment in all water cycle services, including recycling sewage or trade waste, stormwater capture and re-use, and demand management

improve the resilience of water supply systems.

Regional sustainable water strategies take a long-term view of water resource planning, considering all sources of water and the needs of towns, industry, agriculture and the environment at a regional scale. They identify threats to reliability of water supply and quality of water, and ways to improve supply and quality of supply for existing and future consumptive users. They also identify ways to improve, protect and increase environmental water reserves. Sustainable water strategies have been implemented to varying degrees across the state but some new programs have meant older strategies need to be refined to meet new priorities.

Drought response plans manage temporary water shortages due to prolonged periods of below average rainfall or other causes such as poor water quality. They outline a range of options to balance supply and demand, which may include imposing water restrictions. The water restriction framework was reviewed in late 2011 to apply consistent restriction rules across the state.

Water supply throughout the region will have a strong influence on the type of industries that can operate in both rural and urban areas, and on the sustainability of settlements into the future. Making use of existing infrastructure, potentially including decommissioned water catchment storage facilities such as the Hamilton and Koonongwootong Reservoirs, can assist in providing opportunities for new industry development in the region.

The main water corporations in the region are Southern Rural Water (rural water authority) and Wannon Water (urban water authority).

8.9.2 Key regional growth plan considerations

- Coordinated future water resource planning, including surface and groundwater resources, and growth planning will create the best outcomes for the region's future.
- The region acknowledges the need to protect water security as it is a key driver for capital investment and land use change.
- The plan will need to adapt and respond to any updated water resource planning that occurs within the region. Increased populations and settlement footprints will need to take account of areas with water supply capacity and the impact of development on water supply.
- Existing work on urban water supply suggests there is security of supply until 2055. This may need to be reassessed given the growth proposed for the region, and where this growth is likely to occur. For example, can sufficient water physically be supplied to these areas?

8.10 Waste management

8.10.1 Policy context

The recently released Victorian waste and resource recovery policy states:

"As our cities grow, securing land for our waste management facilities is a challenge. As population increases, our waste generation increases and as we strive for world's best practice environmental standards, finding and securing land for waste management facilities is likely to become even more difficult.

Successfully securing land close to transport corridors, points of waste generation and end markets, and where possible co-locating activities to achieve economies of scale, relies on coordination across the environment portfolio, land use planning and transport, and local government and industry investors ¹²⁴.

Effective waste and resource recovery management is an essential service that protects environmental and public health. The Victorian waste management system includes waste generation, collection and transport, sorting and processing, recycling and reprocessing, export, reuse and disposal. The waste management system operates across

¹²⁴ Victorian Government (2013) Getting Full Value – The Victorian waste and resource recovery policy, April 2013, page 16

all activities in the region including household or municipal, commercial and industrial, and construction and demolition ¹²⁵.

The state government is responsible for policy development and regulation for waste management and for promoting environmental sustainability. Local governments are responsible for providing waste collection, transport and reprocessing or disposal to landfill services. Regional waste management groups are responsible for planning and coordinating the management of municipal solid waste for local governments within their regions, as well as helping them to reduce waste, maximise recovery and reduce environmental harm.

There are many existing and emerging industries in waste management, particularly in terms of recovery, reuse and recycling of waste. Energy generation from waste is an expanding industry in Victoria.

8.10.2 Key regional growth plan considerations

- The plan needs to consider how it will plan for and manage the waste associated with proposed growth.
- The plan can encourage future strategic land use planning for councils to include consideration of waste management, including protecting buffer zones around these sites from incompatible development.
- There are opportunities to encourage and support investment into advanced technology that can convert waste into energy or fuel products in the region. Regional and local planning should encourage and enable such developments, where appropriate.
- The plan should consider an integrated and coordinated approach to waste management into the future as the region grows.

 $^{^{125}}$ Victorian Government (2013) Getting Full Value – The Victorian waste and resource recovery policy, April 2013

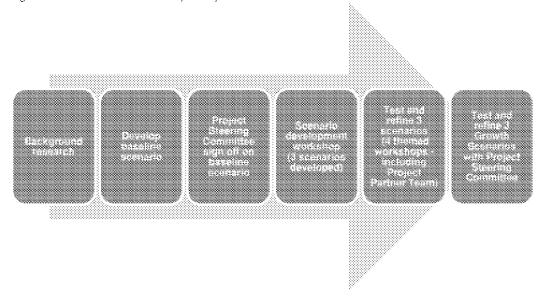
Towards the regional growth plan 9.

9.1 Growth scenarios

In preparation for the plan, three scenarios for growth in the region were developed then assessed for their potential contribution to delivering a preferred regional future. Considering growth scenarios enabled alternative possible futures for the region to be visualised and tested.

The scenario development process was iterative, with scenarios being built and tested through workshops, consultations and endorsement from the Project Steering Committee (see Figure 29). There was extensive involvement from key stakeholders during the scenario development process. A preferred growth scenario for the Great South Coast region was identified through in-depth analysis of the impacts, capacity and gaps associated with each scenario and consideration of what would be needed to realise the preferred option.

Figure 29: Growth scenario development process



9.1.1 Baseline scenario

The baseline scenario was built around the growth drivers and growth forecasts identified in the earlier work done in the project's Context and Issues Paper and discussed previously in this background report. It was also informed by an analysis of regional land use and demographic maps developed by Department of Transport, Planning and Local Infrastructure. It described the region based on existing evidence and facts and formed the benchmark on which the three alternative growth scenarios were developed.

The baseline scenario identified the following growth patterns and issues for the region including:

- Population growth ¹²⁶ can be largely catered for with a forecast increase of 24,000 (2041) from 107,000 (2011) to $131,000^{127}$ (an increase of 21 per cent).
- According to councils there is probably sufficient existing urban development land across the region for growth in dwellings from 42,612 to 52,208 (22 per cent)¹²⁸. However, the nature of households will

¹²⁶ Data used to develop the 3 Growth Scenarios was based upon a Victoria In Future population projection of 107,215. This figure is different to the latest ABS population estimate of 101,624 contained elsewhere in the background report and the Plan 127 DPCD unpublished projections, 2012

¹²⁸ DPCD Victoria in Future 2012

change across the region, with a higher need for single person dwellings and for housing for couples with no children.

- The average age of population would be increasing, with the proportion of people aged 60 years and over growing by 8.4 per cent from 22.9 per cent in 2011 to 33.1per cent by 2031¹²⁹. A key impact of this ageing profile is the significant shift in the ratio of those aged over 60 to the number of people in the workforce. Currently this ratio is 1:4, but the scenario predicted this ratio would decrease to 1:2 over the next 20 to 30 years¹³⁰.
- Employment growth is expected to outstrip population growth over the next 10 years presenting
 potential for significant skills and workforce strain for the region ¹³¹.
- Industry growth prospects are strong particularly in the key sectors of dairy, timber, energy projects and tourism. This growth is enabled by the presence of the Port of Portland and key transport and freight corridors running north to south in the western part of the region and west to east across the central and southern parts of the region ¹³².
- Natural resources and the environment are significant regional assets that determine the types of industry the region can support and contribute to the liveability facets of the region ¹³³.
- Population growth will mainly occur within the key regional centre of the City of Warrnambool and surrounding settlements particularly along the coast and the hinterland around Warrnambool¹³⁴.
- Water resources were seen to be sufficient to meet the needs of the predicted population and industry growth¹³⁵ but according to councils, there may be issues associated with location of water supplies and the associated infrastructure.
- According to councils, there is expected to be a sufficiency of industrial zoned land, however some locations will be constrained industrially, notably Portland¹³⁶.
- Industry and economic activity were the key drivers of growth for the region rather than a population being the driver which presents some significant challenges in terms of attraction of a workforce to support industry growth and potential for land use tensions.

9.2 Key considerations for the three growth scenarios

It was decided that the first theme for the development of scenarios would be 'high growth', which for this purpose was defined as population growth equalling baseline (131,000) + 50 per cent $(24,000 \times 50)$ per cent = 12,000 additional people) of projected growth to 2041. The forecast population at 2041 used in the scenarios is therefore 143,000. This was based on assumptions that:

- Without a high growth scenario, a baseline trend in the ratio of people in the workforce to people in older age groups (from 1:4 to 1:2) was seen as a risk to the longer term economic viability of the region. As the region's growth is being driven principally from expansion of the economic base rather than population migration, above baseline population growth will be needed to support the economic growth of the region. Further, it will be increasingly important for the region to attract and retain youth and working aged people to assist with future economic activity.
- It is less risky to plan for higher growth than lower growth. It is preferable to achieve forecast growth targets later than 2040 while having planned for infrastructure and support services, rather than planning for baseline growth and having to manage higher unplanned growth.

¹³⁰ DPCD Internal working paper, 2012; Great South Coast LGAs 2010

¹²⁹ DPCD Victoria in Future 2012

¹³¹ Access Economics, 2007 Victorian regional economic outlook (unpublished)

¹³² DPCD Internal working paper, 2012; RDV 2010 Great South Coast Regional Strategic Plan; SED 2011

¹³³ RDV 2010 Great South Coast Regional Strategic Plan

 $^{^{134}}$ DPCD Victoria in Future 2012; DPCD unpublished projection 2012.

 $^{^{135}}$ DPCD Internal working paper 2012; Local Great South Coast LGAs 2010

¹³⁶ Port of Portland, 2009

9.2.1 Scenario A: Centralised growth

Description

The location of population growth (50 per cent above baseline) is focussed on the major regional city of Warrnambool which takes around 75 per cent of projected population growth in the region. People would experience a busy and active Warrnambool with access to its strong retail and service industries and importantly the natural beauty of the Southern Ocean. This scenario would see a balanced demographic profile in Warrnambool and allow opportunity for new industry development. Other areas and townships within the region may not enjoy the same balanced demographic profile.

With acceleration in economic growth through increased investment and development in the dairy, timber and tourism industries, Warrnambool would strongly promote its place as the regional city in the south-west. As it approached a population of 50,000 people, Warrnambool would attract services and some demographic sectors that would otherwise not come to the region. Improved infrastructure would allow ease of access to health and education services while installation of the National Broadband Network and provision of affordable housing would provide opportunities for a more diverse economy.

Other regional centres (Portland, Hamilton) would experience smaller-scale growth while the centralising of key infrastructure would release the pressures on smaller outlying towns. A large number of drive-in, drive-out workers could result in these towns taking on a village-like atmosphere with improved amenities, and those living in Warrnambool driving to places of employment within the region.

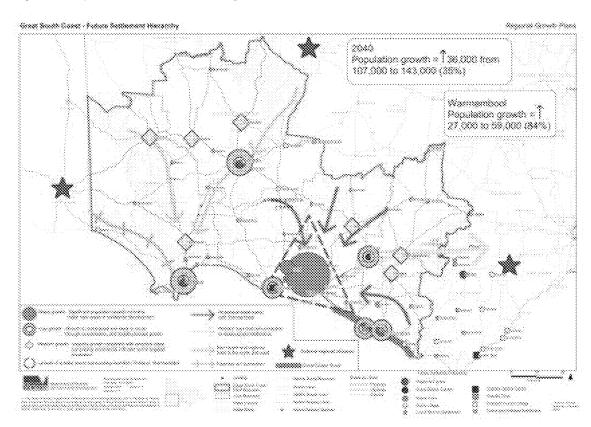


Figure 30: Map of Scenario A - Centralised growth

9.2.2 Scenario B: Regional centres

Description

Scenario B (see Figure 31) would see dispersal of growth shared throughout the region principally between the regional centres of Warrnambool, Portland and Hamilton. While Warrnambool would still accommodate a large percentage of this growth (around 50 per cent), more emphasis would be placed on developing existing infrastructure and opportunities for Hamilton and Portland and surrounding townships as a way to attract residents and further develop these settlements.

The three centres would work together with improved public transport allowing ease of transport between centres and creating a strong network of social, technological and educational infrastructure, readily accessible to all. Growth in all three main centres and their surrounding towns would support the industrial economy with more workers closer to jobs. This feature would also be likely to strengthen services across the region.

Regional centre dispersal would allow for the development of the north-south corridor from Portland to Hamilton and the Wimmera Southern Mallee region and would highlight the importance of industry, processing and transportation. Decreased urban sprawl in Warrnambool relieves some coastal and land use pressures in the region. However these pressures would increase around Portland and Hamilton and potentially on natural resources and environmental assets between population centres. This scenario would see the opportunity for the development of smaller settlements along the major transport routes.

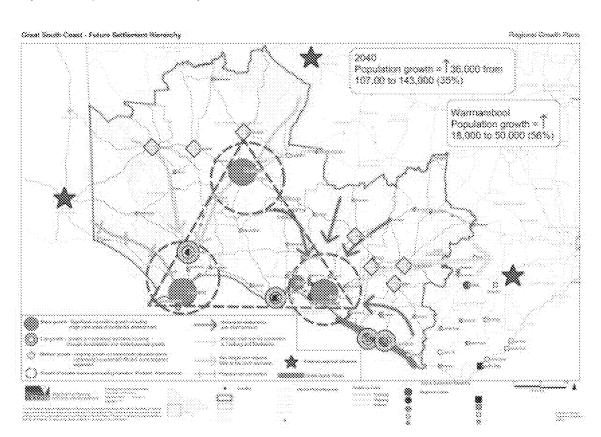


Figure 31: Map of Scenario B - Regional centres

9.2.3 Scenario C: Corridor

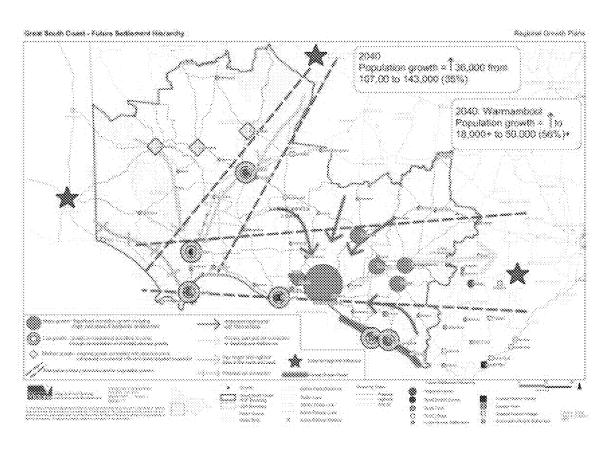
Description

Under Scenario C the focus of growth would be centred on the east-west corridor from Colac to Portland and south of this corridor, together with growth in a north-south corridor from Portland to Hamilton and beyond. This would result in relatively high growth in the existing townships and coastal settlements, specifically in the east of the region. Population growth would be significant in Warrnambool (around 50-60 per cent of the region's growth) but would also be attracted to the corridor townships of Portland, Mortlake, Terang, and Camperdown. Some spill-over growth would be likely in Heywood and Cobden with population increase in Hamilton anticipated to be modest.

Improved transport infrastructure including increased frequency of existing train services/infrastructure investment would provide improved intra-regional connectivity and allow ease of accessibility to centralised services along the corridors (principally focused in Warrnambool). The National Broadband Network provides opportunities for increased retail and improved liveability.

This scenario would open up the Great South Coast region to more diversified industry opportunities in the east towards Geelong and Colac and tap into a workforce potentially spilling over from the Geelong (G21) region. The scenario would see greater connections to the Port of Portland, wider regional processing facilities and primary resources. The Corridor scenario would allow industry to access new off-shore gas supply and therefore may be an attractive investment scenario for industries seeking good transport access to Geelong, Portland and Melbourne ports with low cost and reliable energy.





9.3 Scenario testing

The three growth scenario options were tested with key stakeholders in the region through a series of workshops and interviews with representatives from major organisations and businesses. The results are presented in Table 14.

Table 14: Workshop findings

| I ADIC 14. VIU | rksnop findings | | |
|--------------------------------------|---|---|---|
| | | | |
| Scenario A:
Centralised
growth | Less pressure and impacts on ecosystems and biodiversity due to concentrated growth. Builds a centre of a scale that will attract investment and services. Acknowledgement of the attraction of Warrnambool and its propensity to grow. | The growth of Warrnambool at the expense of other communities. Land use conflicts particularly high value agriculture around Warrnambool. Focus on one centre, which may disadvantage other centres and communities. City sprawl and drain of population from the region into Warrnambool. | Protection of natural resources and environmental assets around the growth centre and greater understanding of land capabilities through reference to biodiversity strategies. Planning around the delivery of services and infrastructure. |
| Scenario B:
Regional
centres | Spreads growth benefits across the region into the three main centres. Reduces the potential for urban sprawl around Warrnambool. Increases social inclusion opportunities and evens out the services and social divide. Less concentrated pressure on natural resources and environmental assets due to dispersed populations. | Reduced likelihood to strategic attraction of investment, infrastructure and employment. Level of intervention needed for Hamilton and to a lesser extent Portland. Increased pressures on the natural environment between the three key centres. Impacts of increased traffic movements on the environment and the capacity of transport networks to manage increased use. Increased growth pressures on coastal areas. | How to overcome the growth capacity of the Port of Portland. Population attraction strategies particularly to Hamilton and Portland. Improvements to intra- and inter-regional connections. Water availability to growth centres other than Warrnambool. Land use conflict management as growth will occur on several fronts across the region. |
| Scenario C:
Corridor
growth | Plays to regional strengths and connections to adjoining regions. More equal dispersal of population and opportunities for smaller regional settlements to prosper. Capacity to build on existing infrastructure and transport corridors and assets. Supports a more diversified economy whilst sustaining existing business and industry. Builds a choice of liveable areas for existing and new residents. Most logical and likely and probably the most cost effective. | Gap in growth opportunities for the north west or consideration of north west in general. May attract an older population as younger people may not find the lifestyle opportunities as appealing. Potential for greater pressure on coastal environments and into other areas of environmental sensitivity across the region. | How to identify infrastructure priorities. Increased job creation and population attraction efforts. Development of growth strategies for the north west. Industrial and land use planning along the corridors. Further regional planning for the protection of natural resources and environmental assets. |

Throughout the scenario testing phase, stakeholders ranked their preferred scenario. The results of this are summarised in Table 15.

Table 15: Results of preferred scenario questionnaire

| | 25% | 75% | 0 |
|---------------------------|-----|-----|-----|
| Economic / infrastructure | 40% | 0 | 60% |
| Community | 11% | 56% | 33% |
| Project Partner Team | 17% | 17% | 66% |
| Total | 22% | 27% | 51% |

9.4 Assessment of impacts, gaps and constraints

The primary impacts, gaps and constraints identified were assessed against the key regional growth plan themes and drivers as well as by scenario. The results of this assessment are shown in Table 16.

Table 16: Summary of preferred scenario

| ule To. Cultimary of prefe | rrod Ssoriano | | |
|----------------------------|---------------|------------|------------|
| | Scenario A | Scenario B | Scenario C |
| Impacts | 9 | 6 | 13 |
| Gaps | -22 | -20 | -19 |
| Constraints | -22 | -24 | -21 |
| Total | -35 | -38 | -27 |

The analysis highlights that Scenario C scores the lowest based on an analysis of negative impacts, gaps and constraints. Key issues to arise from this process are outlined below.

The analysis shows that Scenario C may be the most manageable in terms of impact. Key beneficial outcomes of this scenario include:

- attraction of larger scale services
- access to and geographic spread of employment, services and lifestyle choices, notably the development of the eastern part of the region
- regional centres benefiting from shared growth
- mitigating risks from demographic imbalances
- fostering economic diversification
- connectivity to other growth regions
- potential to trigger investment in improved public transports service along the east-west corridor.

The key negative impacts include:

- impacts on agricultural activity from peri-urban development and growth
- the level of investment needed in north-south transport networks to connect to the east-west corridor
- the level of investment needed in public transport infrastructure and services
- the potential for economic leakage out of the Great South Coast region into the G21 and the Central Highlands regions.

The analysis shows that Scenario C scored marginally better in terms of realisation gaps. Key gaps that would need to be addressed include:

- skilled migration policy to attract workers to the region and access to a skilled workforce particularly in areas where new industry may develop
- investment in road infrastructure along and connecting to the corridors
- public transport services across the region
- the availability of serviced industrial land particularly in 'new' growth areas of the region.

The analysis shows that Scenario C scored marginally better regarding issues that would constrain scenario realisation. Key constraints that would need to be addressed include:

- availability across the region and throughout key corridors of appropriately zoned and serviced industrial and residential land and managing housing affordability issues
- access to a skilled workforce to support industry growth and development
- telecommunications capacity
- freight corridors and road networks to support potentially more dispersed industry activity across the region, and to enable access to external markets
- attraction of investment to support infrastructure development.

9.4.1 Key regional growth plan considerations

The analysis of impacts, gaps and constraints present a number of strategic considerations to inform the realisation of the preferred growth Scenario C. These include:

- ensuring land use planning includes industrial, residential and agricultural uses and identifies areas where conflict may occur
- enabling land use planning to incorporate the infrastructure, utility and service needs of uses and allow for appropriate sequencing of development based on the key drivers for that land use
- considering the influences and opportunities from the region's strategic location to a number of important growth regions
- understanding the importance of the role key centres and settlements play and how communities connect with one another via infrastructure, transport, information technology and service needs and demands
- focussing economic growth opportunities around the region's competitive advantages and comparative strengths to differentiate it from other regions; including the drivers identified in the project's Context and Issues Paper, and those drivers which informed the development of the growth scenarios
- encouraging strategic planning to foster improved health, education, skills and liveability outcomes for the region to enhance the standard of living for residents and underpin population attraction activities.

While Scenario C was the 'preferred' growth concept, it was not chosen as the growth model for the plan. This was further refined through subsequent consultation and development.

9.5 Strategic directions

Based on the preferred Scenario C, a modified strategic direction was established for the region and has been incorporated into the plan (see Figure 18 of the Great South Coast Regional Growth Plan).

9.6 Principles for growth

Throughout the consultative process, key principles to guide development of the plan were developed.

Table 17 highlights the principles and rationale adopted by the Project Steering Committee for inclusion in the plan.

Table 17: Principles for growth

| 100000 | Entropedia |
|---|--|
| 1: Strengthen the region's economy through increased industry diversification, innovation and development | Key industries such as dairying, tourism, timber and energy will continue to be the main sources of growth. Research, innovation, a skilled workforce and improved transport and utility infrastructure are needed to support future development and foster new value adding. The unique land, sea and climatic assets of the region provide opportunities for new industries. |
| 2: Attract more people to the region | To support the economy and liveable communities, the Great South Coast region needs to plan for population growth above the currently projected additional 29,615 people by 2041. With the average age of region's population increasing, more workers are required to support the growth of existing and new industries. |
| 3: Enhance our liveability
through improved health,
education and standards of
living | Appropriately managing growth in the Great South Coast region should enhance the liveability of the region for current and prospective residents and workers. Liveability will support growth through sustainable communities, access to jobs, education and services, affordable and diverse housing and protecting and enhancing the unique attributes of the region, including its natural environment. |
| 4: Build on our network of towns and the roles played by them | With approximately 50 per cent of the region's population living outside major centres, smaller towns and communities play a critical role in the social, environmental and economic functioning of the region and its liveability. Improved connections to all towns are vital as is the provision of key services in the regional centres of Warrnambool, Hamilton and Portland to support the dispersed population of the region. |
| 5: Manage and utilise our
strategic assets and support
agricultural productivity | The quality and abundance of environmental and constructed assets, including major transport infrastructure, marine environments and fertile agricultural land, provides sustainable competitive advantages for the region. The use and improvement of these assets supports the region's increasing role in food and fibre production for domestic and international markets. Planning must sustainably manage valuable agricultural land, together with the water, air and ecosystems that support it, and the environmental assets (including significant landscapes) that contribute to the identity of the region and its growing tourism industry. |
| 6: Sustainably manage our
natural resources, cultural
and environmental assets | Natural resources such as fish, timber, stone and gas, and environmental assets, such as native forests, waterways, coasts and soils, all contribute to the liveability and economic prosperity of the region. Sustainable management will include a combination of use, protection and enhancement. Environmental assets are also recognised for their natural beauty, and their contribution to visitor experiences and quality of life for existing residents. Cultural heritage assets including Aboriginal and historic heritage places, connect people to the land and to the past while providing opportunities for the future. |
| 7: Enhance equity of access to infrastructure, facilities and services | The Great South Coast's dispersed population provides lifestyle choices for residents, diverse communities and a workforce distributed throughout the region. Equitable access to infrastructure, facilities and services will need to be maintained and enhanced, including through technology, coordinated service delivery and transport improvements. |
| 8: Strengthen connections to other regions | The Great South Coast region exports goods to other parts of Victoria, Australia and internationally. It has townships that service dispersed communities which are also close to large cities in adjacent regions. Improved inter-regional connections will promote economic activity, social inclusion and facilitate access for residents and visitors. |
| 9: Ensure that land and infrastructure needed to support growth is identified and appropriately planned | New and improved infrastructure that supports growth, including road, rail, water, waste, gas, sewer and social infrastructure, must be planned and coordinated to ensure it is supplied efficiently and when required. To support economic and population growth, land supply must be monitored to ensure availability of the right type of land in the right location. |

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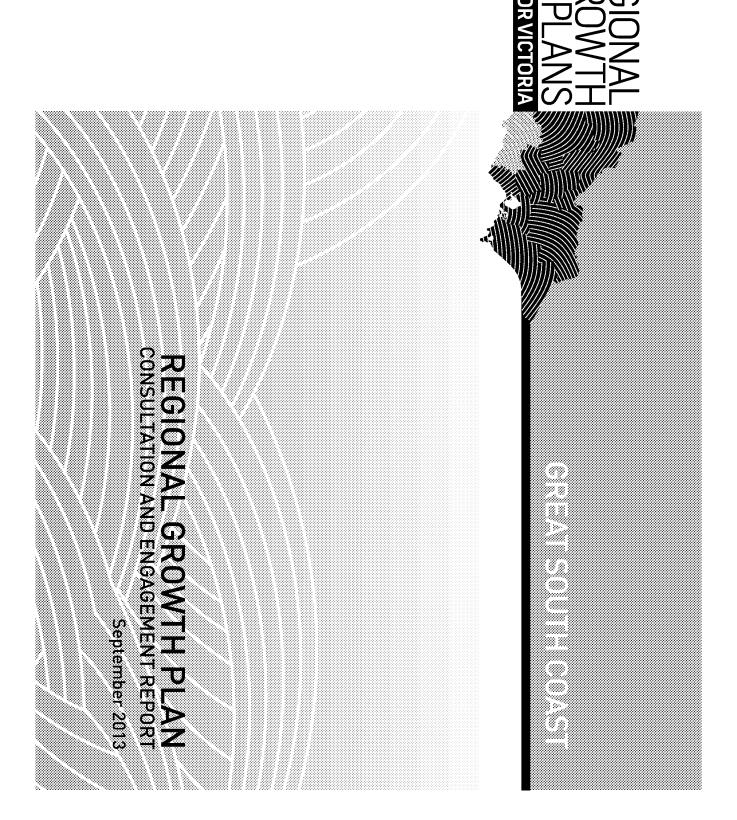
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- Victorian Government (2012) Victorian Government's Response to the Victorian Floods Review: Improving Flood Warning Systems Implementation Plan
- Victorian Government (2012) Report on Climate Change and Greenhouse Gas Emissions in Victoria: As required under Section 17 of the Climate Change Act 2010
- Victorian Government (2012) Bushfires Royal Commission Implementation Monitor Final Report
- Victorian Government (2011) Review of the 2010-11 Flood Warnings & Response
- Victorian Government (2008) Victorian Coastal Strategy
- Wannon Water (2012) Water Supply Demand Strategy 2012-2060
- WestVic Dairy (2012 Filling the glass: An impact study of growth in the western Victorian and southeast South Australian dairy industry
- WestVic Dairy (2009) Driving Down the Track
- Western Coastal Board (2004) Glenelg Coastal Action Plan
- Western Coastal Board (2001) Moyne Coastal Action Plan
- Western Coastal Board (1999) Warrnambool Coastal Action Plan
- http://www.gtplantations.org/ and http://www.gtfp.com.au/
- http://www.abs.gov.au/websitedbs/censushome.nsf/home/seifa





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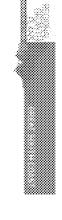
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1. Introduction

regional Victoria Eight regional growth plans have been developed in partnership between local and State government to plan for future growth, development and prosperity in

phases of the plan's development. This document reports on the consultation and engagement undertaken and provides a summary of submissions and The Great South Coast Regional Growth Plan was developed from April 2012 to October 2013. Stakeholders and the broader community were involved at various responses.

and strategic directions and in June 2013 as part of the preparation of the draft plan. These provided an extensive range of feedback and suggestions which have assisted in the Great South Coast Regional Growth Plan's development and refinement There were two stages of public consultation as part of the project. These were conducted in November 2012 as part of establishing the plan's vision, principles

Generally, consultation and engagement included a website, brochures, face-to-face briefings, online questionnaires and hard-copy questionnaires

depending on the goals, time frames, resources and levels of concern in the decision to be made

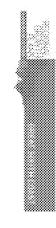
International Association of Public Participation (IAP2) spectrum of public consultation. The spectrum shows that differing levels of participation are legitimate A framework for the project's approach to consultation was established through the development of a community engagement strategy guided by the

Infrastructure's project team based in the Barwon South West Regional Office in Geelong. Project Partnership Team comprising the project partners indicated below. The project was managed by the Department of Transport, Planning and Local Table 1 below shows project partners involved in developing the plan. The direction and content of the plan was guided by a Project Steering Committee and

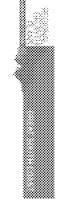
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Table 1: Project partners

| | | < | Moyne Shire Council |
|--------|--|--------|--|
| , | Colac Otway Shire Council (as an observer, the municipality is included in the G21 regional Growth Plan) | • | Glenelg Shire Council |
| <
< | Warrnambool City Council | K
K | Corangamite Shire Council |
| <
< | Southern Grampians Shire Council | * | VicRoads |
| , | Corangamite Catchment Management Authority | , | Department of Environment and Primary Industries (now incorporating the former Department of Sustainability and Environment and Department of Primary Industries) |
| • | Gleneig Hopkins Catchment Management Authority | * | Department of Transport, Planning and Local Infrastructure (now incorporating the former Department of Planning and Community Development and Department of Transport) |
| | | | |



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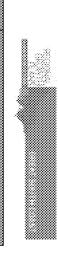
2. Overview of consultation and engagement

The plan was developed in five broad stages.

undertaken at each stage, refer to the detailed tables contained in the matching sections of the report. Table 2 describes the plan's stages and timelines and includes an overview of engagement and consultation activities. For more detail on the consultation

Table 2: Consultation summary across the project

| | directions | | | |
|--|--|----------------------|--------------|---|
| | Engagement with project partners on the
response to feedback on the strategic | | | |
| | directions brochure | | | |
| regional growth plan | Engagement with the community through the release and feedback on the strategic | | | |
| directions helped refine them to | community groups | | | |
| Public consultation on the strategic | service agencies, industry, businesses and | | | |
| growth and inform future directions | governments, key government departments, | Team | | |
| strategic directions map to guide | through workshops and interviews with local | Partnership | | |
| directions, including principles and a | scenarios for the Great South Coast Region | Project | 2012 | |
| partners developed the strategic | opportunities and constraints, and growth | Committee | December | strategic directions |
| The project team with project | Identifying strategic growth issues. | Project Steering | April - | Establishing the plan's |
| strategic directions. | | | | |
| including the development of | | | | |
| informed project stages 3 and 4, | | | | |
| and Issues Paper (unpublished) that | | Team | | |
| The project team prepared a Context | | Partnership | | |
| strategies and data | regional growth | Project | 2012 | |
| industry, regional and state | the economic drivers and influences on | Committee | 2011 – April | |
| The project team analysed key | Engagement with project partners to identify | Project Steering | September | Data review |
| community engagement strategy | | Team | | |
| management documents and the | | Partnership | | |
| governance structure, project | and management arrangements | Project | 2011 | |
| membership of committees, | establish appropriate project governance | Committee | September | |
| The project team consulted on | Engagement with project partners to | Project Steering • | August - | 1. Project establishment |
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| Preparing the draft regional growth plan | December
2012 – May
2013 | Project Steering Committee Project Partnership Team | Engagement with project partners to prepare the draft regional growth plan Engagement with the community through the release of the draft regional growth plan and background report | The project team with project partners developed the draft regional growth plan for public release Didlic consultation on the draft. |
| | | Team | and background report | Public consultation on the draft
regional growth plan helped identify
refinements and inform the final
draft regional growth plan |
| 5. Preparing the final regional growth plan | July –
September
2013 | Project Steering Committee Project Partnership Team | Engagement with project partners on the response to submissions on the draft regional growth plan and background report Engagement with project partners on the preparation and endorsement of the final | The project team with project
partners prepared the draft regional
growth plan. |

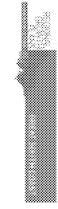
Consultation and engagement detail and response

and what outcomes were achieved from consultation. The following sections provide more detail about consultation undertaken at each stage of the project, describing when it happened, what the consultation was

Project establishment

This stage involved setting up the key project management and governance functions of the project.

on the proposed project arrangements. Final endorsement of governance arrangements and documents was provided by the Project Steering Committee. The consultation and engagement during this stage of the project involved project partners in the Project Steering Committee. These partners provided feedback



| At the meeting of the Great South Coast CEOs Forum, Andrew Wear (Regional Director, Department of Planning and Community Development Barvon South Weast and Aaron Garrett (Senior Project Manager, Department of Planning and Community Development) spoke about the regional growth plan including compagnate and governance. At the meeting of the Great South Coast CEOs Forum, Andrew Wear (Regional Director, Department of Planning and Community Development) spoke about the regional Director, Department of Planning and Community Development Baroon South Weat) and Aaron Garrett (Senior Project Manager, Department of Planning and Community Development) spoke about the regional Browth plan including the Time Health of Project Manager, Department of Planning addressed: Statewide approach The Great South Coast Regional Growth Plan The Great South Coast Regional Growth Plan as the starting point Resources The Great South Coast Regional Strategic Plan as the starting point Resources The Great South Coast Regional Strategic Plan as the starting point Project Dearer The Great South Coast Regional Strategic Plan as the starting point Project Dearer The Great South Coast Regional Strategic Plan as the starting point Project Dearer The Great South Coast Regional Strategic Plan as the starting point Project Dearer The Great South Coast Regional Growth Plan project approach Project Dearer The Great South Coast Regional Growth Plan project approach Project Dearer The Great South Coast Regional Growth Plan project approach The Great South Coast Regional Growth Plan project approach The Great South Coast Regional Growth Plan project approach The Great South Coast Regional Growth Plan project approach The Great South Coast Regional Growth Plan project approach The Great South Coast Regional Growth Plan project approach The Great South Coast Regional Growth Plan project approach | Date | Date Engagement activity | Details |
|--|----------------|---|---|
| Meet with council CEOs Inception meeting with project partners | 15 April 2011 | Meet with council CEOs | At the meeting of the Great South Coast CEOs Forum, Andrew Wear (Regional Director, Department of Planning and Community Development Barwon South West) and Aaron Garrett (Senior Project Manager, Department of Planning and Community Development) spoke about the regional growth plan including council |
| Inception meeting with The project partners Green | 17 June 2011 | Meet with council CEOs | At the meeting of the Great South Coast CEOs Forum, Andrew Wear (Regional Director, Department of Planning and Community Development Barwon South West) and Aaron Garrett (Senior Project Manager, Department of Planning and Community Development) spoke about the regional growth plan including the details of an inception workshop. |
| he | 26 August 2011 | Inception meeting with project partners | The meeting addressed: Regional growth plans – Statewide perspective • Statewide approach • Timeline • Purpose and scope • Statewide governance |
| | | | he |

Data Review

Response to feedback

| | | Gaps and opportunities |
|--------------|---|---|
| | | |
| October 2011 | Establishing the Project | The meeting addressed: |
| | Partnership ream | Project summary Project charter |
| | | Project update |
| | | Operation of the Project Partnership Team |
| | | Stakeholder identification and engagement |
| | | Issues and research |
| October 2011 | Establishing the Project The meeting addressed: | The meeting addressed: |
| | Steering Committee | Draft Project Charter |
| | | Broing Charing Committee torms of reference |

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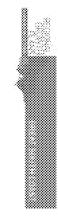
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The project team updated the Project Charter, Project Steering Committee Terms of Reference and Community Engagement Strategy in response to feedback

Project Partnership Team and Project Steering Committee. Engagement activities included meetings with project partners and providing the data summaries and implications analysis for comment and feedback. The project team captured evidence which would inform the regional growth plan. The consultation and engagement in this stage included key stakeholders in the

9

Table 4: Conducting data review – engagement activities



| Information and communications technology infrastructure Utility infrastructure Community infrastructure (education, health, cultural and recreational) Implications for the regional growth plan Environment Natural assets Natural hazards and environmental constraints Heritage Implications for the regional growth plan Through project Project Partner feedback was sought on: partner meetings sought feedback on data review Through Project key issues key issues key issues information and data Strategies/reports is any of the information inaccurate is any of the regional growth plan concentrate on | October 2011 — Through project March 2012 partner meetings sought feedback on data review. Through Project Steering Committee confirmed implicati for regional growth |
|--|---|
| Providing equitable access across the Great South Coast region Transport infrastructure | |



Feedback included that there were additional key issues to be considered, being Industries, Glenelg Hopkins Catchment Management Authority, Department of Transport, Planning and Local Infrastructure. Comments on the data summaries and implications analysis were received from project partners including councils. Department of Environment and Primary

What are the strengths, attributes, advantages and constraints of the region and its settlements? How can these be maximised to build a stronger economy?

Zoned land that relies on septic systems or tank water

- Small settlements play an important function in the region
- nappropriately located zoned land
- Include key policy direction for sustainability

- Balance planning policies is the key element of the integrated aspect of the plan
- **Built environment heritage**
- North south traffic routes and intermodal transport hubs in the region
- Wind farm impacts and infrastructure

Water supply and intensive forms of agriculture

- Rural living, need for strong policy
- Waste water management Hamilton's relationship with other regional centres
- Opportunities to consolidate land best suited for broad acre farming
- Funding of infrastructure in growth areas

Ability to provide infrastructure in growth areas

Drivers of change: constraints to regional growth, guiding principles for prioritising land use, integration of environmental theme into economic and settlement Appropriate density in growth areas

Cumulative impacts on water security

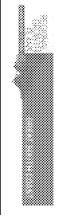
- Region is a biodiversity hotspot Victorian Volcanic Plains Preserving land for food security
- Potential susceptibility to flooding risk to Port of Portland rail line as identified in Glenelg Shire Portland Flood Study
- Victorian and South Australian strategic initiatives, particularly in regard to the Green Triangle
- There is very limited discussion or recognition around the issues of education, health and emergency management.

Feedback also provided further information on: Additional strategies and reports

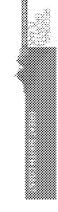
Missing information and data

Inaccurate information

Newports to feedback the preparation of the regional growth plan The feedback from project partners refined the key economic drivers, provided new information and references and assisted in understanding the implications for



9



Establishing the plan's strategic directions

analyse context and issues. Principles and growth scenarios were developed and tested through workshops and meetings with stakeholders and project partners. feedback on a strategic directions brochure in November 2012 (see Appendix 1). principles for growth and change and proposed strategic directions for the regional growth plan. These were tested with the community through the release and economic and environmental interests. The evidence and ideas generated through this process, informed by data review, led to the development of proposed This included three primary workshops held on the 20 and 21 June 2012, involving 42 people from the private and public sector presenting the interest of social This stage involved the project team working in partnership with a cross-section of stakeholders to identify opportunities and constraints, develop scenarios, and

Table 5: Establishing the plan's strategic directions – engagement activities

| - Control of the cont | unic D. Esmanistill Brite plant 3 strategic ant ectoris | 13 CIBABCITICIN MANAGEMENT |
|--|---|--|
| Pre-public consultation | Pre-public consultation engagement activities | |
| December 2011 to | Through project | Held a workshop to confirm the key strengths, weaknesses, opportunities and threats to growth of the region |
| February 2012 | partner workshop and | and identified the attributes relevant to inform principles for growth for the region. |
| | meetings developed initial principles | Held a Project Steering Committee meeting to confirm direction and receive feedback from project partners. |
| June 2012 | Through project partner meetings | The baseline scenario was built around the growth drivers and growth forecasts identified in the earlier Data Review phase of the project. It was also informed by an analysis of regional land use and demographic maps |
| | scenario | on existing evidence and facts and formed the benchmark on which three alternative growth scenarios could be |
| June - October 2012 | Through project | A series of workshops and individual interviews were held with over 30 organisations including key businesses, |
| | partner meetings confirmed the 3 | education, health, infrastructure, utility, tourism and environment organisations. |
| | scenarios to inform the strategic directions | Three possible alternative growth scenarios were developed by building on the baseline future and creating a sustainable region through high population growth to support the regional economy. |
| | Workshop with key | Workshop participants were asked for each scenario what they 'Like, Dislike and Change/improve' and what |
| | stakeholders and project partners | scenario they preferred Project partners contributed to an assessment of the impacts, gaps and constraints of each scenario. |
| August 2012 | Councillor Briefings | Presentation to councillors on the outline and status of the regional growth plan including: |
| | | regional growth plans across the state contributing to a Vision for Victoria |
| | | Partnership arrangements including funding from the state |
| | | Project area, not including Colac Otway Shire which is part of the G21 Regional Growth Plan |
| | | Governance |



| | | Engagement |
|----------------------------|----------------------------------|---|
| | | Process and consultation |
| | | What have we done to date |
| | | Growth scenario A (Centralised – population & industry developed predominately in Warrnambool (around
75%)) |
| | | Growth scenario B (Regional Cities – population & industry developed across a central triangle of Portland
Hamilton and Warrnambool (50%) |
| | | Growth scenario C (Corridor – population & industry develop predominately along east – west & north –
south corridors |
| | | Stakeholder feedback on scenarios to inform a strategic directions map |
| | | What do we have to do next |
| | | Feedback included, but was not limited to, that the regional growth plan needed to: |
| | | Consider all economic drivers including grain, processing and meat industries Support the growth of all major centres |
| | | Recognise the role and large catchments of major towns Output Company Compan |
| | | Recognise that some industries may have limited growth potential |
| | | Support population throughout the region to assist the economy Consider where will growth come from |
| | | Acknowledge oil and gas potential off the coast Becomise that scenarios are based on higher growth but not very high growth and we have plenty of land |
| | | |
| | | Consider how will the plan be implemented |
| October – November
2012 | Through project partner meetings | A strategic directions map was prepared based on the best attributes and balance of the possible three scenarios. While Scenario C was the 'preferred' growth concept, it was not chosen as the growth model for the |
| | directions | Throughout the consultative process, key principles to guide development of the plan were developed; these were considered and tested along with the strategic directions map. |
| | | This resurted in a strategic priections problem to public consultation that was supported by the ritigion. Steering Committee. |



| | | | | | | December 2012 | November – |
|--|---|----------------------------------|---|--|--|--|---|
| Transport, Planning and Local Infrastructure's | stakeholders and information on the Department of | newspaper notices, emails to key | council customer service centres, local | including, copies at | through a brochure | the Strategic Directions, | Public consultation on |
| | | | available for community comment from 14 November to 14 December 2012. | region and are to guide the regional growth plan and its implementation. The Strategic Directions brochure was | change over the next 30 years. The strategic directions reflect the key growth issues and opportunities in the | the regional growth plan. The strategic directions include a map and principles to guide regional growth and | The consultation on the Strategic Directions brochure sought to test the strategic directions that are to shape |

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| Consolidate the identity of a food producing region | Recognise existing education hubs | Need for improved telecommunication | Facilitation of quarrying and access to resources | Need to improve education levels | Tourism attraction and opportunities | Marine assets | Consistency with Victorian Coastal Strategy | Bushfire impacts on growth | Need to improve transport links and greater recognition of connections to other regions | Loss of agricultural land to other forms of growth | Small towns decline and opportunities | Need for an environment principle | A total of 15 submissions identified key issues including, but not limited to: | |
| | | | | | | | | | | | | | | |



- Recognise the strong culture in the region Explanation of growth locations and levels
- Support industry value adding

A more detailed summary of key issues raised is included in Appendix 2

Recommendations arising from the consultation feedback included:

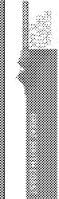
scope of growth as supported by the Project Steering Committee Support for the key issues to be included and strengthened in the regional growth plan, their consistency with the scope of the regional growth plan and the overal

Preparing the draft regional growth plan

exhibition. A draft background report was also prepared to provide supporting evidence base for the draft regional growth plan stakeholders and build on the key issues, drivers of change and strategic directions identified through earlier work. This stage included meetings and workshops and at state and local government offices (see Appendix 1) providing copies of documents, including a summary brochure and feedback form, on the Department of Transport, Planning and Local Infrastructure's website, councillors, key stakeholders, interested parties and individuals, who were informed and invited to provide feedback on the draft plan. Consultation included Consultation on the draft plan occurred from the 3 June to the 5 July 2013. The consultation and engagement activities during this stage were directed to developed. The Project Steering Committee ultimately endorsed the draft plan for consultation and councillors were briefed prior to the commencement of with Project Steering Committee, as well as opportunities to provide direct feedback from the Project Partnership Team on the content of the draft plan as it was The draft regional growth plan was prepared by the project team with support from the Project Steering Committee, seeking to capture the expectations of

Table 6: Preparing the draft regional growth plan – engagement activities

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| Inter-regional linkages require more emphasis, for example, Colac, Mt Gambier, | digital economy opportunity for region; links between education and industry partners, the benefits of expanded tertiary education sector; research and development | example, Budj Bim World Heritage. The potential impacts of Climate Change require more emphasis Clarification required on the role of regional growth plan and how should be viewed as an | Increased tourism and extend Great Ocean Road-based tourism route to other assets, for | Tourism should be emphasised as a key economic driver for the future of the region. Linkages to the north and west are weak. | Maintenance Planning for road networks | Road network issues | strong regional centre roles that should be maintained and strengthened; Hamilton services a wide hinterland that is accessible to people in the north-west of the region or Growing Warrnambool has benefits for the whole south west | Perceive regional growth plan as Warrnambool–centric. Portland and Hamilton have | everything is focussed on Warrnambool and excludes important other regional centre role of Hamilton and Portland | Higher order services, such as those located in Warrnambool – there is a perception that | Transport movement | Amenity | Externalities generated by wind farm development Boods | movement of food and fibre | Port of Portland bottleneck and opportunities for industry and services related to freight | protection in principles and through document in relevant areas | Plan needs a stronger emphasis on natural/environmental assets and environment | regional growth plan include: | The Project Steering Committee agreed that the key issues to be addressed further in the | Details |



| Date | Engagement activity | Details |
|---|--|---|
| | | Horsham/Mildura, Ballarat, Ararat, Penola/tourism. Airports for Hamilton and Portland should be recognised. Regional connections and linkages should be stronger to north and west. |
| | | Zoned land, for example, industrial not shown. |
| | | Bushfire hazards and buffers should be included. |
| | | Decline of small towns – implications for services. |
| | | Population growth for towns (what is the definition of low, medium and high growth). |
| April – May 2013 | Councillor briefings | Councillor briefing sessions were held in April and May 2013. This outlined the content of the |
| | | draft regional growth plan and provided an update on the public engagement process. The |
| | | feedback from councillors was well considered and provided further insight into the region |
| | | level issues for each council. It re-affirmed that the draft regional growth plan dealt with the |
| | | vast majority of the key issues and drivers of growth for the region. Councillors also identified |
| | | funding to realise opportunities. |
| Public consultation engagement activities | gagement activities | |
| June – July 2013 | Community consultation on the draft regional growth plan, through a | The consultation on the draft regional growth plan sought public, key stakeholder and project partners comments including on the Principles, Future Directions and the Land Use Strategies |
| | brochure, copies at council customer | Polices and Actions that would guide regional growth and change, over the next 30 years. The |
| | service centres, local newspaper notices, emails to key stakeholders | draft regional growth plan was made available for community comment from 3 June to 5 July 2013. |
| | and information on the Department | |
| | of Transport, Planning and Local | |
| | Infrastructure's website and council | |
| | wp Dsffps | |

Consultation and engagement feedback from public consultation on the draft plan

The key issues in summary include: A total of 23 submissions were received. They were received from project partners, key stakeholders community based organisations and individuals. Infrastructure and services

Environment and climate change

Land uses and the role of agriculture in the region

15



- Settlements, network of towns and small towns industrial/business activity, development and viability
- Population and an ageing population
- Risk management
- Responsibility, funding and timing

better referenced in the background report while other were better detailed in existing strategies relating to tourism, heritage and the environment

Support for the key issues to be strengthened in the regional growth plan where they were consistent with the scope of the plan. Some issues identified could be Best profession as the published

Preparing the final regional growth plan

plan's development again included seeking comment from project partners on the proposed response to submissions and the final plan. This stage involved updating the plan to take account of feedback received on the draft plan. The consultation and engagement associated with this stage of the

Table 7: Preparing the final regional growth plan – engagement activities

| Đate | Engagement activity | Details |
|---------------------|---|--|
| July 2013 | Reviewed and summarised | identified relevance to the scope of the plan, consistency with the plans format, implications |
| | submissions, identified responses and | for regional growth, consistency with past trends and likely future, consistency or revisions to |
| | draft plan and the background report | the submission. |
| July 2013 | Discussed proposed response to | Discussed and held meetings with project partners to discuss the response to council |
| | council submissions and other revisions to the draft plan through | submissions and the significance and implications of issues. |
| | individual meeting with project | |
| | partners. | |
| August 2013 | Through project partner meetings | Held a Project Steering Committee to consider the response to submissions and endorsement |
| | received feedback on the draft | of the final draft plan inclusive of revisions in response to submissions. |
| | regional growth plan | The Project Steering Committee endorsed the draft plan subject to changes as detailed in |
| Sentember - October | Council meetings | Council meetings to formally consider endorsing the final plan inclusive of revisions in |
| 2013 | | response to submissions |
| | | |

Consultation and engagement feedback

Refer to Appendix 3 for details

Response to feedback

Various updates were made to the regional growth plan on the basis of submissions. These included identification of further tourism opportunities and environmental assets throughout the region reference to cultural assets in the principles

map further economic directions further explanation of the opportunities from gas infrastructure

recognising further inter-regional connections reinforcing the important role of bus transport

corrections to list of small towns greater detail on timber and earth resource industries

further details of an implementation plan

revision to directions for the regional city, regional centres, district towns and small towns

Suggestions that were not adopted generally included inclusion of detailed environment or heritage information that is in the background report or in supporting reference documents

identifying detailed actions and responsibilities for implementation, as further work on implementation will follow the release of the plan

additional principles relating to risk management or small towns, as these issues are already addressed in the plan

over-emphasis of opportunities in only one part of the region

supporting transport infrastructure improvements that have no state policy or budget support

minimising Warrnambool growth or proposing significant population growth in towns where data shows that there is likely to be limited population demand repeating or including further words on issues that are already addressed in the plan

changes that were not consistent with the scope, form and content of the plan

Appendix 3 provides further details on the response to individual submissions.

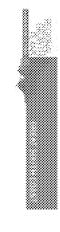


3.6. Conclusion

the Great South Coast region to the east. The plan has been prepared through a partnership between the state government and the five councils, including input by the Colac Otway Shire, which adjoins

and analysis of information provided by all partners in the process. This has included consultation on potential strategic directions for the plan which were background report that provides detailed data and information on the plan's development. released for public comment in November 2012. The draft regional growth plan was released for public comment in June 2013. The plan is supported by a The plan, with the assistance of SED Advisory (project consultants), has been developed through research and identification of growth issues, regional workshops

The contributions and feedback from project partners, key stakeholders and the community have been vital in informing the key issues and future directions as



Appendix 1 - Consultation materials





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determine the types of industry the region consuspent. Idualing urban er are admention high value agricultural land.

10 th of Portland. The Port of For tond is akey regional asset which supports the growth of industries in the region. There are further apport utilises for improved access to the Port and industries land.

Transport COMIDO's Key transport and fielight combiner runnor than discuth in the western part of the region to the Port, and west to each arrows the central and souther report of the region. The efficiency, frequency of sonkoes and qualifying the estaling network will impact on growth.

The Principles build on the region's strengths and opportunities and address land use issues. file Principles for Growth wittiguide regionat growth and charge through the Regional Growth Plan, over

The Geast South Coast Region is a source of stable and inflored reports. In as territoring that service dispensed communities and has darge cities in adjecent regions from proach first regional (connections will promote seconomic activity, see his inclusion and improved access for residents and visitories.

To support our economy, continuities and existing services, the fineatSouth Coast Region needs to plan population growth above the currently projected additional people by 2011. With the egion's againg population Principle 2. Attraid more people to the Region

and rota played by them ^orinciple 3. Buité on our defrants et towns

Vib ditle 4. Streegilien the region's economy

The Beart South Coast's depended population provides residents with unique lifeting to the control of connumbers and a workstown throughout the region Equits be access to intrastructure to claws and services with need to be maintained and allowed needing through activology, coordinated service advisory and through insposed interaptor infrastructure and services. infrasiructure, facilities and services

STRATEGIC DIRECTIONS

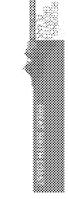
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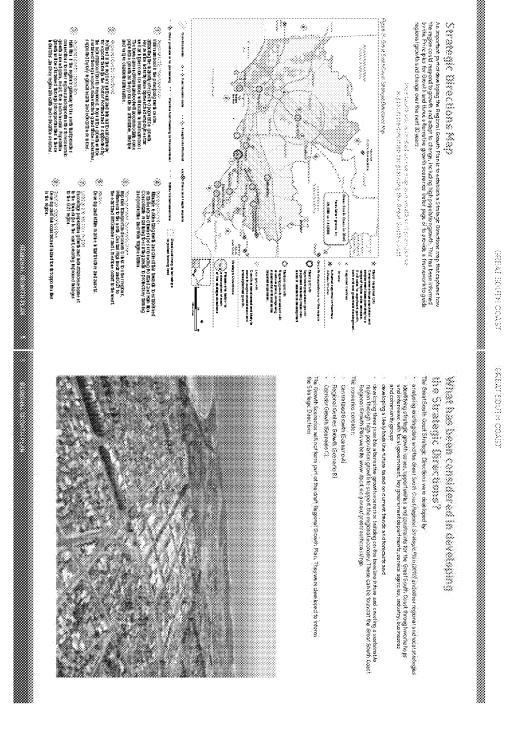
Principte 6. Utilice our strategic assets and coppose agricultural productivity

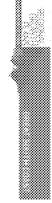
The Great South Coast is advantaged by the quality and shundrace of its state egic seeds in studing major transport infrastructure and egic steam for all There were not supported by the regions increasing one in mode and agricultural production for deversits, and indensitional instances. Flaming must protect which such a supportition is and within the water, and are decogatement that supportition and the natural assets for intellig algorithms. In addition, and in the supportition is and the protection in the intelligration of the region and its growing fouriern industry.

Principte 7. Ensure equity of access to

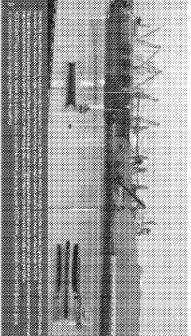
Principle 8: Ensure land and intrastructure





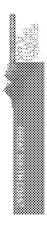


please provide your resolback by 14 December 2013:



Draft regional growth plan consultation documents (feedback form and summary brochure)

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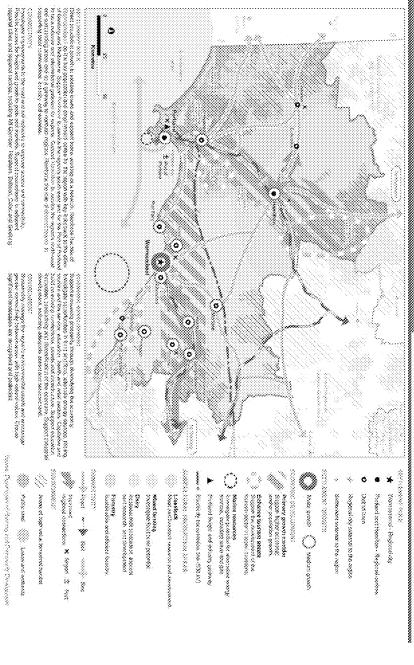


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to achieve the vision? | FORM FOR YOUR COMMENTS
N.A.: If there is not enough space for your response, please feel free to attach additional pages.
Please vsii us whist you like so out the draft Breat South Coast Regional Growth Plan and how hispoid being proved. |

Attachment 3 - GSC Regional Growth Plan - Consultation and Engagement Report - September 2013

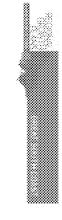
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and development in Frest South Co Further details about the direction the draft plan at severaged visyon

This map shows the proposed overall approach to planning for land use and development in Great South Coast over the next 30 years Further details about the directions showd on this map may be found in the draft plan at wow details the green algebras sections of the plan at whether the plan at which we have a section of the plan at which we have a section of the plan at which we have a section of the plan at which we have a section of the plan at which we have a section of the plan at which we have a section of the plan at which we have a section of the plan at which we have a section of the plan at which we have the plan at which we have a section of the plan at the



Appendix 2 – Strategic directions consultation details, feedback and response

Feedback - Summany of Issues (issues previously identified are generally not repeated)

6. The environment should be viewed as a strategic asset which attracts people to the region, is to be preserved for its unique ecology and for agriculture purposessing Recommends stand alone principle be included protecting the environment, rather than referencing environmental protection and enhancement in Principles 5 and

The principles are broad and should be designed to encapsulate a range of growth opportunities

Suggesting medium levels of growth will occur along the east west corridor can potentially cause a loss of valuable agricultural land and land of high ecological The decline of small towns and flow on effects need to be further acknowledged.

Improvements to passenger transport along the north south corridor between Hamilton and Portland will enhance growth opportunities value, which is contrary to the principles.

An opportunity for a new freight logistics centre including an intermodal transport hub in Hamilton.

Proposed east-west corridor dissects valuable agricultural land, and combined with township expansion is contrary to the Principles Removal of bottlenecks at Port of Portland would increase efficiency and improve economic opportunities

population, making it viable to provide mass transit (buses) rather than private cars The regional growth plan should advocate for a greater housing diversity which not only attracts a more diverse population base to the region it also can cluster Increase tourism opportunities for longer stays. Extend the existing Great Ocean Road route to Portland and beyond

Include bushfire hazards and Bushfire Management Overlay on mapping.

Recommends buffering of forested public land from built environment to minimise risk associated with bushfires

Peterborough's level of growth is different to the level identified in the Victorian Coastal Strategy Ensure connections to Mt Gambier and Horsham are referenced when considering links to areas outside the region.

accordingly Monitor and evaluate future growth and its implications to ensure social economic and environmental measures are improving and adjust growth directions

Tourism Opportunities – needs greater articulation of qualities needed to attract tourists

Marine Strategic - Direction 6 does not recognise the protection of marine assets

Manage Growth - Strategic Direction 4 should apply to the entire region.

Freight route clarification on mapping for brochure.

A number of challenges were raised in the regional strategic plan

Decline in workforce participation; result of ageing population

Ongoing skills shortages

Lack of planned transport infrastructure upgrades

Suggested that above challenges will hamper economic productivity and should be considered in the regional growth plan Poor secondary and tertiary education completion rates

Several of the Principles could be amended to emphasise challenges for the region including:

27



Feedback - Summary of Issues (Issues previously identified are generally not repeated

- Principle 1: Could include business/industry, education and community service levels
- Principle 2: Amend heading to "increase workforce participation/productivity rates" then discuss ways to attract more people to the region, such secondary education as
- Principle 7: narrative could mention pockets of disadvantage Principle 6: Amend heading to "manage our natural and built assets to support long term sustainable growth/agricultural productivity
- No mention of smaller towns on the periphery of Hamilton which could help to support local businesses
- Suggestion that government department/offices can be relocated to small towns such as Hamilton The submitter advocates that biodiversity assets should be maintained and enhanced. Lack of emphasis placed on tourism was also raised
- Focus on vibrant communities, rather than total population increase Telecommunications should be an important form of connection in the area
- Seek to develop allied industries and energy generation from by-products of industry, such as methane and woodchips
- Identify potential for increased overseas migration as a labour source
- Identify that age profiles vary considerably in the region, such as the younger demographic in Warrnambool and older demographic in Port Fairy Increase urban growth and facilities in Korott to alleviate pressure on Warrnambool and Port Fairy
- Support targeted expansion of grain storage and mineral sands processing areas.
- Develop strategies to facilitate boutique horticultural and agricultural production and related commercial activities
- Suggests that Glenely and Portland have sufficient already subdivided land to accommodate anticipated residential and industrial growth, limited expansion is Tourism: a focus on other environmental/ecological/ecotourism/cultural factors, such as marine parks, the annual Bonnie Upwelling, the extensive network of unnecessary.
- Acknowledgement of existing strong cultural programs and facilities across the region

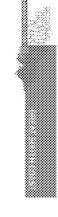
state and national parks and Budj Bim (Lake Condah) should also be considered as tourist assets

- well by Twelve Apostles 200km to the east, nor is Hamilton by the Grampians. Advocate calling Glenelg and Southern Grampians "The Far South West" to distinguish the area from the Great Ocean Road area. Glenelg is not represented
- Alternative travel routes should be emphasised
- Recognition of the importance of a sustainable extractive industry, protection for quarry expansion by ensuring appropriate buffers are provided
- Appropriate planning protection be applied for key construction material resource areas in the region.
- Unclear that connections are two-way on mapping. Streamlined planning approvals are provided to extractive industry development in these resource areas
- Promotion of bike trails as a potential for tourism balanced provision of services could alleviate potential problems Information and communications technology connectivity is important for the region's growth, recent system failure highlighted this. Risk mitigation systems and
- Attracting more people to the region, such as more retirees who are looking for lifestyle changes and the retention and attraction of skilled migrantss.
- Recognise RMIT Hamilton as an education and innovation hub.
- Recognise that a skilled workforce is essential to provide for health care and innovation/education sector employment



Feedback - Summary of Issues (Issues previously sperified are generally not repeated

- Infrastructure upgrades are essential to increase agricultural productivity, such as roads also needs to consider the ability of local road making material
- Consolidation of the region's identity as a food producing region.
- Valuing a knowledge and research base; consolidation of Hamilton as a research hub
- Culture: regional aboriginal population recognition, cultural awareness and generational poverty could be included to provide a more accurate snapshot of the Missing/additional principles. region and provide opportunity for improvement.
- Integration: Further integration inter-municipality and pooling of resources
- Lack of explanation for population growth, why certain areas? No explanation as to why Colac/Otway has been excluded from the regional growth plan as was in the Great South Coast Strategic Plan (2010)
- Analysis is not provided, nor are specific actions provided, for 'problems' outlined in the plans

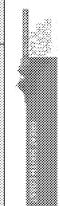


Appendix 3 - Draft regional growth plan consultation feedback and response

Consultation feedback is summarised by theme.

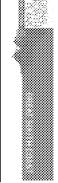
Draft regional growth plan consultation feedback and response by theme

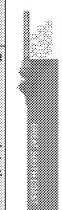
| | comments | |
|---|--------------------------|--|
| | Support in part. The | Changes were made to the |
| rastructure including the SEAGas line and water supply lines that | plan cannot include or | following sections/figures |
| create opportunities for industry. | make commitments to | Section 11.1 – future |
| The need to plan for public open space in growth areas should be identified. | specific outcomes that | Directions |
| traffic demands. | are not innoen or | Section 11.3 |
| | Government policy | Figure 7 (future economic |
| A intermodal transport hub should be noted for Hamilton. | | directions map) |
| Duplications of the Princes highway between Warrnambool and Geelong should be identified as a | | Figure 14 (land use |
| priority | | policies, strategies and |
| Upgraded rail including the third rail connection to Mt Gambier from Portland to cater for | | directions for district |
| increasing freight movements and rail connections to Ararat and Hamilton, Portland – Maroona | | towns) |
| Natural gas extended to Terang. | | Section13.1 – Future |
| Digital economy infrastructure critical to economy. | | Directions |
| Heavy vehicle bypass should be included for Hamilton. | | Section 14.2 – Gas |
| Importance of planning for distributed infrastructure (telecommunications and energy) – more | | Section 14.3 - Improve the |
| secure. | | operation of the transport |
| Upgrade of roads for materials transport. | | network |
| Services (mentioned by 10 respondents) | Support in part. The | Changes were made to the |
| Educational attainment and school retention levels should be addressed in terms of equity and | plan cannot include | following sections: |
| | commitments to specific | Section 11.1 – future |
| Education is critical to the future economy. | outcomes that are not | Directions |
| Rail passenger services need to be improved to Geelong and Melbourne, and to Ararat and | State Government | Section 13.1 – Future |
| | policy | Directions |
| Health, education and community services should be clustered. | Generally already | Section 13.3 |
| The strength of existing service clusters in Hamilton should be noted as a key asset. | addressed in the plan to | Section 14.1 |



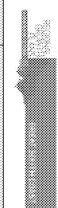
| Support in part, including further scope of an implementation plan that would | Implementation (mentioned by 7 respondents) The plan's implementation section is weak and needs a much stronger emphasis. It should identify infrastructure priorities to deliver the plan and a list of strategic work required. There are benefits from regional collaboration across industry, tourism, government and industry |
|---|--|
| | municipal plans Rural residential should be discouraged because of its impact on quality agricultural land. The ageing population is impacting on agricultural production and should be noted. |
| addressed in the plan | The mapping of timber plantations is overgenerous at the expense of agriculture. The mapping of livestock is misleading and doesn't reflect the need for increased diversity. It should indicate grain cropping and other commodities in addition to livestock Areas of significant agricultural land should be mapped. Policies and strategies for land use around Warmambool should be included for consistency with |
| Support, including as further actions and given more emphasis where appropriate Generally already | Land uses and the role of agriculture in the region (mentioned by 8 respondents) There should be more emphasis on infill and urban consolidation as this adds to the viability of public transport and community services. Acid sulfate soils should be mapped. |
| | road from Portland to Naracoorte fink to the Great Otway National Park Also there should be connections to Budj Bim from main tourism routes. Niche tourism opportunities should be noted including Tower Hill |
| Support in part, except road from Portland to Naraccorte that is not of regional significance | Tourism (mentioned by 9 respondents) The role of Port Fairy should be noted. The tourism opportunities in the west and particularly south-west of the region between Portland and South Australia should be noted and promoted. The maps give the impression that there are no tourism assets west of the Great Ocean Road when the emphasis should be on extending and diversifying the tourism experience beyond the Great Southern Touring Route. The connections to the tourism assets west of Portland should be identified including to the: Connewarra region and Mt Gambier, particularly along the coast of road |
| | Network Development Plans should be prepared. |

| | • • • • S | ••••• |
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| | Settlements (mentioned by 5 respondents) There needs to be a balanced approach to growth and population should be equitably distributed across the region so that there are benefits for small towns and industry and tourism. Warrnambool is appropriately identified as a key centre, however it is not centrally located to the benefit of other parts of the region. Portland and Hamilton should also be identified as key centres for their regional catchments. This is especially important for towns in the north and west of the region. The South Dennington growth area should be identified on the Warrnambool map. The growth rationale for the east-west and north-south growth corridors is not clear. What is it based upon? | Network of towns and small towns (mentioned by 6 respondents) The 'network of towns' concept is poorly developed for towns to the west and south-west of the region. It is focused on towns around Warrnambool and should extend to other part of the region, around Portland and Hamilton and other district towns. The categories for small towns and growth need to be reviewed. Some small towns such as Narrawong that are bigger than others on the maps are not included. Coleraine has a new hospital and is not identify of small towns is not sufficiently recognised and planned for. Small towns are experiencing decline as a result of ageing population. The lifestyle and affordability benefits of small towns should be acknowledged and promoted especially when linked to the 'network of towns' concept and employment opportunities in regional centres. Growth opportunities for Dunkeld and Penshurst should be noted. Sewerage is needed in small towns to attract new residents. |
| | Support in part except to restrict growth demand where it can be accommodated Generally already itres addressed in the plan ne | Support in part. Generally already addressed in the plan but given more emphasis where appropriate. e |
| Section 13 11 – Future Directions and Land use policies, strategies and actions Figure 2: Future regional settlement framework Figure 11 – Warrnambool Strategic framework | Changes were made to the following sections/figures: Section 11.1 Section 13.1 - Future Directions Section 13.1 - Land use policies, strategies and actions Section 13.2 Section 13.7 | Changes were made to the following sections/figure: Section 13.1 - Future Directions Section 13.1 - Land use policies, strategies and actions Section 13.2 Section 13.7 Section 13.11 - Future Directions and Land use policies, strategies and actions Figure 1: Future regional settlement framework |



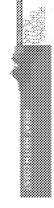


| following section: Section 11.10 | Strengthened in the plan, scale of forestry | The scale of forestry and timber as a land use is exaggerated at the expense of agricultural activities. | • • |
|---|--|--|-------------|
| towns) | industrial areas beyond
the growth corridor or
between Hamilton and
Heywood is not
supported | | 1 |
| Section 11.3 Figure 14 (land use policies, strategies and directions for district | opportunities for new industrial activity and to include existing zoned industrial land Extending new | agricultural land. Need to recognise the potential and capacity of Colac for industrial activity. Existing industrial capacity in zoned land should be identified, especially in Hamilton and Warrnambool. | • • |
| Changes were made to the following section/figures: Figure 7 (future economic directions map) | Support in part Maps and text changed to more accurately represent the | industrial activity (mentioned by 4 respondents) Cobden and Timboon should be identified as opportunities for industrial growth. The identified new industrial areas should be better represented – current mapping creates the impression that expanded industrial activity in Terang and Camperdown will take up of valuable | • • indu |
| Changes were made to the following section: Section 11:10 | Support, strengthened in the plan | Earth resources (mentioned by 4 respondents) Need to recognise the importance of sand and stone reserves for local construction industry and cost, transport and employment benefits that flow from sourcing materials close to where they are used (these reserves should be shown on maps). Extractive industry interest areas should be identified and planning should keep them separate from other incompatible uses. The mineral sands potential for Port of Portland should be noted. The benefits of high skilled, high wage workforce associated with mining should be noted and need for housing for labour force. | • • • Earth |
| Heritage Section 13.11 – Future Directions and Land use policies, strategies and actions. | | region.
The heritage values of the region need to be conserved and promoted and should be given more emphasis in the regional growth plan. | • |
| Figure 3: Environment and heritage future directions Figure 3: Environment and heritage future directions Section 12.2 – Cultural | emphasis | There should be more emphasis on the cultural heritage of the region as a major asset and tourism attractor. Many small towns including Koroit and Mortlake have significant heritage buildings and are potentially attractive to visitors as well as options for affordable lifestyle for people moving to the | • • culto |



| • Bus | | • | • | • <u>C</u> | ٠ | | • | • • | | • | Env | Ene | • | • |
|---|---|---|---|--|--|-----------------------------------|--|--|---------------------------|--|--|---|--|--|
| Business viability and industry development (mentioned by 3 respondents) A number of economic challenges should be noted in the plan to convey the complexity of the international marketplace and low carbon futures including: | opportunities for regional economic productivity | Moyne river and Fort Fairy The changing productive landscape needs to be understood in terms of the challenges and | The potential impact of sea level rise and flooding should be identified, for example, for the Moure Biver and Boot Care. | Climate change (mentioned by 3 respondents) The regional growth plan should give more emphasis to the challenge of adapting and managing risks associated with climate change | The impact of forestry industries on waterways and agriculture needs to be better understood and managed | and biodiversity should be noted. | The need to better plan for, and manage environmental issues such as pollution, fertiliser run off | Need to emphasise the need for access to clean, potable water. | values. | There should be references to the need to protect and enhance the environmental assets and | Environment (mentioned by 3 respondents) | Energy and renewables (mentioned by 3 respondents) The potential impacts of renewable industries on agricultural land should be recognised. The off-shore potential for renewable such as wind farms needs more emphasis. The potential for geothermal and biofuels should be noted on maps. | The impacts of the forestry industry should be evaluated, researched and subject to planning controls. | especially in terms of risk, run off, ground water, roads and transport. |
| Not supported, the plan identifies opportunities without predicting an economic future or | | addressed in the plan. | and has its own section. Generally already | Support in part, climate change is already in the Challenges for growth | | | | environment | instead of to protect the | the words sustainably | Support in part, except | Support in general specific reference to off-shore wind potential not included because such an new concept would require separate policy consideration Generally already addressed in the plan. | land use | not changed as it |
| No changes were made to the plan. Adequately covered in the regional growth plan. | Section 11.10 Section 12.3 - Climate change and coastal hazards | Section 11.6 | • Section 7 | Changes were made to the following sections: • Executive Summary | | | | Section 12.2 – waterways | Section 6 | following sections: | Changes were made to the | Changes were made to the following section: Section 11.5 land use policies, strategies and actions | | |

| Risk management (mentioned by I respondent) There should be a series of additions made to note likely impacts of climate change on bushfire risk and to note the need to consider natural hazards and risks in planning. Dunkeld and Nelson should be identified as having urban bushfire risk. There should be a new principle: Adopt a risk management approach to planning for population growth. | Ageing population (mentioned by 2 respondents) Greater emphasis on the ageing rural population and the challenges the viability of small towns and the agricultural sector and regional workforce. Need to investigate how the skills of the ageing population can be used to the advantage of the region. Need to plan for services to meet the needs of the ageing population. | the competiveness of aluminium and minerals increasing gas prices competing interests between agriculture and renewables New sustainable businesses need to be attracted to the region. Supporting industry productivity and development is important and noted in the plan. The need for industry diversification should be emphasised in terms of building regional resillence. |
|---|---|--|
| Support in part, growth and therefore risks not identified for individual small towns in the regional plan. Risk is addressed within the plan and does not require a separate principle. | Support in part except to specifically support investigating skills of ageing population which is beyond the scope of the Plan. | supporting protection from competition. Generally already addressed in the plan, including diversifying the economy and productivity. |
| Changes were made to the following sections: Executive Summary Section 7 Section 11.2 Section 11.6 Section 12.3 – Climate change and coastal hazards | Changes were made to the following sections: • Section 11.1 • Section 11.1 – future directions • Section 13.3 | |



Appendix 4 - Project Steering Committee endorsement of final draft plan subject to changes

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| | RGP reference
(Project | Charge | Estimale |
| | Committee | | |
| | August 2013) | | |
| H | Page 7. Figure 4 | as a key tourism asset on map (add yellow circle) as a key tourism asset on map (add yellow circle) | A very significant cultural heritage asset in its own terms including as one of the worlds oldest settlements; not simply to be viewed of as tourism asset, world heritage recognition is pending |
| ν | Page 9 | Remove the added sentence of "Current and potential future activity in industries that can sustainably utilise these natural resources provides competitive advantages to the region." | The suggested change is a strategic statement out of place in this section. |
| μ | Page 7. Figure 4 (and all other region maps) | Identify the Colac Otway Shire in a lighter shade and identify Colac in black text | The Colac Otway Shire is part of the Great South Coast region and is a member of the Great South Coast RGP Project Steering Committee. Colac-Otway has significant connections to the south coast region — important and influential link; at risk of its role being diminished due to falling between G21 Plan and Great South Coast Plan. |
| 4 | Page 12 | Reword added last dot point to read "the region's natural resources, and its significant environmental assets" | This better aligns with the Project Steering Committee preferred rewording of Principle 6. |
| ŲΠ | Page 13
Principles (also
Page 70) | Change to: "Sustainably manage our natural, cultural and environmental assets" | The suggested change deviated from the intent of the Project Steering Committee in terms of its environmental protection emphasis. Sustainable manage is an encompassing term that includes using, enhancing and protection. Cultural assets should be acknowledged in the principles. |
| თ | Page 15
Figure 7 | Add line to Colac from text box "Strategic industrial areas for manufacturing and logistics" | Calac has strategic role in the Great South Coast for manufacturing, this has been recognised in the text and should be in the map. |
| 7, | Page 15 Figure 7 | Show recognition of the tourism routes and gateways for economic future directions by. • Adding new text box "Tourist routes linking assets throughout the region" | Provides greater consistency with the text |
| Ģe | Page 15 Figure 7 (and other regional maps) | Include Dunkeld in Figure 7 as a District Town. | Dunkeld is growing town as a gateway to Grampians and increasingly important as a tourism centre. Dunkeld has one of the highest growth rates in the region. In a 30 year plan its growth will elevate it to a District Town level. |
| ဖ | Page 16 | Action: Review new dot paint "Support | The new rural zones supports industrial development and the RGP should be consistent with the |

| | industrial development" against the new rural | ZORE |
|-------------------------------|---|--|
| | zones to ensure they are consistent and make any required change. | |
| ige 16 | Change last dot point to: "Sustainably manage | Clarifies, and improves expression |
| ist dot boint | and enhance existing and new tourist attractions throughout the region including" | |
| ige 16. Rural | Remove example of Port Campbell in last | Changes to agricultural zones could occur throughout the region. Reference to Port Campbell is |
| ind Use | sentence | unnecessary and also vague as most of the region is inland from this point. |
| age 16. Rural
and Use (and | Change reference to agricultural zones to agricultural "activities" | It is confusing to refer to zones beyond the planning definition |
| other | | |
| ctions) | | |
|)ge 20 | In last paragraph: | There is currently an interdepartmental committee to consider and address the implications of |
| ind use | replace "negative" with "accumulative" | growth of wind farm industry |
| olicies, | insert reference to the need to: "Plan for and | Good planning requires the impacts (many of which are significant for local shires and communities) |
| rategies &
tions | sustainably manage the cumulative impacts of alternative energy development" | to be planned for and managed. Critical to have this in the RGP. The proposed words relating to landscapes do not address the amenity, road and access to materials. |
| | | issues that relate to wind farms nor their cumulative impacts. |
| ige 21 | Identify the location of the Mt Gellibrand wind | Notes significant afternative energy producer in neighbouring region |
| gure 8 | farm | |
| 1ge 24 | Show greater recognition of the coastal routes and gateways including the role of Nelson by: • Adding text: "There are a number of | Aligns with existing Land Use Policies strategies and actions and acknowledges the potential value of tourism assets across the whole region and linking beyond the region |
| | gateways and routes linking to regional and intra-regional tourism assets. This includes | |
| | western gateways to the Coonawarra wine | |
| | region and scenic coastal roads leading to the
Great Ocean Road, northern gateways to and | |
| | from the Grampians National Park and | |
| | eastern gateways to the Great Ocean Road | |
|)
1 | and Great Otway National Park." | 5 - S - S - S - S - S - S - S - S - S - |
| ige 25 | Delete 2" last paragraph beginning: The forestry | Confusing, not necessary. The RGP aiready refers to potential impact of climate change on |
| | industry is vulnerable | agricultural activities; timber does not need to be singled out. |
| ige 29 | 2nd paragraph. Delete sentence beginning: "The | Not accurate description of catchment management authorities. |
| | two catchment management authorities also | |
| | undertake" | |
| age 32. | Remove examples of catchments | identifies only catchments in a specific part of the region and does not add any value. |
| dret ways | | |



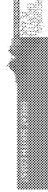


| 19 | Page 37
Figure 10 | Add Tyrendarra, take Foxhow off map | Consistency with role and size of small towns |
|--------|---|--|--|
| 20. | Page 42 | In the 4 th paragraph replace the word will with may (above LUPSA). | Removes the potential for alternate forms of public transport including rail. |
| 21. | Page 46 | Replace the reference to "Home Road" with "Horne Road" | Incorrect |
| N
N | Page 49 Figure 12 And Page 51 Figure 13 | Show rural living zones on maps for Hamilton and Portland Action: check with relevant Councils | Clarification and consistency |
| 23. | Page 52
Figure 14 | Add Dunkeld to list of District towns Action: check new reference with Southern Grampians | Dunkeld is growing at 2% per annum, it future role is projected to be more of a district town |
| 24 | Page 56
Figure 15 (and
Figure 18) | Connection between Portland and Warrnambool to be added – blue arrow for improved regional connection | There is regionally significant timber, dairy and commercial traffic between Portland and Warrnambool and this needs recognition. Also Port Fairy product is regionally significant (for example, pharmaceutical products, tourism), must be included on the blue arrow regional connection. |
| 25. | Page 61 | Include a reference to consider the feasibility of passenger rail services from the north to Hamilton and Portland Action: check new reference with Southern Grampians | A 30 year plan should provide opportunities to assess the feasibility of rail passenger services being improved from and to Hamilton and Portland. This may be driven by the Councils so may not be a State impost. The Plan must include some aspirations. |
| 26. | Page 61 | Include a reference to coordinate the freight, business, domestic and emergency air functions and infrastructure of airports across the region | There are competing interests between airports and there is a need to coordinate their activities for the benefit of the region and to direct the efficient investment on infrastructure. |
| 27. | Page 61 | Change 3 rd dot point to reference to safety as opposed to expanding road space Action: check revised words with VicRoads/DOT | Expanding road space could be a confusing term and may indicate a specific solution where others could apply. |
| 28. | Page 62
Figure 16 | Avoid a lack of clarity between the designation of the Great Ocean Road and announcements on the a Great Ocean Road tourism route and/or Great Ocean Road tourism body by • Removing from the map the Great Ocean Road (yellow line) and from the legend "significant tourism asset Great Ocean Road " Adding new text box "Tourist Routes - The potential to enhance routes along the length of the coast and inland will be crucial to grow | The Project Steering Committee considered the reported Premier announced that the GOR was being extended to Nelson to boost the tourism offer of the south west of the region and create Nelson as the western gateway to GOR. The heritage association and significance of the GOR is noted but clarification should be sought as to the work currently being undertaken by GOR Tourism Board and reference to the GOR tourism route |

| value and some risk by identifying the population of small towns in the RGP | Fowns as identified in the RGP | |
|--|--|----------------------|
| recognised unless they have more than 200 people, has resulted in concerns is Moyhu. There is little | Regional City, Regional Centres and District | |
| community/service hub for a dispersed community. The ABS identifying that towns are not | Populations 2001 to 2011 (and only include | Report |
| Some small towns have populations less that 200 people but have important roles as a | Remove small towns from Table 8 Town | Background |
| | with the RGP, including maps and tables. | Report |
| Consistency | Update the background Report to be consistent | Background |
| ING ISSUE IS OVER EMPHASIZED AND ORDER NOT WAITARLY HEIGHT SECTION. | Shorten the Section on Botonic Gardens | Background
Report |
| | Timelines | |
| the plan including planning system changes and infrastructure, and resources to prepare the plan.) | Role of partners | |
| governance, timelines, roles of partners to develop the plan, key interventions and actions to deliver | Resources | |
| Section E should reference to the need for an Implementation Plan and the things it would cover (eg. | Timely delivery of infrastructure | |
| | Planning System changes | |
| - It could identify interventions and action necessary to implement the RGP | ■ Governance | |
| - it would need resources | Plan elements, being: | |
| - Implementation plan should be developed in the next 6 months by the Great South Coast Group | Re-structure Part E to follow key Implementation | |
| There is strong support for an implementation plan including that: | Implementation Plan. | |
| should be removed. | Group as the lead responsibility for the | |
| implemented (due to the need for further work and agreement between the partners) the table | Section 16.5, identify the Great South Coast | |
| Given that the table of actions does not accurately reflect the priority actions that need to be | Remove proposed new figure (table) 19. | Page 74 Part E |
| | Include Dunkeld as a District Town | |
| | Show Warrnambool-Portland connection | |
| | Show Colac-Otway | Figure 18 |
| Consistency | Align with other figures earlier in Plan: | Page 73 |
| | "Transportation" Plan | |
| Incorrect reference | Correct reference to the Great South Coast | Page 64 |
| | DTPLI/VicRoads/Tourism Vic | |
| | possible extension of the dreat of earl road | |
| | accepts and the Great Ocean Board | |
| | Action: check for an noting ment; on the | |
| | Glenelg & Moyne Shires | |
| | of the Great Ocean Road touring route from | |
| | nature of announcements about the extension | |
| | Action: receive further information on the | |
| | todishinit the region. | |
| | +0.000 to +0.000 | |

30

29





GENERAL LOCAL LAW

(LOCAL LAW NO. 2 – September 2013)

LOCAL LAW ADOPTED BY COUNCIL: 25 September 2013 OPERATION DATE: 25 September 2013

| Contents | _ |
|---|----|
| PART 1 - PRELIMINARY | |
| Title | |
| Purpose | |
| Authorising Provisions | |
| Commencement and Area of Operation | |
| Revocation | |
| Definitions | |
| Notes in this Local Law | |
| PART 2 - USE OF COUNCIL LAND | |
| Introduction | |
| What Council may do | |
| What a person cannot do | |
| Behaviour in Municipal Buildings | |
| Access to Municipal Buildings | |
| Activities Prohibited in Reserves | |
| Activities which may be allowed in Reserves | |
| PART 3 - PROTECTION OF COUNCIL LAND AND ASSETS | |
| Introduction | |
| What are a person's responsibilities relating to drains? | |
| Interference with Watercourse | |
| Taking Water from Council Controlled Standpipes | |
| Constructing Vehicle Crossings | |
| Maintaining Vehicle Crossings Directing Vehicle Crossing Works | |
| Controlling Asset Protection during Building Works or Works | |
| Controlling Building Sites | |
| Works on Council Land and Roads | |
| Damaging Council Land or Roads | |
| Recreational Vehicles on Council Reserves | |
| PART 4 - MUNICIPAL AMENITY | |
| Introduction | |
| Dangerous land or Detriment to General Amenity | |
| Prohibition on Graffiti | |
| Camping | |
| Exemption | |
| Vegetation and other Objects | |
| Overhanging Vegetation | |
| Vegetation on Road & Council Owned/Managed Land | |
| Numbering of Allotments | |
| Fire Hazards | |
| Fire In Open Air and Incinerators Specifically | |
| Fire Danger Days | |
| Nuisances | |
| Extinguishing Fires | |
| Permissible Burning | |
| Discharging Into Air | |
| Building Work or Works | |
| Recreational Vehicles on Private Land | |
| Shopping Trolleys | |
| PART 5 - ROADS AND COUNCIL LAND: OBSTRUCTIONS AND BEHAVIOUR | 29 |
| Introduction | 20 |

| Dog Excrement | 29 |
|---|----|
| Signs and Goods | 29 |
| Obstructions on Roads or Council Land | 29 |
| Spoil on Roads | 30 |
| Occupation of Roads for Works | 31 |
| Repair of Vehicles and Display for Sale of Vehicles | 31 |
| Abandoned Vehicles | |
| Public Events | 32 |
| Functions and Broadcasts on Council owned and/or managed Roads and Land | 35 |
| PART 6 - SALE OF GOODS AND SERVICES, STREET COLLECTIONS AND | |
| DISTRIBUTIONS | |
| Introduction | |
| Selling Goods and Services Generally | |
| Outdoor Eating Facilities | |
| Street Collection | 36 |
| Unsolicited Material | 37 |
| Busking | 37 |
| Spruiking | 37 |
| Pavement Art | |
| PART 7 - KEEPING OF ANIMALS, BIRDS, REPTILES AND BEES | 38 |
| Introduction | 38 |
| Application of this Part | |
| Keeping of Animals, Birds, Reptiles and Bees Generally | |
| Number of Animals | |
| Housing of Animals | 39 |
| PART 8 - WASTE MANAGEMENT | |
| Introduction | 40 |
| Garbage, Recyclables and Organic Waste | |
| Hard Waste | |
| Disposal of disused refrigerators and other compartments | 43 |
| Restriction on Use of Public Waste and Recycle Bins | |
| Interference with Garbage, Recyclables, Organic Waste or Hard Waste | 44 |
| Screening of Bins and Hoppers | 44 |
| Depositing of Waste at Recycling and Waste Transfer Facilities, Resource Recovery Ce | |
| and Municipal Landfill Sites | |
| Scavenging at Municipal Landfill Sites, Recycling and Waste Transfer Facilities and Res | |
| Recovery Centres | |
| Storage of Trade Waste | |
| Storage Site for Trade Waste | |
| Waste Receptacles on Roads and Reserves | |
| PART 9 - ADMINISTRATION AND ENFORCEMENT | |
| Introduction | |
| Impounding | |
| Notices to Comply | |
| Permits | |
| Considering Applications | |
| Correction of Permits | |
| Grounds for Cancellation of or Amendment of Permits | |
| Urgent Circumstances | |
| Offences | |
| Infringement Notices | |
| Reviewing a Notice | 51 |

| Report O | M132509-12 - | Review | of Local | Law |
|----------|--------------|--------|----------|-----|
| Number 2 | ? | | | |

Attachment 1

| Requirement to Act Fairly and Reasonably | 51 |
|--|----|
| Review Rights | 52 |
| Schedule | 54 |

COLAC OTWAY SHIRE COUNCIL

GENERAL LOCAL LAW

PART 1 - PRELIMINARY

Title

1. This Local Law will be known as the "General Local Law" (Local Law No. 2 -2013) and is referred to subsequently as "this Local Law".

Purpose

- 2. The purpose of this Local Law is to:
 - 2.1. provide for the peace, order and good government of the *municipal district*;
 - 2.2. promote a physical and social environment free from hazards to health, in which the residents of the *municipal district* can enjoy a quality of life that meets the general expectations of the community; and
 - 2.3. prevent and suppress nuisances which may adversely affect the enjoyment of life within the *municipal district* or the health, safety and welfare of persons within the *municipal district*,

and to achieve this purpose by:

- 2.4. regulating and controlling activities of people within the *municipal district* which may be dangerous, unsafe or detrimental to the quality of life of other people in, or the environment of, the *municipal district*; and
- 2.5. providing standards and conditions for specified activities to protect the safety and the welfare of people within, and the environment of, the *municipal district*.

Authorising Provisions

3. This Local Law is made under section 111 of the *Local Government Act* 1989 and section 42 of the *Domestic Animals Act* 1994.

Commencement and Area of Operation

- 4. This Local Law:
 - 4.1. commences on 25 September 2013; and
 - 4.2. operates throughout the *municipal district*, including public lands to the high water mark of inland lakes and foreshore reserves.

Revocation

5. Upon commencement of this Local Law, *Council's* General Local Law 2005 is revoked.

6. Unless sooner revoked, this Local Law ceases to operate on 24 September 2023.

Definitions

- 7. Unless inconsistent with the context or subject-matter, the following words and phrases are defined to mean or include:
 - A. "Act" means the Local Government Act 1989.
 - B. "advertising sign" means any placard, board, sign, frame, notice, card or banner which:
 - Provides information about a business or industry; or
 - advertises goods, services, an event or a competition.
 - C. "alcohol" means a beverage intended for human consumption with an alcoholic content greater than 0.5 per centum by volume at a temperature of 20 degrees Celsius.
 - D. "allotment" means any land in separate ownership or occupation.
 - E. "animal" includes any mammal but excludes a human.
 - F. "appointed agent" means the person authorised in writing by an owner of land to make an application, appeal, referral or representation on the owner's behalf.
 - G. "Asset Protection Permit" means a permit issued by Council under clause 31
 - H. "Authorised Officer" means a person appointed by Council under section 224 of the Act.
 - I. "bird" excludes a pigeon.
 - J. "builder" means a person who carries out building work or, not being an owner of land on which the building work is carried out, manages or arranges the carrying out of building work.
 - K. "builder's refuse" includes any solid or liquid domestic or commercial waste, debris or rubbish, and, without limiting the generality, includes any glass, metal, plastic, paper, fabric, wood, food, vegetation, soil, sand, concrete, rocks and other waste material, substance or thing generated by or in connection with building work.
 - L. "bulk rubbish container" means a bin, skip or other container used for the deposit of waste which is incapable of being lifted without mechanical assistance but excludes a bin used in connection with Council's waste collection service.
 - M. "building site" means the parcel of land on which or part of which building work is being carried out.

- N. "building work" means work for or in connection with the construction, renovation, alteration, demolition, relocation or removal of a building, including excavation, landscaping, concreting, and subdivision road construction but excludes minor building work.
- O. "caravan" includes a mobile home and moveable dwelling.
- P. "*carriageway*" means the portion of the *road* generally available for traffic by *motor vehicles*, whether sealed, formed or unconstructed.
- Q. "charity bin" means any bin placed by or on behalf of any charitable or non-profit organization and dedicated to the collection of used clothing or small household items.
- R. "Chief Executive Officer" means the Chief Executive Officer of Council.
- S. "Commercial Area" means an area zoned business or industrial under an applicable Planning Scheme.
- T. "Coordinating Road Authority", in relation to a road, means the road authority which has coordination functions as determined in accordance with section 36 of the Road Management Act 2004.
- U. "contaminated material" means any material designated by Council as being incapable of deposit in a Council-approved mobile bin or other Council-provided bin or any class of such mobile or other bins.
- V. "construction period" means the period during which building work is being carried on.
- W. "Council" means Colac Otway Shire Council.
- X. "Council infrastructure assets" include any road, drain, drainage infrastructure, kerb & channel, nature strip, street tree, street sign or any other property vested in or under the control of Council, which:
 - is adjacent to the a building site; or
 - is likely to be affected by *building work*.
- Y. "**Council land**" means any land vested in or under the control of *Council*, including a *reserve*, watercourse, jetty, reservation and the like but excludes a *road*, except that part of the *road* which is the nature strip and footpath.
- Z. "Designated Township Area" means the settlement areas of Alvie, Apollo Bay, Barwon Downs, Beeac, Beech Forest, Birregurra, Carlisle River, Colac, Coragulac, Cororooke, Cressy, Elliminyt, Forrest, Gellibrand, Kennett River, Lavers Hill, Marengo, Pirron Yallock, Separation Creek, Skenes Creek, Warrion, Wye River and boundaries as defined in the Colac Otway Shire Rural Living Strategy.
- AA. "*dwelling*" means a building or portion of a building, which is used, or intended, adapted or designed, for residential purposes.

- BB. "**EPA Alert Day**" means a day declared either totally or partially by the Environment Protection Authority as an Alert Day.
- cc. "event" means any planned activity open to the public held on Council owned or managed land where any structure (permanent or temporary), open area, or road, (fenced or unfenced) will contain a number of persons greater than that normally found in that area or location at one time. This activity may affect the location surrounding the area prior to, during or after the activity, and includes:
- sporting activities, whether conducted in an enclosed or unenclosed ground/venue (but does not include a regular, locally focussed and organised sporting competition at a venue built for that sport);
- one off or annual events such as religious meetings held in parks/sporting venues, rock concerts, promotional events and the like;
- live performances and concerts; and
- · festivals.
- DD. "event organiser" means a commercial entity, community group or individual who undertakes the planning, control, management and/or implementation of an event.
- EE. "Fire Danger Period" means the period declared by the Country Fire Authority to be a fire danger period under the Country Fire Authority Act 1958.
- FF. "fire hazard" means anything that, because of its flammable nature, its position, or its quantity, exposes property to significant risk of damage or destruction by fire.
- GG. "**frontage**" means a boundary between an *allotment* and an adjoining *road*, and if an *allotment* adjoins more than one (1) *road*, means the boundary between the *allotment* and the *road* to which the largest building on the *allotment* fronts.
- HH. "fully commingled recyclables" means, for the purpose of Council's waste collection service:
- glass bottles and jars;
- aluminium cans, food trays and foil;
- steel cans;
- steel aerosol cans;
- liquid paperboard containers;
- HDPE, PET and PVC bottles and containers;
- newspapers;
- magazines;
- leaflets and 'junk mail';

- stationary;
- envelopes;
- telephones books;
- cardboard (flattened);
- miscellaneous paper, including paper form a home office; and
- any other material that *Council* prescribes to be fully commingled recyclables.
- II. "graffiti" means any writing, drawing or like marking which has not been authorised by the owner or occupier of the land or Council.
- JJ. "household waste" means, for the purpose of Council's waste collection service, all waste generated from residential and similar activities but excludes the following waste:
- fully commingled recyclables;
- · organic waste;
- material prescribed by Council to be prohibited; and
- any other material that Council prescribes to be household waste.
- KK. "*incinerator*" means any structure, device or item of equipment which is designed, adapted, used or capable of being used for the burning of any material or substance and is not:
- · enclosed in any building;
- a barbeque; or
- licensed under the provisions of the *Environment Protection Act 1970*.
- LL. "*livestock*" includes *poultry* and other *birds*.
- MM. "*local water authority*" means Barwon Region Water Authority or its successor in law.
- NN. "*minor building work*" means *building work* valued at less than \$5,000 but excludes the construction of any masonry structure and the demolition and removal of buildings and structures (regardless of value).
- OO. "motor vehicle" has the meaning ascribed to it by the Road Safety Act 1986.
- PP. "municipal district" means the municipal district of Council.
- QQ. "*Municipal Building*" means any building which is owned, occupied or under the management or control of *Council*, and includes any recreation centre which is owned, occupied or under the management or control of *Council*.
- RR. "Non-Rural Area" means any area within Colac, Elliminyt, Apollo Bay or any other designated township area as identified by the Colac Otway Shire.
- SS. "Notice to Comply" means a notice served under clause 155.

- TT. "organic waste" means, for the purpose of Councils waste collection service, food organics as prescribed by Council and garden waste material, including:
- prunings, small branches (not greater than 100mm in diameter or 300mmin length), twigs and including cut up palm fronds;
- · leaves, small plants and grass clippings; and
- weeds and flowers (free of soil).
- UU. "outdoor eating facility" means any tables or chairs located out of doors at which food or drink may be served or consumed in connection with premises situated nearby.
- VV. "owner" means the owner of premises.
- WW. "penalty" means the maximum fine that may be imposed by a court of appropriate jurisdiction.
- XX. "penalty unit" has the meaning ascribed to it by section 110 of the Sentencing Act 1991, and at the time of making this Local Law is \$100.
- YY. "*poultry*" includes hens, roosters, ducks, geese, peacocks, turkeys, bantam, squab, guineafowls and other edible *birds* over the age of 12 weeks.
- zz. "prescribe" means determine and give notice:
- by public notice, published in a newspaper generally circulating in the municipal district; and
- on Council's website.
- AAA. "private land" means any land which is not Council land nor land occupied or under the control or management of a public body.
- BBB. "procession" includes a fun run and bicycle event.
- CCC. "*public holiday*" means a public holiday within the meaning of the *Public Holidays Act 1993*, applying in the *municipal district*.
- DDD. "**public place**" has the meaning ascribed to it by the *Summary Offences Act* 1966.
- EEE. "public protection barrier" means an erection of precautions over the street alignment which may include a fence, barrier or screen enclosing a building, land and/or materials while builders are at work or works are being undertaken.
- FFF. "recreational vehicle" means any mini-bike, trail-bike, motor bike, motor scooter, go-kart, monkey bike or other vehicle propelled by a motor which is ordinarily used for recreational purposes but excludes a motorised wheelchair or scooter designed to transport a person of limited mobility, and a motorised bicycle with a maximum capacity of 22 watt aggregate power.

- GGG. "*recyclables*" means any substances or articles which *Council prescribes* to be recyclables for the purposes of this Local Law.
- HHH. "refuse facility" means a receptacle capable of retaining all builders' refuse within a building site and preventing removal of the builder's refuse by unauthorised persons or by wind or rain.
- III. "reptile" includes lizards, snakes and turtles.
- JJJ. "Responsible Road Authority", in relation to a road, means the road authority which has operational functions as determined in accordance with section 37 of the Road Management Act
- KKK. "*reserve*" means any land which is owned, occupied or managed or controlled by *Council* and dedicated or used for outdoor cultural, environmental, sporting or recreational purposes.
- LLL. "*road*" has the meaning ascribed to it by the *Act*, and means:
 - a street:
 - a right of way;
 - any land reserved or proclaimed as a street or road under the *Crown Land (Reserves) Act 1978* or the *Land Act1958*;
 - a public road under the Road Management Act 2004;
 - a public highway;
 - a bridge or ford;
 - a footpath, bicycle path or nature strip; and
 - any culvert or kerbing or other land or works forming part of the road.
- MMM. 'security bond' means a sum of money, or another means of security acceptable to Council, the amount of which has been determined by Council, after taking account of:
 - the nature of the *building work*;
 - likely costs that would be incurred for repairs to Council infrastructure assets, if damage does occur to them, during or as a result of the building work;
 - requirements which are commonly applied in comparable situations;
 - any relevant Commonwealth or State government legislation or policy directives.

NNN. "sell" includes

- sell by means of any machine or mechanical device;
- barter or exchange;
- agree to sell;

- offer or expose for sale; and
- keep or have in possession for sale
- OOO. and directing, causing or attempting any such acts or things.
- PPP. "Service Authority" means an emergency service or a public body which Council has resolved is a Service Authority for the purposes of this Local Law.
- QQQ. "stormwater system" means a drainage system which provides for the conveyance of stormwater run-off including kerb and channel, open channels, underground pipe systems, constructed wetlands and natural waterways.
- RRR. "temporary structure" means a structure that is easily transportable, is able to be removed from site within 24 hours and does not have permanent footings.
- SSS. "*Total Fire Ban Day*" means a day declared either totally or partially to be a fire ban day by the Country Fire Authority under the *Country Fire Authority Act 1958*.

TTT. "toy vehicle" means:

- a child's pedal car, scooter or tricycle or similar toy but only when it is being used by a child who is under the age of 12 years; and
- a wheeled device built to transport a person, propelled by human power or gravity and ordinarily used for recreation or play, including rollerblades, roller-skates, a skateboard or any similar wheeled device but excluding a golf buggy, pram, stroller, bicycle or wheelchair.
- UUU. "*trade waste*" means any waste, refuse, slops or other matter arising from or generated by any trade, industry or commercial undertaking.
- VVV. "*trade waste hopper*" means a purpose-built receptacle for the deposit of trade waste that is ordinarily emptied by mechanical means.
- WWW. "*vehicle*" includes any conveyance propelled or drawn by human, *animal*, mechanical, electrical or other power.
- xxx. "weeds" means a plant described as a locally emergent pest plant as prescribed by Council.
- YYY. "works" includes any change to the natural or existing condition or topography of land including the removal, destruction or lopping of trees and the removal of vegetation or topsoil.

Notes in this Local Law

8. Introductions to Parts, headings and notes are explanatory notes and do not form part of this Local Law. They are provided to assist understanding.

PART 2 - USE OF COUNCIL LAND

Introduction

This Part contains provisions that define what is and what is not allowed on *Council land*. Generally, the provisions apply to what are known as *Municipal Buildings*. Specific provisions then extend to *reserves*.

What Council may do

- 9. Council may:
 - 9.1. restrict access to a Municipal Building or part of it;
 - 9.2. close any *Municipal Building* or part of it to the public;
 - 9.3. establish conditions of entry to a *Municipal Building*;
 - 9.4. set and collect fees or charges for admission to or the hire or use of a *Municipal Building* or part of it;
 - 9.5. set and collect fees or charges for the hire or use of any *Council* property in connection with a *Municipal Building*; and
 - 9.6. authorise a person to do any one or more of the things described in clause 9.1- 9.5 (inclusive).

What a person cannot do

- 10. A person must not, without the consent of Council or an Authorised Officer.
 - 10.1. act contrary to any conditions of entry applicable to a *Municipal Building*;
 - 10.2. enter a *Municipal Building* without paying any admission fee or charge applicable to that *Municipal Building* or the hire or use of the *Municipal Building*; or
 - 10.3. hire or use any *Council* property in connection with a *Municipal Building* without first paying any fee or charge which is applicable.

Behaviour in Municipal Buildings

- 11. A person must not:
 - 11.1. commit any nuisance in a Municipal Building;
 - 11.2. interfere with another person's use and enjoyment of a Municipal Building;
 - 11.3. act in a manner which endangers any other person in a *Municipal Building*;
 - 11.4. use indecent, insulting, offensive or abusive language in a *Municipal Building*;

- 11.5. behave in an indecent, offensive, insulting or riotous manner in a *Municipal Building*;
- 11.6. destroy, damage, interfere with or deface a Municipal Building;
- 11.7. destroy, damage, interfere with or deface anything located at, on or in a *Municipal Building*;
- 11.8. act in a manner contrary to any restriction or prohibition contained in the inscription on a sign at, on or in a *Municipal Building*;
- 11.9. deposit any litter in a *Municipal Building*, except in a receptacle provided for that purpose:
- 11.10. except for a child under the age of ten (10) years in the care of a responsible person, and for a carer providing assistance to a person with a disability, enter or use any dressing room, shower, convenience or other area in a Municipal Building which has been appropriated for persons of the opposite gender;
- 11.11. without the consent of *Council* or an *Authorised Officer*, *sell* any goods or services in a *Municipal Building*;
- 11.12. without the consent of *Council* or an *Authorised Officer*, erect, affix, place or leave any advertisement in a *Municipal Building*;
- 11.13. without the consent of *Council* or an *Authorised Officer*, erect, operate or cause to be erected or operated any amusement in a *Municipal Building*;
- 11.14. obstruct, hinder or interfere with any member of staff of *Council* in the performance of his or her duties in a *Municipal Building*;
- 11.15. act contrary to any lawful direction of an *Authorised Officer* or member of *Council* staff given in a *Municipal Building*, including, without limitation, a direction to leave the *Municipal Building*, whether or not a fee for admission to the *Municipal Building* has been paid;
- 11.16. use or interfere with any life saving or emergency device located in a *Municipal Building*, unless:
 - 11.16.1. using the device in an emergency; or
 - 11.16.2. participating in an instruction approved by *Council* or an *Authorised Officer*;
- 11.17. organise any function or *event* in a *Municipal Building* without the consent of *Council* or an *Authorised Officer*;
- 11.18. bring any animal into, or allow any animal under his or her control to remain in, a Municipal Building without the consent of Council or an Authorised Officer, except for a guide dog being used by a visually impaired person, a hearing dog being used by a hearing impaired person or a dog being used to assist a person with limited mobility;

- 11.19. bring any *vehicle* or *toy vehicle* into a *Municipal Building* without the consent of *Council* or an *Authorised Officer*, except for:
 - 11.19.1. a pram or pusher being used by a child; or
 - 11.19.2. a wheelchair or motor scooter being used by a physically disabled person; or
- 11.20. bring into a *Municipal Building* any substance, liquid or powder which may:
 - 11.20.1. be dangerous or injurious to health;
 - 11.20.2. have the potential to foul, pollute or soil any part of the *Municipal Building*; or
 - 11.20.3. cause discomfort to any person.

Penalty: A Maximum of 5 Penalty Units

Access to Municipal Buildings

- 12. Council or an Authorised Officer may:
 - 12.1. determine the hours when any *Municipal Building* will be open to the public;
 - 12.2. restrict access to a Municipal Building or part of a Municipal Building;
 - 12.3. close any Municipal Building or part of a Municipal Building to the public; and
 - 12.4. charge fees for admission to or the use of a *Municipal Building* or part of a *Municipal Building*.
- 13. Council may:
 - 13.1. authorise any person to occupy a *Municipal Building* or restrict access to a *Municipal Building*; or
 - 13.2. authorise any person to charge and collect fees for admission to or the use of a *Municipal Building* or part of a *Municipal Building*.
 - 13.3. *Council*, an *Authorised Officer* or any person authorised by *Council* may from time to time establish:
 - 13.4. conditions applying to and fees or charges for admission to or the hire or use of a *Municipal Building* or part of a *Municipal Building*; and
 - 13.5. conditions applying to and fees or charges for the hire or use of any property of *Council* in connection with a *Municipal Building*.
- 14. In exercising the powers conferred by clause 13, Council, an Authorised Officer or any person authorised by Council may determine conditions applying to and fees and charges for admission to or the use of a Municipal Building:

- 14.1. on multiple occasions;
- 14.2. over a period of time; or
- 14.3. on any other basis that it, he or she considers appropriate.
- 15. A person must not, without the consent of Council or an Authorised Officer.
 - 15.1. enter a *Municipal Building* other than through an entrance provided for that purpose;
 - 15.2. enter or remain in a *Municipal Building* during hours when the *Municipal Building* is not open to the public;
 - 15.3. enter or remain in a *Municipal Building* without having paid any fee or charge imposed by *Council*, an *Authorised Officer* or any person authorised by *Council* for admission to the *Municipal Building*;
 - 15.4. remain in a *Municipal Building* after being directed to leave by an *Authorised Officer*, or
 - 15.5. enter a *Municipal Building*, after having been directed to leave that *Municipal Building* by an *Authorised Officer*, until he or she is granted written permission to do so by *Council* or an *Authorised Officer*.

Penalty: A Maximum of 5 Penalty Units

Activities Prohibited in Reserves

- 16. In a *reserve*, a person must not:
 - 16.1. unless that person is a player, official or competitor in or at a sporting match or gathering, enter upon or remain on an area set aside as a playing ground during the course of a sporting match or gathering;
 - 16.2. act in any manner so as to endanger any other person, cause any damage to any property or the environment or interfere with the quiet enjoyment of the reserve by any person;
 - 16.3. use any children's playground equipment other than for the purpose for which it is provided;
 - 16.4. fish in or swim, paddle, dive or jump into or enter any wetland, lake, pond or fountain contrary to any sign erected in the reserve;
 - 16.5. throw, place or allow to be thrown or placed any liquid, rubbish, dirt or other object, or substance into any wetland, lake, pond or fountain;
 - 16.6. play, engage in or practise any game or sport, whether or not in accordance with a permit issued under this Local Law, in a manner that is:
 - 16.6.1. dangerous to any other person in the *reserve*; or

- 16.6.2. likely to interfere with the reasonable use or enjoyment of the *reserve* by any other person;
- 16.7. play or practise golf in a *reserve* to the danger or detriment of any person, *animal* or property;
- 16.8. ride any horse other than in an area and at a time designated by *Council*; or
- 16.9. drive, ride in or on or otherwise use any *motor vehicl*e other than in an area designated by *Council*.

Activities which may be allowed in Reserves

- 17. In a *reserve*, a person must not, without a permit or the consent of an *Authorised Officer*:
 - 17.1. fly or allow to be flown any aircraft (including any powered modelled aeroplane but excluding a kite);
 - 17.2. ride or drive a *vehicle* or *animal* in a manner or in a place which is likely to damage or ruin any grassed area or turf surface or otherwise interfere with the use of the *reserve* by another person;
 - 17.3. light a fire or allow any fire to remain alight except in:
 - 17.3.1. a barbecue provided by *Council*; or
 - 17.3.2. a portable liquid petroleum gas barbecue;
 - 17.4. organise any competitive sport, game, *event* or activity other than a sport, game, *event* or activity played for family or social purposes;
 - 17.5. camp or pitch, erect or occupy any camp, tent, caravan or temporary structure;
 - 17.6. conduct or celebrate a wedding;
 - 17.7. organise or hold any rally, *procession*, demonstration or any other public gathering;
 - 17.8. make a collection of money;
 - 17.9. destroy, damage or interfere with any flora or kill, injure or interfere with any fauna:
 - 17.10. use an amplifier;
 - 17.11. walk on any plot, bed, border or any other area set aside for vegetation;
 - 17.12. operate or otherwise use any watercraft (excluding canoes, kayaks and surf paddles);

- 17.13. construct or install a film set, or record for television or other media purposes any *event* or activity, if the construction, installation or recording (as the case may be) is for fee or reward or commercial purposes (but excluding wedding and general photography or recording and any media photography or recording for news production purposes);
- 17.14. conduct any commercial activity; or
- 17.15. drive any livestock.

PART 3 - PROTECTION OF COUNCIL LAND AND ASSETS

Introduction

This Part is designed to protect *Council land* and assets. Specifically, it regulates drains, vehicle crossings and *recreational vehicles*.

What are a person's responsibilities relating to drains?

18. A person must not, without a permit, enter, destroy, damage or tap into any drain or culvert vested in *Council* or divert the contents of any such drain or culvert.

Penalty: A Maximum of 5 Penalty Units

19. A person must not deposit, or allow to be deposited, into any drain vested in *Council* any waste material other than stormwater.

Penalty: A Maximum of 5 Penalty Units

20. An owner of land must ensure that any stormwater from that land is discharged to the legal point of discharge nominated by *Council* or an *Authorised Officer*.

Penalty: A Maximum of 5 Penalty Units

Interference with Watercourse

21. A person must not, without a permit, destroy, damage or interfere with any watercourse, wetland, ditch, creek, gutter, tunnel, bridge or levy which is vested in or under the management or control of *Council* or divert the contents of any such watercourse, wetland, ditch, creek, gutter, tunnel, bridge or levy.

Penalty: A Maximum of 10 Penalty Units

Taking Water from Council Controlled Standpipes

- 22. Any person taking water from a *Council*-operated standpipe must:
 - 22.1. have a permit to do so;
 - 22.2. comply with the conditions of any such permit;
 - 22.3. only use the water in compliance with any by-laws, regulations or other requirements made or published by the *local water authority*; and
 - 22.4. ensure the details concerning the amount of water taken and the date and time of its taking are immediately recorded on the Standpipe Usage Register maintained by *Council*.

Penalty: A Maximum of 10 Penalty Units

23. Immediately after a person takes water from a *Council*-operated standpipe, that person must:

- 23.1. completely turn the standpipe off at all valves;
- 23.2. securely lock the standpipe cage; and
- 23.3. return the key to the standpipe operator (if applicable).
- 24. A person obtaining water from a *Council*-operated standpipe for the purposes of filling a County Fire Authority or other authorised fire fighting appliance on any day, including a day of total fire ban, is exempt from the requirements of clause 22.

Constructing Vehicle Crossings

- 25. A person must not, without a permit, construct, remove or relocate any temporary or permanent vehicle crossing.
- 26. Each owner and occupier of land must not, without a permit:
 - 26.1. construct or allow to be constructed; or
 - 26.2. use or allow to be used
 - 26.3. a second or subsequent vehicle crossing to service the land.

Penalty: A Maximum of 10 Penalty Units

Maintaining Vehicle Crossings

27. Each *owner* and occupier of land must maintain and keep in good condition any vehicle crossing which services that land.

Penalty: A Maximum of 10 Penalty Units

Directing Vehicle Crossing Works

- 28. Council or an Authorised Officer may direct:
 - 28.1. the construction of a temporary or permanent vehicle crossing;
 - 28.2. the repair or reconstruction of a vehicle crossing; or
 - 28.3. the removal of a vehicle crossing, and the reinstatement of any kerb, channel, footpath or other areas to the satisfaction of the *Authorised Officer* by the *owner* or occupier of any adjacent land at his or her cost.
- 29. Each owner or occupier of land to whom a direction has been given under clause 28 must comply with that direction by applying for a permit to do the thing which is directed.

Controlling Asset Protection during Building Works or Works

- 30. The:
 - 30.1. *owner* of any land on which *building work* is being or is to be carried out;
 - 30.2. builder engaged to carry out building work on land;
 - 30.3. appointed agent;
 - 30.4. driver of any *vehicle* involved in placing or removing a *refuse facility* on land; or
 - 30.5. demolition contractor engaged to carry out the demolition of a structure on the land, in the case of *building work* involving demolition,
 - 30.6. must, in respect of the *building work* or *works*, ensure that:
 - 30.7. entry takes place only across a temporary vehicle crossing unless otherwise allowed by *Council* and in accordance with that permission; and
 - 30.8. no materials are deposited on any part of a *road* or *Council land* without the approval of *Council*.

- 31. Regardless of whether a building permit or planning permit has been issued, the:
 - 31.1. owner of any land on which building work is being or is to be carried out;
 - 31.2. builder engaged to carry out building work on land;
 - 31.3. appointed agent; or
 - 31.4. demolition contractor engaged to carry out the demolition of a structure on the land, in the case of *building work* involving demolition,
 - 31.5. must at least seven days before commencing *works* on the land:
 - 31.6. obtain an Asset Protection Permit;
 - 31.7. advise Council in writing of any damage that exists to any Council infrastructure assets, and
 - 31.8. pay, or lodge, a security bond to, or with, the Council.
- 32. An Asset Protection Permit may contain conditions that -
 - 32.1. require payment or lodgement of a security bond;
 - 32.2. require works to be done on or around the site to protect Council infrastructure assets, the health and safety of the public, the environment and the amenity of the area; and

- 32.3. entry to and exit from the site only at designated locations.
- 33. If *Council* does not receive advice in writing as required under clause 31.6, it is deemed, for the purposes of clause 35, that there was no existing damage to *Council infrastructure assets*.
- 34. As soon as practicable after receiving notice of the issue of an occupancy permit or Certificate of Final Inspection with respect to any *building work*, *Council* must cause an inspection of the *Council infrastructure assets* to be carried out.
- 35. If, as a result of the inspection under clause 34, *Council* considers that the *building* work has damaged *Council infrastructure assets*, *Council* may -
 - 35.1. direct the *builder* and *owner* to repair the damage at their cost, in accordance with standards specified by the *Council* and within a period of not more than 28 days, or
 - 35.2. repair the damage and recover the cost from the security bond.
- 36. If repair of damaged *Council infrastructure assets* is required under clause 35, the *builder* or *owner* (as the case may be) must affect the repairs to the standards and within the time specified by *Council*.
- 37. If the repair work is done under clause 35.2 and the cost is greater than the amount of the *security bond*, then the *builder* or the *owner* must pay to *Council*, the amount of the shortfall, being the difference between the cost of the repair work and the amount of the bond.
- 38. If the repair work is done under clause 35.2 and the cost is less than the amount of the *security bond*, *Council* must refund or release the unused portion of the *security bond*.
- 39. If, as a result of the inspection under clause 34, Council considers that the building work has not damaged Council infrastructure assets, Council must refund or release the entire security bond.

Controlling Building Sites

- 40. Council or an Authorised Officer may inspect a building site at any reasonable time.
- 41. If Council or an Authorised Officer identifies any damage which appears to result from non-compliance with this Local Law, an Authorised Officer.
 - 41.1. may direct the responsible party to reinstate the damage within a specified time; and
 - 41.2. must provide the responsible party with written confirmation of the damage either at the time of the inspection or within a reasonable timeframe.
- 42. Where any *building work* is being carried out on any land, the *owner* of the land, the *builder* engaged to carry out *building work* on the land, the *appointed agent* or,

demolition contractor must ensure that the *building work* is developed and managed to minimise the risks of stormwater pollution, through the contamination of run-off by chemicals, sediments, *animal* wastes or gross pollutants in accordance with currently accepted best practice, by adopting measures to:

- 42.1. minimise the amount of mud, dirt, sand, soil or stones deposited on the abutting *roads* or washed into the *stormwater system*; and
- 42.2. prevent building clean-up, wash-down, *organic waste* or other wastes being discharged offsite or allowed to enter the *stormwater system*.

Penalty: A Maximum of 10 Penalty Units

- 43. Where any *building work* is being carried out on any land, the *owner* of the land, *builder* engaged to carry out *building work* on the land or *appointed agent* must:
 - 43.1. provide a *refuse facility* for the purpose of disposal of *builder's refuse* to the satisfaction of *Council* or an *Authorised Officer*;
 - 43.2. place the *refuse facility* on the land and keep it in place (except for such periods as are necessary to empty the *refuse facility*) for the *construction period*;
 - 43.3. not place the refuse facility on any Council land or road without a permit; and
 - 43.4. empty the *refuse facility* whenever full, and, if necessary, provide a replacement *refuse facility* during the emptying process.

Penalty: A Maximum of 10 Penalty Units

- 44. *Council* or an *Authorised Officer* may from time to time exempt any person from the application of clause 43.
- 45. During *building work*, the:
 - 45.1. *owner* of land on which the *building work* is being carried out;
 - 45.2. builder engaged to carry out the building work; or
 - 45.3. appointed agent

must ensure that:

- 45.4. all builder's refuse which requires containment is placed in the refuse facility:
- 45.5. the *builder's refuse* is not deposited in or on any land other than in accordance with clause 43; and
- 45.6. the *builder's refuse* is not deposited in or over any part of the *stormwater* system.

- 46. On any land where *building work* is being, or has been, carried out, the:
 - 46.1. *owner* of the land;
 - 46.2. builder engaged to carry out the building work; or
 - 46.3. appointed agent
 - 46.4. must remove and lawfully dispose of all *builders' refuse*, including, without limiting the generality, the *builder's refuse* in the *refuse facility*, within seven (7) days of completion of the *construction period* or issue of an occupancy permit, whichever occurs last.

- 47. The:
 - 47.1. *owner* of land on which *building work* is to be carried out;
 - 47.2. builder engaged to carry out the building work;
 - 47.3. appointed agent
 - 47.4. must not, within a *Non-Rural Area* and without a permit, carry out or allow to be carried out any *building work* on the land unless, in respect of that *building work*, the *building site* is secure with permanent or temporary fencing which is at least 1.5 metres high and is to the satisfaction of *Council*.

Penalty: A Maximum of 10 Penalty Units

Works on Council Land and Roads

- 48. Where a person is required to undertake any *works* on *Council land* or a *road* other than under the *Road Management Act 2004*, that person must:
 - 48.1. notify *Council* of any proposed *works*;
 - 48.2. hold current public liability insurance, relevant to the *works* proposed, to a minimum level as determined by *Council*, for the duration of the *works*;
 - 48.3. undertake those *works* safely;
 - 48.4. provide and maintain pedestrian and traffic control devices during the course of the *works*;
 - 48.5. ensure that any pedestrian or traffic control device which is being used on or in respect of the land complies with Australian Standard AS 1742.3 published by or on behalf of Australian Standards; and
 - 48.6. carry out all reinstatement works deemed necessary by Council.

Damaging Council Land or Roads

- 49. A person must not, without a permit:
 - 49.1. erect or construct, or allow to be erected or constructed, any thing on *Council land*:
 - 49.2. occupy or fence off any Council land;
 - 49.3. construct an opening or gate in a fence on the boundary of *Council land* which is more than one (1) metre wide, excluding driveways from access *roads*:
 - 49.4. plant any vegetation on *Council land* or actively assist such vegetation to grow;
 - 49.5. destroy, damage or interfere with, or allow to be destroyed, damaged or interfered with, (other than recognised *weeds*) any *Council land* or any *road*;
 - 49.6. place, or allow to be placed, any thing on *Council land* or any *road* so as to endanger any other person or any property;
 - 49.7. do or omit to do anything which causes any natural or other material to escape or otherwise be conveyed onto a *road* and thereby become a hazard;
 - 49.8. remove, or allow to be removed, any thing from *Council land* or any *road* which is affixed or attached to the *Council land* or *road* (as the case may be);
 - 49.9. light a fire, or allow a fire to be lit, on any *Council land* or any *road*, except in a properly constructed barbecue; or
 - 49.10. launch into any wetland, lake, pond or other watercourse on *Council land* any watercraft excluding canoes kayaks and surf paddles, other than from a launching facility designated for such purpose.

Penalty: A Maximum of 10 Penalty Units

50. Clauses 49.1, 49.2, 49.3, 49.4, 49.5, 49.8 and 49.9 do not apply to a person employed or engaged by *Council* while acting in the course of his or her duties.

Recreational Vehicles on Council Reserves

- 51. A person must not:
 - 51.1. drive, ride on or otherwise use; or
 - 51.2. allow a person under his or her care or control to drive, ride on or otherwise use
 - 5.1.3 a *recreational vehicle* on any *reserve* unless that *reserve* has been designated for that purpose or otherwise authorised by *Council*.

PART 4 - MUNICIPAL AMENITY

Introduction

This Part is concerned with the visual amenity of the *municipal district*. Its provisions control a number of activities which, if left uncontrolled, have the potential to detract from the natural environment.

Dangerous land or Detriment to General Amenity

- 52. Unless permitted under a Planning Scheme applicable to the land, a person must not allow land of which he or she is the *owner* or occupier to be kept in a manner which:
 - 52.1. is dangerous or likely to cause danger to life or property; or
 - 52.2. is likely to cause obstruction to emergency services; or
 - 52.3. is unsightly or detrimental to the general amenity of the neighbourhood because it harbours unconstrained rubbish or overgrown vegetation or contains unused *vehicles*, or any other waste materials.

Penalty: A Maximum of 10 Penalty Units

Prohibition on Graffiti

53. Unless permitted under a Planning Scheme applicable to the land, each *owner* or occupier of land must not allow any *graffiti* to remain on any building, wall, fence or other structure erected on his or her land.

Penalty: A Maximum of 10 Penalty Units

Camping

54. A person must not, without a permit, camp or allow any other person to camp on vacant land in a *Non-Rural Area*.

- 55. A person must not, without a permit, camp or allow any other person to camp on any *Council land* or *private land* (other than land referred to in clause 56) or in any *public place*, in:
 - 55.1. a tent;
 - 55.2. a caravan:
 - 55.3. a motor vehicle; or
 - 55.4. any other temporary or makeshift structure
 - 55.5. unless the land is a:
 - 55.6. registered caravan park or camping ground; or

55.7. camping area approved by *Council*.

Penalty: A Maximum of 5 Penalty Units

- 56. The *owner* or occupier of land must not, without a permit, camp, or allow or suffer any other persons to camp, on the land:
 - 56.1. in a manner that causes a nuisance; or
 - 56.2. for any more than four (4) consecutive weeks; or
 - 56.3. for any more than a total of three (3) months in any calendar year.

Exemption

- 57. Council or an Authorised Officer may from time to time exempt any:
 - 57.1. person; or
 - 57.2. class of persons;
 - 57.3 from the requirement to obtain a permit under clause 55 and from the application of clause 54, 55 or 56.

Vegetation and other Objects

- 58. The *owner* or occupier of any land must not allow any vegetation located on the land to grow, or allow any sign, structure or other thing on the land to be located in a manner that obstructs the clear view:
 - 58.1. By a driver, of any:
 - 58.1.1. pedestrian;
 - 58.1.2. *vehicle*; or
 - 58.1.3. traffic control item; or
 - 58.2. by a pedestrian, of any
 - 58.2.1. *vehicle*; or
 - 58.2.2. traffic control item
 - 58.3. or in a manner that:
 - 58.3.1. otherwise constitutes a danger to *vehicles* or pedestrians or compromises the safe or convenient use of an abutting *road*;
 - 58.3.2. obstructs or interferes with street lighting or any traffic control signal or sign; or
 - 58.3.3. obstructs the view between *motor vehicles* and trains at a railway level crossing.

Overhanging Vegetation

59. Notwithstanding clause 58, an owner or occupier of any land must not allow vegetation on that land to overhang a road at a height of less than 2.4 metres from the surface of the road.

Penalty: A Maximum of 2 Penalty Units

Vegetation on Road & Council Owned/Managed Land

- 60. A person:
 - 60.1. must not, without a permit, plant or allow to be planted any seedling or vegetation on a *road*;
 - 60.2. who is the *owner* or occupier of land adjoining land owned or managed by *Council*, must ensure that environmental *weeds* as listed in the Colac Otway Shire Weed Management Strategy are contained to their property and not encroaching on *Council land*; and
 - 60.3. who has breached clause 60.1 or clause 60.2 must, if directed by an *Authorised Officer* to do so, reinstate the *road* to the condition it was in immediately prior to the breach.

Penalty: A Maximum of 10 Penalty Units

Numbering of Allotments

- 61. Council or an Authorised Officer may from time to time allot a number to an allotment and may from time to time allot a different number to an allotment or otherwise change the numbering.
- 62. The *owner* or occupier of an *allotment* to which a number has been allotted by *Council* or an *Authorised Officer* must mark the *allotment* with the number:
 - 62.1. in a sufficient size; and
 - 62.2. in such a position, clear of vegetation, and other obstructions
 - so as to be clearly visible and legible from the *road* on which the *allotment* has its *frontage*.

- 63. The *owner* or occupier of an *allotment* must ensure that all numbers marking the *allotment* are:
 - 63.1. made of durable materials;
 - 63.2. kept in a good state of repair; and

63.3. renewed as often as may be necessary.

Penalty: A Maximum of 5 Penalty Units

Fire Hazards

64. An *owner* or occupier of land must not allow the land to contain any thing which constitutes or is likely to constitute a *fire hazard*.

Penalty: A Maximum of 10 Penalty Units

Fire In Open Air and Incinerators Specifically

- 65. Subject to clause 66, a person must not, in a *Designated Township Area* unless given permission to do so by an *Authorised Officer*,
 - 65.1. light;
 - 65.2. allow to be lit; or
 - 65.3. allow to remain alight
 - 65.4. a fire in the *open air* or in an *incinerator* on any day, other than a Friday or Saturday between the hours of 10.00am and sunset.

Penalty: A Maximum of 10 Penalty Units

66. Nothing in clause 65 applies to a person who lights or allows to be lit or remain alight a fire which is lit in a barbeque and/or enclosed outdoor oven for the purpose of cooking food.

Fire Danger Days

- 67. Nothing in clause 66 authorises a person to light a fire or allow to be lit or remain alight, or exempts a person from complying with clause 65 in respect of lighting a fire or allowing a fire to be lit or remain alight, if the fire is or has been lit:
 - 67.1. during a Fire Danger Period;
 - 67.2. on a Total Fire Ban Day; or
 - 67.3. on an EPA Alert Day.

Nuisances

- 68. A person must not burn or cause or allow to be burned
 - 68.1. any substance, if the burning of the substance is likely to:
 - 68.2. cause a nuisance;
 - 68.3. be dangerous to the health of any person; or
 - 68.4. be offensive to any person.

- 69. Without limiting the application of clause 67, a person must not:
 - 69.1. burn; or
 - 69.2. cause or allow to be burned

any:

- i. rubber or plastic substance;
- ii. waste petroleum oil or material containing waste petroleum oil;
- iii. paint or receptacle which contains or has contained paint;
- iv. manufactured chemical or chemically treated material;
- v. pressured can;
- vi. textile fabric; or
- vii. food waste.

Penalty: A Maximum of 10 Penalty Units

Extinguishing Fires

- 70. A person who has lit or allowed a fire to be lit or remain alight, or who has burned or caused or allowed to be burned any substance, contrary to clause 65 or 67 must extinguish the fire or burning substance immediately on being directed to do so by:
 - 70.1. an Authorised Officer,
 - 70.2. a member of the Victoria Police; or
 - 70.3. a person acting on behalf of the Country Fire Authority.

Penalty: A Maximum of 10 Penalty Units

- 71. Any person described in clause 70.1, 70.2 or 70.3 may enter or remain on any land and extinguish any fire or burning substance if:
 - 71.1. the person to whom a direction has been given under clause 70 fails immediately to extinguish the fire or burning substance; or
 - 71.2. a fire or an *incinerator* is apparently unattended.

Permissible Burning

- 72. Notwithstanding anything else contained in this Local Law:
 - 72.1. an Authorised Officer, or

- 72.2. a person acting on behalf of the Country Fire Authority
- 72.3. may authorise the burning of a *fire hazard* on any land if it is impracticable or dangerous to remove slash or cut the *fire hazard*.

Discharging Into Air

- 73. An *owner* or occupier of land must not cause or allow any chimney, flue or other discharge outlet on that land to discharge any:
 - 73.1. dust;
 - 73.2. grit;
 - 73.3. ashes; or
 - 73.4. odours;

to such an extent that the discharged material is dangerous to health or a nuisance to any other person.

Penalty: A Maximum of 10 Penalty Units

Building Work or Works

- 74. A person who carries out or allows to be carried out any *building work* must ensure that the *building work* is carried out such:
 - 74.1. as not to emit excessive dust into the air and onto land proximate to the land on which the *building work* is carried out; and
 - 74.2. that it does not constitute a nuisance or unreasonably interfere with the enjoyment by any person of land proximate to the land on which the *building* work is carried out.

Penalty: A Maximum of 10 Penalty Units

Recreational Vehicles on Private Land

- 75. A person:
 - 75.1. must not, drive, ride on or otherwise use any *recreational vehicle* on *private land* in a manner which constitutes a nuisance or unreasonably interferes with the enjoyment by any person of land proximate to the land on which the *recreational vehicle* is being used; and
 - 75.2. who is the occupier of any *private land* must not allow a person to drive, ride on or otherwise use any *recreational vehicle* on that land in a manner which constitutes a nuisance or unreasonably interferes with the enjoyment by any person of land proximate to the land on which the *recreational vehicle* is being used.

Shopping Trolleys

76. The owner of any shopping trolley made available to members of the public must ensure that the shopping trolley legibly identifies his or her name and trading address.

Penalty: A Maximum of 5 Penalty Units

- 77. A person must not leave a shopping trolley, and each owner of a shopping trolley must ensure that such shopping trolley is not left, on:
 - 77.1. a road;
 - 77.2. Council land except in an area designated by Council for the leaving of shopping trolleys; or
 - 77.3. any vacant land.

PART 5 - ROADS AND COUNCIL LAND: OBSTRUCTIONS AND BEHAVIOUR

Introduction

In this Part, the emphasis is on things which interfere with the use and enjoyment of *roads* and *Council land*. It should be noted that the definition of "*road*" includes footpaths and nature strips.

Dog Excrement

78. A person:

- 78.1. must not allow excrement of a dog under his or her care or control to remain on a *road* or *Council land*; and
- 78.2. who is in charge or control of a dog on a *road* or *Council land* must carry a device suitable for the picking up and removal of any excrement that may be deposited by the dog on the *road* or *Council land*.

Penalty: A Maximum of 5 Penalty Units

Signs and Goods

- 79. Unless permitted under a Planning Scheme applicable to the land, a person must not, without a permit:
 - 79.1. display or allow to be displayed any goods on a *road* or *Council land*; or
 - 79.2. place or allow to be placed an advertising sign on a road or Council land.

Penalty: A Maximum of 10 Penalty Units

- 80. A person who has placed, allowed to be placed, displayed or allowed to be displayed goods or an *advertising sign* on a *road* or *Council land*, whether with or without a permit issued under clause 79, must move or remove them if directed to do so by:
 - 80.1. an Authorised Officer, or
 - 80.2. a member of staff of a Service Authority.

Penalty: A Maximum of 10 Penalty Units

81. A person must not, without a permit, leave standing on any *road* or *Council land* a *motor vehicle* which contains an *advertising sign* promoting any goods, services, business *event*, or person, other than an *advertising sign* which has been magnetically transferred, painted, etched or stuck onto the body of the *motor vehicle*.

Penalty: A Maximum of 10 Penalty Units

Obstructions on Roads or Council Land

82. A person must not, without a permit:

- 82.1. leave or allow to be left any:
 - 82.1.1. bulk rubbish container on a road or Council land; or
 - 82.1.2. other thing, excluding registered *vehicles*, on a *road* or *Council land* which encroaches on, or obstructs the free use of, the *road* or *Council land* or which reduces the breadth, or confines the limits, of the *road* or *Council land*: or
- 82.2. leave or allow to be left on a road or Council land any charity bin.

- 83. Council or an Authorised Officer may exempt any:
 - 83.1. person; or
 - 83.2. class of persons;
 - 83.3 from the application of clause 82.
- 84. If a person reasonably suspected of having committed an offence under clause 75 is the driver of a *vehicle* which transports a *bulk rubbish container* or other thing and that person cannot be found or it is impracticable to charge that person with an offence under clause 82, any person who is concerned in or takes part in the management of the business which supplies the *bulk rubbish container* or other thing which is left on and obstructs the free use of a *road* may be charged with and is capable of committing an offence under clause 82.

Spoil on Roads

- 85. A person must not:
 - 85.1. drive; or
 - 85.2. allow or cause to be driven

a *vehicle* on a *road* if the *vehicle* is being or has been used directly or indirectly in:

- 85.3. the filling or excavation of any land; or
- 85.4. building work

unless the exterior of the *vehicle* is free from soil, earth and clay.

Penalty: A Maximum of 10 Penalty Units

86. If a person reasonably suspected or having committed an offence under clause 85 is the driver of the *vehicle*, and that person cannot be found or it is impracticable to charge that person with an offence under clause 85, any person who is concerned in or takes part in the management of *building work*, excavation work or other work on the land at which the *vehicle* is likely to have been soiled may be charged with and is capable of committing an offence under clause 85.

Occupation of Roads for Works

- 87. A person must not, without a permit:
 - 87.1. occupy or fence off;
 - 87.2. erect a *public protection barrier* or scaffolding on;
 - 87.3. use a mobile crane or travel tower for any work on;
 - 87.4. remove, damage or interfere with a temporary traffic control signal, sign, barrier or other structure erected to protect pedestrians or regulate traffic;
 - 87.5. dump or store any fill or any other materials on;
 - 87.6. occupy designated parking areas under the control of *Council* while conducting *works*; *or*
 - 87.7. landscape or garden any vegetation on

any road, part of a road or Council controlled parking area.

Penalty: A Maximum of 10 Penalty Units

88. Clause 87 does not apply to the *works* or activities of a *Service Authority* if the *Service Authority* notifies *Council* in writing that it has made, proposes to make or authorised the making of a hole or excavation in a *road* under the control of *Council*.

Repair of Vehicles and Display for Sale of Vehicles

- 89. A person must not:
 - 89.1. paint a vehicle on a road or Council land;
 - 89.2. service a vehicle on a road or Council land;
 - 89.3. carry out maintenance on a vehicle on a road or Council land;
 - 89.4. repair or dismantle a *vehicle* on a *road* or *Council land* except in an emergency breakdown to enable it to be removed; or
 - 89.5. display for sale a vehicle on Council land.

Penalty: A Maximum of 10 Penalty Units

Abandoned Vehicles

- 90. A person must not leave standing on any road or Council land a motor vehicle:
 - 90.1. which is unregistered; or
 - 90.2. which has been left standing for at least seven (7) consecutive days, and has, in the opinion of an *Authorised Officer*, been abandoned.

- 91. If an *Authorised Officer* finds a *motor vehicle* which has been left standing in contravention of clause 90, he or she may remove that *motor vehicle* from the *road*, and take it to a place appointed by *Council*.
- 92. Where a *motor vehicle* has been removed and taken to a place appointed by *Council* in accordance with clause 91, *Council* must give written notice of the:
 - 92.1. removal; and
 - 92.2. retention at a place appointed by Council

to any person who is or appears to be the owner of the *motor vehicle*.

- 93. Council must release a motor vehicle to a person upon
 - 93.1. being satisfied that the person is the owner or an agent of the owner of the *motor vehicle*; and
 - 93.2. payment of any fee fixed by resolution of *Council*.
- 94. If, within 14 days of the giving of notice under clause 92 (or, where no notice can reasonably be given under clause 92, within 30 days of a *motor vehicle* having been taken to a place described in clause 91), the *motor vehicle* is not released in accordance with clause 93, *Council* may:
 - 94.1. cause the *motor vehicle* to be delivered to a municipal tip;
 - 94.2. sell the motor vehicle by auction or public tender; or
 - 94.3. dispose of the *motor vehicle* as it sees fit.

Public Events

95. A person must not establish, operate or advertise an *event* in the *municipal district* without first giving written notice to *Council* and making application for a permit.

Penalty: A Maximum of 20 Penalty Units

- 96. A person must apply for a permit to operate an *event* by lodging with *Council* an application in writing.
- 97. An application for a permit must be lodged at least 28 days before the *event* is due to take place.
- 98. An applicant for a permit to operate an *event* must not submit false or misleading information in support of his or her application.

Penalty: A Maximum of 10 Penalty Units

99. In considering an application for a permit, *Council* or an *Authorised Officer* may consider any;

- 99.1. policy or guidelines adopted by *Council* relating to the subject matter of the application for the permit;
- 99.2. submissions that may be received in respect of the application;
- 99.3. comments that may be made in respect of the application by any public body, community organisation or other person;
- 99.4. response to *Council* by a statutory authority or public body to whom *Council* may require the application to be referred for comment; and
- 99.5. other relevant matters.

100. Council may:

- 100.1. approve the application;
- 100.2. approve the application subject to conditions;
- 100.3. refuse the application.
- 101. If *Council* approves the application under either clause 100.1 or clause 100.2, an *Authorised Officer* must issue a permit.
- 102. If *Council* refuses the application under clause 100.3 it must advise the applicant in writing of the grounds for refusal.
- 103. The holder of a permit issued under this Part must comply with every condition of the permit.
- 104. Where a permit is issued in respect of premises subject to this Local Law, that permit must be kept at that premises and produced upon demand to an *Authorised Officer*.
- 105. A permit holder who fails to ensure that permit conditions are complied with is guilty of an offence.

- 106. An *Authorised Officer* may, at any time revoke, amend or cancel a permit for any reason, which, in the opinion of *Council*, justifies the revocation, amendment or cancellation.
- 107. Without limiting the generality of clause 106, an *Authorised Officer* may revoke a permit upon any one or more of the following grounds:
 - 107.1. that the *event* has not, to the satisfaction of *Council*, been kept in a clean, sanitary and safe condition;
 - 107.2. that the permit holder has been convicted of an offence against a law in respect to the safe operation of an *event*,
 - 107.3. that the permit holder has not complied with a requirement of this Local Law; or

- 107.4. that the permit holder has not complied with a permit condition.
- 108. Before revoking a permit, *Council* must, unless under urgent circumstances exist:
 - 108.1. give written notice to the permit holder of the proposed revocation; and
 - 108.2. allow the permit holder a period stated in the notice (which must be at least 14 days from when the notice is given) to make written representations to *Council* about the proposed revocation; and
 - 108.3. consider representations made by the permit holder in response to the notice.
- 109. Whenever *Council* revokes a permit, it must give the permit holder notice of the revocation and the permit will be revoked as from the time on which the notice is served on the permit holder. Service will be deemed complete if delivered to a physical or electronic address supplied for the purposes of the *event* application.
- 110. Where an *Authorised Officer* refuses, revokes or cancels a permit for an *event* the permit holder may write to the *Chief Executive Officer* and request a review of that decision.
- 111. The request must:
 - 111.1. be in writing within 14 days; and
 - 111.2. state any defence or grounds for review.
- 112. The Chief Executive Officer must within 14 days:
 - 112.1. confirm;
 - 112.2. amend; or
 - 112.3. dismiss

the decision and notify the appellant.

- 113. Where an event organiser conducts an event contrary to clause 95, and is found guilty of a breach such provision Council may, in its absolute discretion, apply to a Court for an account of profits in respect of the enrichment gained by the event organiser to an amount that will cover any costs incurred by Council or a third party to reinstate, repair, clean or otherwise reinstate the area of the event to a condition that it was in prior to the unauthorised event.
- 114. Council may also recover such reasonable costs of bringing an action in respect of this section including the costs of any investigation.
- 115. Where *Council* is aware, on reasonable grounds, that an *event* is planned to be conducted contrary to clause 95 and *Council*:
 - 115.1. determines that the event may cause a risk to public safety;

- 115.2. determines that there is a potential for environmental harm;
- 115.3. determines there is risk of a net negative community impact by way of traffic, human or *vehicle*, noise or any other emission of any kind;
- 115.4. determines that there is a potential for damage or excessive wear and tear on any community, *Council* or Government infrastructure; or
- 115.5. determines that there exist any combination of the circumstances described in clauses 115.1 115.4

it may apply to a Magistrates' Court for an injunction to prevent the *event* occurring. In the case of such an injunction being issued Victoria Police, supported by *Authorised Officers*, are empowered to take such actions that are reasonably necessary to enforce the injunction.

Functions and Broadcasts on Council owned and/or managed Roads and Land.

- 116. A person must not, without a permit:
 - 116.1. organise or hold any gathering or similar activity that will involve a number of persons greater than that normally found in that area or location at one time where the activity may affect the location surrounding the area prior to during or after the gathering; or
 - 116.2. use a vehicle with an audible public address system; or
 - 116.3. any other portable broadcasting device

on a *road* or land owned or managed by *Council*.

PART 6 - SALE OF GOODS AND SERVICES, STREET COLLECTIONS AND DISTRIBUTIONS

Introduction

This Part is concerned with commercial activities on *Council land* and *roads*. It establishes a permit system to regulate these commercial activities.

Selling Goods and Services Generally

117. A person must not, without a permit, *sell*, offer or allow to be sold, or display any goods or services on a *road* or *Council land*.

Penalty: A Maximum of 10 Penalty Units

- 118. A person must not, without a permit:
 - 118.1. erect or use on any land a tent, *caravan*, trailer or other *vehicle*, *temporary structure*, building, table or stall for the sale of any goods or services; or
 - 118.2. *sell* goods or services from a tent, *caravan*, trailer or other *vehicle*, *temporary structure*, building, table or stall erected in contravention of clause 117.

Penalty: A Maximum of 10 Penalty Units

Outdoor Eating Facilities

- 119. A person must not, without a permit:
 - 119.1. establish; or
 - 119.2. operate

an outdoor eating facility on any road or in any public place.

Penalty: A Maximum of 10 Penalty Units

Street Collection

- 120. A person must not, without a permit, or permission from an *Authorised Officer*, solicit to collect:
 - 120.1. on a *road*;
 - 120.2. on Council land; or
 - 120.3. from any dwelling,

any gifts, donations, or subscriptions for any purpose or cause nor authorise another person to do so.

121. Nothing in clause 120 applies to any person who is acting under or with the authority of an *Act* or Regulation.

Unsolicited Material

- 122. A person must not, without a permit or approval from an *authorised officer*, distribute any handbills, place cards, notices, advertisements, books, pamphlets, goods, gifts or samples to any person on any *road* or *Council land*.
- 123. Nothing in clause 122 applies to any person who is acting under or with the authority of an *Act* or Regulation.

Penalty: A Maximum of 10 Penalty Units

Busking

- 124. A person must not, without a permit, busk on any:
 - 124.1. road; or
 - 124.2. Council land

with the object, or apparent object, of collecting money.

Penalty: A Maximum of 10 Penalty Units

Spruiking

- 125. A person must not, without a permit, spruik on any:
 - 125.1. road: or
 - 125.2. Council land

with the object, or apparent object, of attracting custom.

Penalty: A Maximum of 10 Penalty Units

Pavement Art

126. A person must not, without a permit, paint or draw on any *road* or unless otherwise approved by *Council*.

PART 7 - KEEPING OF ANIMALS, BIRDS, REPTILES AND BEES

Introduction

In this Part, the provisions regulate the keeping of *animals, birds, reptiles* and bees.

Application of this Part

- 127. This Part does not apply to any land:
 - 127.1. on which a pet shop is located; or
 - 127.2. on which an animal hospital or veterinary practice is located; or
 - 127.3. other like facility that is subject to the provisions of a code of practice or planning scheme

if the use of the land for this purpose is permitted under a Planning Scheme applicable to the land.

Keeping of Animals, Birds, Reptiles and Bees Generally

- 128. Unless permitted under a Planning Scheme applicable to the land, an *owner* or occupier of land must not keep or allow to be kept on that land, and any other person must not keep or allow to be kept on the land, any *animal*, *bird*, *reptile* or bee in such a manner as to:
 - 128.1. be offensive; or
 - 128.2. be dangerous; or
 - 128.3. be injurious to health; or
 - 128.4. cause a nuisance

and the area in which the *animal*, *bird or reptile* is kept must be secure and maintained in a clean and sanitary condition.

Penalty: A Maximum of 5 Penalty Units

Number of Animals

- 129. An *owner* or occupier of land must not without a permit:
 - 129.1. keep or allow to be kept any more in number for each type of *animal* as is set out in the following table:

| | Animal | Property Size | Property Size .25 | |
|---|---------------------|--|-------------------|--------------------|
| | Ariiriai | up to .25 (ha) | (ha) to 1(ha) | 1 (ha) and above |
| а | Dogs | 3 | 4 | 5 (other than dogs |
| | | | | kept for working |
| | | | | stock/primary |
| | | | | production) |
| b | Cats | 3 | 4 | 5 |
| С | Poultry | 10 | 20 | No Permit |
| | | | | Required |
| d | Roosters | Permit Required | Permit Required | No Permit |
| | | | | Required |
| е | Pigeons | 10 | 20 | No Permit |
| | | | | Required |
| f | Sheep or Goats | Permit Required | 8 | No Permit |
| | | | | Required |
| g | Cattle/Horses & | Permit Required | 4 | No Permit |
| | other large animals | | | Required |
| h | Pigs | Permit Required | Permit Required | No permit required |
| i | Reptiles | Subject to the issuing of a license by the Department of | | |
| | | Environment and Primary Industries (DEPI) or relevant | | |
| | | authority | | |
| j | Bees | Subject to hives being licensed with the Department of | | |
| | | Environment and Primary Industries (DEPI) and complying | | |
| | | with the Apiary Code of Practice. | | |

- 129.2. For the purpose of calculating the maximum number of animals which can be kept or allowed to be kept without a permit under clause 129.1, the progeny of any animal will, for 12 weeks after the birth be deemed not to be an animal.
- 129.3. In *relation* to the keeping of Poultry (including Roosters) and Pigeons a permit will not be required by owners who are current members of a relevant Club or Organisation and abide with the relevant code of practise.
- 129.4. Permits will be issued to people who have, or are seeking more than the prescribed number of animals stipulated in 129.1, unless it is considered that the keeping of the animals would not comply with section 128.

Housing of Animals

- 130. An *owner* or occupier of land must ensure that any:
 - 130.1. animals, other than dogs or cats; and
 - 130.2. birds

on that land are:

- 130.3. kept in a secure shelter or enclosure; or
- 130.4. confined to the land unless they are under the effective control of a person.

PART 8 - WASTE MANAGEMENT

Introduction

This Part is concerned with the collection and disposal of waste. Among other things, it regulates the collection and disposal of garbage, *organic waste*, *recyclables* and hard waste.

Garbage, Recyclables and Organic Waste

- 131. To use the recycling and waste collection service provided by *Council*, the occupier of any premises:
 - 131.1. must use only *Council*-supplied mobile bins for garbage, comingled recycling and organic bin and/or *Council* approved bins for *organic waste*.
 - 131.2. must deposit garbage only in the mobile garbage bin (MGB), recyclables only in the mobile recycling bin (MRB) and organic and food waste only in the mobile organic waste bin (MOB);
 - 131.3. must not cause contamination of bins by depositing items or material in the bins other than garbage in the designated mobile garbage bin (MGB), recyclables in the designated mobile recycling bin (MRB) and food and organic waste in the designated mobile organic bin (MOB), or any of the following wastes:
 - 131.3.1. trade waste:
 - 131.3.2. medical or infectious waste;
 - 131.3.3. slops or liquid waste;
 - 131.3.4. human or animal waste;
 - 131.3.5. night soil or *animal* excrement (except that disposable nappies or *animal* excrement may be placed or caused to be placed in a refuse receptacle if they are wrapped).
 - 131.3.6. soil, dirt, dust or other matter from any vacuum cleaner, sweepings, shavings, ashes, hair or other similar or moist refuse, unless it has been securely wrapped in paper or some other impermeable cover or container to prevent its escape;
 - 131.3.7. infectious waste;
 - 131.3.8. sharps, including hypodermic needles, blades and scalpels;
 - 131.3.9. sharp objects unless they are properly contained or wrapped in such a way as to render them harmless and inoffensive;
 - 131.3.10. ash or ashes (unless such ash has or ashes have been effectively dampened so as to be non-combustible):

- 131.3.11. oils, solvents flammable liquids or paint (other than paint residue contained in a closed container);
- 131.3.12. bricks, concrete, masonry, engine blocks or *vehicle* parts (whether or not in pieces); or
- 131.3.13. any other waste prescribed by Council;
- 131.4. must, if directed by *Council* to do so, remove *contaminated material* from mobile bin/s;
- 131.5. must, if directed by *Council* to do so, dispose of all contents of mobile bins containing *contaminated material*;
- 131.6. must leave the mobile bins out for collection on days designated by *Council* from time to time as collection days, or such other days as may be directed by an *Authorised Officer*;
- 131.7. must place the mobile bins out for collection no later than the night before the day of collection or such other time as designated by *Council* from time to time:
- 131.8. must not leave the mobile bins out more than one day before or one day after a designated collection day;
- 131.9. must place the mobile bins:
 - 131.9.1. at the front of the premises, or at an alternative collection point as approved or designated by an *Authorised Officer*,
 - 131.9.2. immediately behind the kerb of the street *frontage* of the premises;
 - 131.9.3. on the *carriageway* side of the open drain but well clear of the trafficable surface, where no kerb and channel exist:
 - 131.9.4. at a suitable location within or outside the premises with an *Authorised Officer's* approval, where restrictions on space or access do not allow placement in accordance with clauses 131.9.1, 131.9.2and131.9.3;
 - 131.9.5. at a suitable location within the premises, where an *Authorised Officer* certifies that special circumstances or hardship exists:
 - 131.9.6. with the wheels facing the premises;
 - 131.9.7. at least 50cm away from any
 - 131.9.7.1. mobile bin;
 - 131.9.7.2. power pole;
 - 131.9.7.3. street furniture;

- 131.9.7.4. tree; or
- 131.9.7.5. other item advised by an *Authorised Officer* which may interfere with the emptying of the mobile bin;
- 131.10. must place all mobile bins out for collection in a manner specified in any written advice made available to the occupier by *Council*;
- 131.11. must ensure that any mobile bin (including contents) placed for collection does not exceed 80 kg;
- 131.12. must maintain the mobile bins in a clean and sanitary condition;
- 131.13. must ensure that the area where the mobile bins are kept on the property is kept clean and in a sanitary condition;
- 131.14. must ensure that the lid of the mobile bins are closed other than when material is being deposited in them;
- 131.15. must not cause damage to mobile bins;
- 131.16. must ensure that the mobile bins are not overfilled thus preventing the lids from being completely closed down;
- 131.17. must not place any material immediately adjacent to the mobile bin for collection; and
- 131.18. must ensure that the mobile bins provided by Council are not removed from the premises except for collection of material in accordance with this Local Law.

Hard Waste

- 132. The occupier of every premises to which a hard waste collection service is provided by *Council* may place out for collection any hard waste, and must do so in a manner set out in a notice published by *Council* as specified in any written advice provided to the occupier by *Council* or in a newspaper generally circulating in the *municipal district*.
- 133. The occupier of every premises to which a hard waste collection service is provided by *Council*:
 - 133.1. may deposit hard waste on the nature strip at the front of the premises, for collection on days designated by *Council* from time to time as collection days;
 - 133.2. must not deposit items or material on the nature strip other than hard waste;
 - 133.3. must not leave the hard waste on the nature strip for more than six days before a collection day;

- 133.4. must place the hard waste and arrange it in a manner, as specified in any written advice provided to the occupier by *Council*, in front of the premises that allows collection by a collection *vehicle*; and
- 133.5. must remove items or material so placed, which is not collected within one day after the collection day.

Disposal of disused refrigerators and other compartments

- 134. A person must not place a disused refrigerator or freezer, trunk, chest or any other similar article:
 - 134.1. with a door or lid that can be fastened or secured from the outside; and
 - 134.2. which has a compartment with a capacity of 0.04 cubic metres or more;
 - 134.3. upon any:
 - 134.3.1. rubbish tip;
 - 134.3.2. road or Council land;
 - 134.3.3. public place; or
 - 134.3.4. unfenced vacant land,

without having first:

- 134.4. removed from it every door and lid;
- 134.5. removed from it every lock, catch and hinge attached to a door or lid; or
- 134.6. otherwise rendered every door and lid incapable of being fastened.
- 135. Nothing in clause134 is to be taken as allowing domestic garbage, *recyclables*, *organic waste* or hard waste to be taken outside a premises and deposited on a *road* other than in accordance with this Local Law.

Penalty: A Maximum of 2 Penalty Units

Restriction on Use of Public Waste and Recycle Bins

- 136. The *owner* or occupier of premises must not place or deposit any garbage, *recyclables*, *organic waste*, or other waste material of any kind which has been generated in or from that premises in a public waste bin.
- 137. A person must not deposit into a public waste bin any uncooked meat, uncooked fish heads or entrails or material *prescribed* by *Council* other than in a public waste bin designated for such waste.

138. A person may only place *animal* excreta in a public waste bin if it is wrapped in impermeable material.

Penalty: A Maximum of 2 Penalty Units

Interference with Garbage, Recyclables, Organic Waste or Hard Waste

139. Except if authorised, a person must not remove, add to or interfere with any garbage, recyclables, organic waste or hard waste or mobile bin left out by any other person on a road or other Council land for collection by Council.

Penalty: A Maximum of 10 Penalty Units

Screening of Bins and Hoppers

- 140. Council may, by notice in writing, direct the owner or occupier of any land to:
 - 140.1. install;
 - 140.2. repair; replace or
 - 140.3. modify;
 - a fence or other means of screening an approved mobile bin or *trade waste hopper* from public view, if it is of the opinion that the approved mobile bin or *trade waste hopper* is:
 - 140.4. unsightly;
 - 140.5. dangerous; or
 - 140.6. detrimental to the general amenity of the neighbourhood in which it is located.
- 141. A person must comply with a notice issued to him or her under clause 140 within any time specified in the notice.

Penalty: A Maximum of 10 Penalty Units

Depositing of Waste at Recycling and Waste Transfer Facilities, Resource Recovery Centres and Municipal Landfill Sites

- 142. Council is recycling and waste transfer facilities, resource recovery centre and municipal landfill will be available for the disposal of waste subject to the fees, charges, terms and conditions as determined by Council from time to time.
- 143. A person using *Council's* recycling and waste transfer facility, resource recovery centre or municipal landfill:
 - 143.1. must pay the fees and charges and comply with the terms and conditions determined by the *Council* for use of the landfill, facility or centre for such persons, including Waste Disposal tickets and Hard Waste Vouchers;

- 143.2. must deposit waste in accordance with the directions of the *facility* attendant or *Authorised Officer* and in accordance with any signs erected at the landfill, facility or centre;
- 143.3. may only deposit material designated by Council from time to time;
- 143.4. may only deposit material permitted by any Environment Protection Authority Site Licences applying to the landfill, facility or centre from time to time; and
- 143.5. must not deposit any hazardous, dangerous or infectious materials.

144. A person must not deposit any waste at any municipal landfill, recycling and waste transfer facilities or resource recovery centre which is not at the time of deposit open to accept such waste or any such category of waste.

Penalty: A Maximum of 20 Penalty Units

Scavenging at Municipal Landfill Sites, Recycling and Waste Transfer Facilities and Resource Recovery Centres

145. A person must not, without a permit or permission of an *Authorised Officer*, remove material of any kind which has been deposited at any recycling and waste transfer facility, resource recovery centre or municipal landfill site

Penalty: A Maximum of 5 Penalty Units

- 146. In determining whether to grant a permit under clause 145, *Council* must have regard to:
 - 146.1. the nature of material to be scavenged;
 - 146.2. the recyclable value of the material to Council;
 - 146.3. the number of other current permits issued for the same purpose; and
 - 146.4. any other material relevant to the circumstances associated with the application.

Storage of Trade Waste

- 147. The *owner* or occupier of any land must ensure that any *trade waste hopper* or other *waste* bin kept on the land and used for *trade waste* is:
 - 147.1. constructed of impermeable material;
 - 147.2. watertight;
 - 147.3. water, fly and vermin proof;
 - 147.4. equipped with any removable drainage plug required by an *Authorised Officer*, for public health or safety reasons;

- 147.5. thoroughly cleaned following each occasion when it is emptied;
- 147.6. equipped with a fly and vermin proof lid which is kept closed at all times except when *trade waste* is being deposited in or removed from the *trade waste hopper*;
- 147.7. emptied at appropriate times or when an *Authorised Officer* directs for public health or safety reasons; and
- 147.8. maintained in a clean, inoffensive and sanitary condition.

Storage Site for Trade Waste

- 148. If directed by *Council* for public health or safety reasons, the *owner* of any land must ensure that any area where a *trade waste hopper* or other bins are placed:
 - 148.1. is suitable for such placement or is an area directed or approved by an *Authorised Officer*;
 - 148.2. has an impermeable surface;
 - 148.3. is drained to a sewer approved by the *local water authority* for the receipt of any discharge or other outlet approved by *Council*;
 - 148.4. is supplied with water from a tap and hose; and
 - 148.5. is maintained in a clean, inoffensive and sanitary condition.

Penalty: A Maximum of 10 Penalty Units

Waste Receptacles on Roads and Reserves

149. Unless in accordance with this Local Law, a person must not, without a permit, place or cause to be placed on any *road* or *reserve* any mobile bin, *trade waste hopper*, waste container or waste materials of any nature.

PART 9 - ADMINISTRATION AND ENFORCEMENT

Introduction

This Part aims to supplement the preceding provisions of the Local Law by explaining how the Local Law may be administered and enforced. In particular, powers to impound and serve *Notices to Comply* and Infringement Notices are given, and the system of applying for, obtaining and retaining permits is provided for.

Impounding

- 150. An *Authorised Officer* may seize and impound any thing which has been or is being used or possessed, or which has been left, in contravention of this Local Law.
- 151. Where any thing has been impounded under this Local Law, *Council* or an *Authorised Officer* must, if it is practicable to do so, serve notice of the impounding personally or by mail on the person who appears to be the owner of the impounded thing.
- 152. An impounded thing must be surrendered to:
 - 152.1. its owner; or
 - 152.2. a person acting on behalf of its owner who provides evidence to the satisfaction of an *Authorised Officer* of his or her authority from the owner;

on

- 152.3. evidence to the satisfaction of the *Authorised Officer* being provided of the owner's right to thing; and
- 152.4. payment of any fee determined by *Council* or an *Authorised Officer* from time to time.
- 153. Clauses 151 and 152 do not apply to the impounding of *alcohol* under this Local Law or other items where the nature of the item impounded is such that it would be impracticable to return the item to the person from whom it was impounded or the owner.
- 154. If an impounded thing has not been surrendered to its owner or a person acting on the owner's behalf within 14 days of the notice of impounding being served or, if no notice of impounding has been served, of the act of impounding, *Council* may, at its discretion:
 - 154.1. sell;
 - 154.2. give away; or
 - 154.3. destroy

the impounded thing.

Notices to Comply

- 155. Council or an Authorised Officer may, by serving a Notice to Comply, direct any owner, occupier or other relevant person to remedy any thing which constitutes a breach of this Local Law.
- 156. A *Notice to Comply* issued in accordance with this Local Law must state the date by which the thing must be remedied.
- 157. The time required by a *Notice to Comply* served under this Local Law must be reasonable in the circumstances, and what will be reasonable will vary depending on the matters to be remedied, but should take into account, if applicable:
 - 157.1. the amount of work involved;
 - 157.2. the degree of difficulty;
 - 157.3. the availability of necessary materials or other necessary items;
 - 157.4. climatic conditions;
 - 157.5. the degree of risk or potential risk; and
 - 157.6. any other relevant matter.
- 158. Any person who fails to remedy a thing in accordance with a *Notice to Comply* within the time specified is guilty of an offence under this Local Law.

Penalty: A Maximum of 10 Penalty Units

- 159. Nothing in this Local Law
 - 159.1. obliges Council or an Authorised Officer to serve a Notice to Comply; or
 - 159.2. precludes Council or an Authorised Officer from both serving a Notice to Comply and also serving an Infringement Notice or prosecuting for an offence.

Permits

- 160. Council or an Authorised Officer in its, his or her absolute discretion may issue a permit under this Local Law with or without conditions, including the payment of any fee Council may require, or may refuse to issue the same.
- 161. *Council* may from time to time prescribe:
 - 161.1. the manner and form in which applications for permits under this Local Law should be made; and
 - 161.2. the manner in which any permit under this Local Law should be issued.
- 162. Council may from time to time prescribe the fee for any permit issued under this Local Law.

- 163. Council or an Authorised Officer may waive payment of any fee or portion of a fee for a permit, and will record the reasons for waiving the fee or portion of the fee.
- 164. Council may make appropriate delegations of permit-issuing powers.
- 165. Council must keep a register of permits.
- 166. Council or an Authorised Officer may require an applicant for a permit to give notice of the application in a manner specified from time to time by Council or an Authorised Officer.
- 167. Council or an Authorised Officer may require an applicant for a permit to provide Council with more information before Council or the Authorised Officer deals with the permit application.
- 168. A permit expires on the date specified in the permit or if no such date is specified the permit will expire one (1) year after the date of issue.
- 169. Where *Council* or an *Authorised Officer* is of the opinion that there is or has been a breach of any conditions of a permit, it, he or she may serve a *Notice to Comply* on the permit holder.

Considering Applications

- 170. In considering an application for a permit, *Council* or an *Authorised Officer* may consider any:
 - 170.1. policy or guideline adopted by *Council* relating to the subject matter of the application for the permit;
 - 170.2. submission that may be received in respect of the application;
 - 170.3. comments that may be made in respect of the application by any public body, community organisation or other person; and
 - 170.4. other relevant matter.

Correction of Permits

- 171. Council or an Authorised Officer may correct a permit issued if the permit contains:
 - 171.1. a clerical mistake or an error arising from any accident, slip or omission; or
 - 171.2. an evident and material miscalculation of figures or any evident and material mistake in the description of any person, thing or property referred to in the permit.
 - 171.3. Council or the Authorised Officer must note the correction in the register of permits.

Grounds for Cancellation of or Amendment of Permits

- 172. Council or an Authorised Officer may cancel or amend any permit if , he or she considers that there has been:
 - 172.1. a material misstatement or concealment of facts in relation to the application for a permit;
 - 172.2. any material mistake in relation to the issue of a permit;
 - 172.3. any material change of circumstances which has occurred since the issue of the permit;
 - 172.4. a failure to comply with the conditions under which the permit was issued; or
 - 172.5. a failure to comply with a *Notice to Comply* within the time specified in the *Notice to Comply*.
- 173. Council or the Authorised Officer must notify the holder of a permit of Council's or the Authorised Officer's intention to amend or cancel the permit and give the holder of that permit an opportunity to make a written submission before the permit is amended or cancelled.
- 174. If Council or the Authorised Officer, after considering any written submission made by the permit holder, determines to cancel or amend the permit, Council or the Authorised Officer must note that cancellation or amendment in the register of permits.

Urgent Circumstances

- 175. If an *Authorised Officer* is of the opinion that:
 - 175.1. a person has breached any provision of this Local Law in respect of which a *Notice to Comply* may be issued and:
 - 175.1.1. any person;
 - 175.1.2. any animal;
 - 175.1.3. any property; or
 - 175.1.4. the environment of the *municipal district*
 - is in danger of substantial detriment due to the breach; and
 - 175.2. that the danger may be exacerbated by the length of time it may take to serve and ensure compliance with a *Notice to Comply*
 - he or she may take such action as he or she considers necessary to abate or minimise the danger without serving a *Notice to Comply* if notice is given, if practicable, of:
 - 175.2.1. the reasons for taking the action; and

- 175.2.2. the action taken
- 175.2.3. to the person in breach of the provision of this Local Law in respect of which the action was taken.

Offences

- 176. A person who:
 - 176.1. contravenes or fails to comply with any provision under this Local Law;
 - 176.2. contravenes or fails to comply with any condition contained in a permit issued under this Local Law; or
 - 176.3. contravenes or fails to comply with a *Notice to Comply* by the date specified in the *Notice to Comply*

is guilty of an offence and is liable to:

- 176.4. the maximum *penalty* stated under a provision or, if no *penalty* is stated, a maximum of two (2) *penalty units*;
- 176.5. a further *penalty* of one (1) *penalty unit* for each date during which the contravention continues; and
- 176.6. upon conviction for a second or subsequent offence, double the *penalty* stated under a provision of *penalty units*.

Infringement Notices

- 177. As an alternative to prosecution for an offence, an *Authorised Officer* may serve an Infringement Notice on any person who commits an offence against this Local Law.
- 178. The *penalty* fixed for an Infringement Notice:
 - 178.1. is the applicable *penalty* stated in the Schedule to this Local Law; or
 - 178.2. if no applicable *penalty* is stated in the Schedule to this Local Law, two (2) *penalty units*.
- 179. Procedural application for all Infringements issued under a Local Law will be dealt with in accordance with the provisions of the *Infringements Act 2006*

Reviewing a Notice

- 180. All requests for Infringement Notice review will be dealt with by way of *Council's* Infringement Review Panel which may withdraw the Infringement Notice, deal with the Infringement Notice by way of official warning, extend due date to allow additional time for payment, or to proceed with prosecution of the offence
- 181. Where an Infringement Notice is withdrawn, the person upon whom it was served is entitled to a refund of any payment which that person has made on the Infringement Notice

Requirement to Act Fairly and Reasonably

- 182. In exercising any power under this Local Law, *Council* and an *Authorised Officer* must act fairly and reasonably and in proportion to the nature and extent of the breach of this Local Law.
- 183. Where *Council* or an *Authorised Officer* may take action forming any particular opinion, or, where *Council* or an *Authorised Officer* is required to form an opinion prior to taking any action under this Local Law, the opinion must be reasonably held having regard to all the circumstances.

Review Rights

- 184. If any person is aggrieved by the fairness or reasonableness of any action taken by *Council* or an *Authorised Officer* under this Local Law including failure to be granted a permit, he or she may request the *Chief Executive Officer* to review the fairness or reasonableness of the action taken.
- 185. If the *Chief Executive Officer* elects to review the fairness or reasonableness of any action taken by *Council* or an *Authorised Officer*, the result of that review must be communicated to the person who made the request in accordance with clause 184.

the 28 August 2013.

| SIGNED SEALED AND DELIVERED) |
|---|
|) |
| The COMMON SEAL of the Colac Otway Shire Council was affixed in accordance with its Local Law No 4 |
| |
| Chief Executive Officer |
| |
| This day of |
| |
| |
| |
| |
| |
| |
| |
| Notices of the proposal to make and of the making of this Local Law were included in the Victorian Government Gazette dated the |
| Public notice of the proposal to make and confirmation of the making of this Local Law |

were inserted in the on and respectively.

A copy of this Local Law was sent to the Minister for Local Government on

Resolution for making this Local Law was agreed to by the Colac Otway Shire Council on

Schedule

Fixed Infringement Penalties:

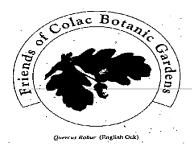
| Clause | Fixed Penalty | | |
|---------------|-------------------------|--|--|
| 11.3 | Three (3) Penalty Units | | |
| 11.6 | Three (3) Penalty Units | | |
| 11.7 | Three (3) Penalty Units | | |
| 11.14 | Three (3) Penalty Units | | |
| 11.14 | Three (3) Penalty Units | | |
| 11.16 | Three (3) Penalty Units | | |
| 11.20.1 | Three (3) Penalty Units | | |
| 11.20.2 | Three (3) Penalty Units | | |
| 11.20.3 | Three (3) Penalty Units | | |
| 15.1 | Three (3) Penalty Units | | |
| 15.2 | Three (3) Penalty Units | | |
| 15.3 | Three (3) Penalty Units | | |
| 15.4 | Three (3) Penalty Units | | |
| 15.5 | Three (3) Penalty Units | | |
| 16.1 to 16.9 | Three (3) Penalty Units | | |
| 17.1 to 17.15 | Three (3) Penalty Units | | |
| 75.1 | Three (3) Penalty Units | | |
| 75.2 | Three (3) Penalty Units | | |
| 78.1 | Three (3) Penalty Units | | |
| 78.2 | Three (3) Penalty Units | | |



Assembly of Councillors Record

This Form MUST be completed by the attending Council Officer and returned IMMEDIATELY to Document Management Co-ordinator for filing. A copy of the completed form must be provided to the Executive Officer to the CEO, Mayor & Councillors for reporting at the next Ordinary Council Meeting. (See over for Contemporary Council Meeting). Explanation/Guide Notes}

| Assembly | Details: |
|---|--|
| Date: | 8,8,13 |
| Time: | 6 ∞ am√pm |
| Assembly L | C, Colac Otway Shire Offices, 2 - 6 Rae Street, Colac, Shire Offices - Nelson Street, Apollo Bay |
| in Attendan | ice: |
| Councillors: | Cr C Smth
Cr L Russell, CrT Woodcraft |
| Officer/s: | Laurence Towers |
| Matter/s Discus | sed: Fnords of Colac Botonic Godens |
| (some e.g's. Discussion xx Pascoe Street, Apo | on s with property owners and/or residents, Planning Permit Application No. xxxx re proposed development at N
ollo Bay, Council Plan steering committee with Councillors and officers.) |
| Conflict of I | nterest Disclosures: (refer page 5) |
| Councillors: | 1 |
| Officer/s: | |
| / | |
| Left meeting at: | 730pm |
| Completed by: . | L. Brooker |
| | |
| • | |
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| | |



Advisory Committee to Colac Otway Shire Council

MINUTES of Committee meeting held 8 August 2013 at Colac Botanic Cafe

Present: Anne Mercer (President)AM, Ros Scanlan (Secretary) RS, Mary Eaton ME, Gwenyth Knox GK, Jan McMahon JM, Helen Paatsch HP, Cr Chris Smith CS.

In attendance: Lyn Russell (Mayor), Cr Terry Woodcroft, Georgie McCreadie, Laurence Towers LT

Apologies: Chris Bell, Pauline Maunsell, Sue Mulder, Bronwyn Foster, Jen Todorovic

Minutes of July meeting: accepted - moved JM 2nd CS; carried

Business arising: nil

Correspondence:

Out: COS- acceptance for AM, RS & HP to attend meeting with mayor and officers on Tues 16th July re Gardens' 150th anniversary

COS – acceptance for AM & HP to attend reception on 19th July re Community Funding Allocation

Lisa Loughnane, COS – support for 'Active in Parks' project. Request to see proposed signs.

Assoc of Friends of BGs - Apol for AGM and authority for chairman to act as our proxy

In: Friends of The Elms Inc – receipt for membership

Colac Herald – account for AGM notice

Correspondence received: 1 JM, 2CS carried

Business arising from correspondence: Re 'Active in Parks' plans, HP advised that she and AM conducted a tour of the gardens which resulted in 2 new members

Treasurer's report: Acting treasurer RS: Grant of \$1350.00 from COS for history research banked 26/7

Seek approval to pay: Account from Colac Herald for \$39.29 (AGM advert) and reimburse RS for address labels \$28.21

1. RS 2. HP, carried

Gardener's report: LT Report tabled

All plants now listed on map of gardens. Guides and secretary have a copy (almost complete) which new members may be interested to see.

AM asked about the refurbishment of the rose arbour – framework poles are sound but wire is ad hoc and looking the worse for wear. LT said the main work would take place next winter. He will research suitable wire, look at which plants need replacing and estimate costs before meeting with a sub-group from the Friends committee.

Potting report: JM Not many helpers have been attending. PM helped sort and tidy pots and restock the stall. Many native plants have suffered because of lots of cloudy weather.

There is insufficient stock for a spring sale, but stock is selling well at the cafe stall.

General business: (1) Meetings will begin at 7:30pm from September

(2) 150th anniversary plans: AM, RS and HP met with the mayor, CEO and shire officers. Rob Small has summarised the discussions of that day: There will not be a shire dinner but the Friends are encouraged to host an anniversary celebration / book launch; some regular events might be held at the Botanic Gardens and can be organised by other groups – e.g. Australia Day; fun runs; carols by candlelight.

History: HP has access to City of Colac records to research.

A plaque for Archibald Campbell has been damaged and therefore has been lifted and will be replaced with a replica set into the original rock (under a Copper Beech). Archibald Campbell's granddaughter has been in touch with Helen, who was able to put her in contact with other relations in the Lee family.

GS noted the role the Historical Society might play in 2015 – e.g. display in their windows at COPACC as well as supporting HP's research.

(3) Council representative: As Cr Chris Smith is now a committee member in his own right, the question arises whether another councillor might be appointed or whether he should fill both roles, considering we are an advisory committee to Council.

If so decided, the Mayor advised that a letter should be sent to Council requesting that an alternative councillor be appointed to this committee to achieve and clarify the differentiation of roles and to allow CS to function solely as an independent committee member.

After discussion, it was decided to allow time for reflection and to determine this at the September meeting.

Raffle: won by RS

Meeting closed at 7:30pm

Next meeting: 7:30pm start Thursday 12th September.



Councillor Workshop

Wednesday, 21 August 2013 COPACC Meeting Room 3.00pm to 4.30 pm

ATTENDEES:

Cr Lyn Russell (Mayor), Cr Stephen Hart, Cr Chris Smith (until 4.15pm), Cr Terry Woodcroft, Cr Michael Delahunty, Cr Brian Crook

Rob Small (CEO)
Colin Hayman (GM, Corporate & Community Services)
Jack Green (GM, Sustainable Planning & Development)
Adam Lehmann (A/GM, Infrastructure & Services)

Apology:

| | Agenda Topics | |
|-------------------|---|---|
| 3.00 pm | Declaration of Interest | |
| 3.00 pm – 4.30 pm | C67 Planning Scheme Amendment – Salinity
Mapping | Peter Dalhaus/Doug
McNeill/Gemma
Browning/Don Lewis |



Assembly of Councillors Record

This Form MUST be completed by the attending Council Officer and returned IMMEDIATELY to Document Management Co-ordinator for filing. A copy of the completed form must be provided to the Executive Officer to the CEO, Mayor & Councillors for reporting at the next Ordinary Council Meeting. {See over for Explanation/Guide Notes}

| Assembl | y Details: |
|-------------------------------|--|
| Date: | 23,8,13 |
| Time: | Q- ○○
ant/pm |
| Assembly
(some e.g's. COPA | Location Cdac Luestack Salva Code CC, Colac Otway Shire Offices, 2 - 6 Rae Street, Colac, Shire Offices - Nelson Street, Apollo Bay |
| In Attenda | nce: |
| Councillors: | Cr C Smith |
| Officer/s: | Ador Laron, Creg Anderton Craoneliche
Laune Sharp |
| (some e.g's. Discus: | ssed: Colac Luestack Solling Come Advisory Committee Meeting sion's with property owners and/or residents. Planning Respire Application No. 2007 to prepared development and the property of |
| | Interest Disclosures: (refer page 5) |
| Councillors: | |
| Officer/s: | 1 |
| Left mosting of | 10:30a |
| _ | L Brooker |
| | |

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COLAC LIVESTOCK SELLING CENTRE ADVISORY COMMITTEE

MINUTES of the Colac Livestock Selling Centre Advisory Committee

held on

Friday 23 August 2013, 9.00am

at

Colac Livestock Selling Centre (Saleyards) F12/915 (D13/58947)

TRIM Ref:

| | ITEMS & ACTIONS | RESPONSIBLE
OFFICER | ACTION
DUE DATE |
|---|--|------------------------|--------------------|
| Boyl
And | ATTENDEES Ty Dove, Carl Fish, Jamie McConachy, Sergio Beani, Rodney Je, Graeme Riches, Cr C Smith, Laurie Sharp, Greg erton, Jamie McConachy, Phil Douglas, Jeff Johnson, Adam mann | ; | |
| Minu | ute Taker: Adam Lehmann/Graeme Riches | | |
| 2.
Lear | APOLOGIES
nne Brooker, Jamie Dennis, Peter Delahunty | | |
| 3.
HEL | CONFIRMATION OF PREVIOUS MINUTES OF MEETING
D 19 JULY 2013 | i | |
| Move
Seco | minutes of the meeting held on 19 July 2013 were irmed. ed onded ied: 13:0 | | , |
| 2013
• F | OUTSTANDING ITEMS FROM MEETING HELD 19 JULY Restricted Use and Access Graeme Riches – locked and chained Saturday and Sunday. Emergency phone number and fee displayed. Greg Anderton – OH&S issue Rodney Boyle – Trucks must have some access Chris Smith – Avdata recognition Fruck Wash Facility Increase of Fees Graeme Riches - \$10,000 to install Avdata. Avdata charge 10%. Chris Smith – Fees changed \$1.00/minute should pay for installation in 12 months Serge Beani – Fees charged should repay installation over a longer period. Variable rates possible for users of Saleyards and other external users Audit Committee Warrnambool (AvData) \$1.20 per /minute | | |
| BSO | UPDATE ROOFING CONTRACT Building Permit today. Starting ordering of materials for manufacturing. Onsite works are expected to commence late September arly October 2013. | | |

| ITEMS & ACTIONS | RESPONSIBLE
OFFICER | ACTION
DUE DATE |
|--|---|--------------------|
| Discussion on installation of a project board to provide information to visitors/users of the Saleyards about: | Colac Otway Shire | |
| 5. WORKING GROUP UPDATE | | |
| Serge Beani — outlined Working Group structure. Reported the working groups plans will be reported back to this Sub Committee. Speaking to Camperdown, Geelong and Ballarat the sooner the better. Motion was raised that discussion between Colac and Camperdown should start immediately. Moved: Geoff Johnson Seconded: Graeme Riches Carried: 13:0 | · . | |
| The discussion group members will be Cr Chris Smith, Adam Lehmann and Sergio Beani. Opportunities (SWOT analysis) (refer attachment). Governance structure set. Working Group - Advisory Committee – Council. Discussion paper. Regional approach as opposed to local selling centres. Arrange meeting with Camperdown. | Cr Chris Smith, Adam
Lehmann, Sergio Beani | |
| 6. RADIO INTERVIEWS Nil to report. | | |
| 7. OTHER BUSINESS | | |
| 200 cattle down for July 2013 compared with same time last year. Potential for increasing store sales. Issues in industry. Change of sale day – future agenda item. No reason to revisit pre weigh/post weigh options. Rationalisation of small selling centres is occurring in other parts of Victoria. | | |
| 8. NEXT MEETING | | - |
| The next meeting of the Saleyards Advisory Committee to be advised. | | |
| Meeting closed 10.30am | | |

Councillor Briefing Session

Wednesday, 28 August 2013

Venue - Birregurra Public Hall

Present: Cr. Lyn Russell (Mayor)

Cr. Frank Buchanan Cr. Brian Crook Cr. Stephen Hart Cr. Michael Delahunty

Cr. Woodcroft

Rob Small, Chief Executive Officer

Colin Hayman, General Manager, Corporate & Community Services Jack Green, General Manager, Sustainable Planning & Development Adam Lehmann, A/General Manager, Infrastructure & Services

Rick Morrow, Manager Information Services Doug McNeill, Manager Planning & Building

Rhonda Deigan, Executive Officer

Apologies: Nil

Conflict of Interest: Nil

3.00 pm – 4.30 pm | Councillor Briefing Session



Councillor Workshop

Wednesday, 4 September 2013 COPACC Meeting Room 12.00 pm to 12.55 pm

ATTENDEES:

Cr Lyn Russell (Mayor), Cr Stephen Hart, Cr Michael Delahunty, Cr Brian Crook, Cr Frank Buchanan

Rob Small (CEO)
Colin Hayman (GM, Corporate & Community Services)
Rick Morrow (Manager Information Services)
David Testa (Financial Operations Coordinator)

Mike Said - Chairperson, Audit Committee

| | Agenda Topics | |
|---------------------|--|-----------|
| 12.00 pm | Declaration of Interest
Nil | |
| 12.00 pm – 12.55 pm | Presentation of the Audit Committee
Chairperson's Half-Yearly Report to Council | Mike Said |

Confidentiality Statement:

This briefing is deemed confidential under section 89(2) (a) (d) and (h) of the Local Government Act 1989 as it refers to personnel matters, contractual maters and any other matter which would prejudice the Council or any person

Rob Small
Chief Executive Officer



Councillor Workshop

Wednesday, 11 September 2013 COPACC Meeting Room 9.00am to 5.00 pm

ATTENDEES:

Cr Lyn Russell (Mayor), Cr Stephen Hart, Cr Terry Woodcroft (from 10.30am), Cr Michael Delahunty, Cr Brian Crook (from 10.38am), Cr Frank Buchanan

Rob Small (CEO) (from 9.17am)
Rick Morrow (A/GM, Corporate & Community Services)
Doug McNeill (A/GM, Sustainable Planning & Development)
Adam Lehmann (A/GM, Infrastructure & Services) (from 9.20am)

Apology: Jack Green, Colin Hayman

| | Agenda Topics | |
|---------------------|---|--|
| 9.05 am | Declaration of Interest Cr Delahunty – Item 2 of Special Council Meeting Agenda | |
| 9.05 am – 9.40 am | Feedback from Planning Consultants' Forum | Doug McNeill/Blaithin
Butler |
| 9.40 am – 10.00 am | Great Ocean Road Closure Guidelines – Vic Roads | lan Seuren/Vicki Jeffrey |
| 10.00 am – 10.40 am | Review of Local Law No. 2 | Stewart
Anderson/Graeme
Murphy |
| 10.40 am – 11.15 am | BMO Mapping Changes | Doug McNeill/Don Lewis |
| 11.15 am – 11.25 am | Mayoral Update | |
| 11.25 am – 11.30 am | Morning Tea | |
| 11.30 am – 1.00 pm | Human Rights Charter Training – All Managers & Councillors Brett Exelby, Greg Fletcher, Ian Seuren, Carmen Lawrence, Greg Anderton, Ranjani Jha, Paula Gardiner, Stewart Anderson | Kenton Miller - Victorian
Equal Opportunity and
Human Rights
Commission |



COLAC OTWAY SHIRE YOUTH COUNCIL

MINUTES

12 August 2013 4.00PM TO 5.00PM **Civic Hall COPACC**

1. 1. ATTENDEES:

Youth Councillors: Tassia Georgakis (Chair), Josh Smith (from 4.08pm), Tom Robinson, Chloe Robbins (until 4.49pm), Taylah Walters, Sinead Leamer, Claire Whytcross (from 4.08pm), Bonnie Darlow, Jasmine Steen

Mentors: Cr. Chris Smith, Emma Warton, Rhonda Deigan

| | Mentors: Cr. Chris Smith, Emma Warton, Rhonda Deigan,
Kerri Bauer (until 4.48pm)
Office Bearers – please sit with your Adult Mentor | |
|------------|---|-------|
| 1. 4.00 PM | CALL MEETING TO ORDER CALL FOR APOLOGIES: Kyrah Howell, Amy Brauer | Chair |
| 2. 2.1 | MINUTES OF THE LAST MEETING: Moved: Chloe Robbins Second: Sinead Leamer That minutes of the Youth Council meeting held on 29 July 2013 be adopted subject to Kerri Bauer being listed as an apology | Chair |
| 2.2 | BUSINESS ARISING FROM THE MINUTES: Nil | |
| 3. | CORRESPONDENCE: In: Nil Out: Nil | |
| 4. | Talent Quest & Video Competition: | |

- Emma to send examples of previous posters to Chloe
- Emma to investigate presentation equipment at Straight Shooters.

Moved Chloe Robbins Seconded: Josh Smith That Taylah Walters prepare an entry form for the Talent Quest and Bonnie Darlow prepare the entry form for the Video Competition for the next meeting of Youth Council.

Carried

Moved Chloe Robbins Seconded Jasmine Leamer That Taylah Walters organise a PA system through the Colac Secondary College for the Talent Quest and Video Competition. Carried

- Mercy Place Colac Pool Competition:
 - o No update.
 - Discussed previous Youth Council involvment with Mercy Place
 - Suggestion that Youth Councillors take it in turns to visit Mercy Place fortnightly (on Mondays when Youth Council meetings are not scheduled)
 - Chris Smith, Claire Whytcross and Taylah Walters to visit Mercy Place on 19 August to progress future Youth Council engagement with Mercy Place.
- Colac Specialist School Activities Day:
 - Chris Smith, Josh Smith and Taylah
 Walters to visit the Colac Special School during school hours to progress this project.

5. YOUTH COUNCILLORS REPORTS

Whip around, 1 minute update each

Bonnie: Art Gala well organised and very enjoyable evening. Bonnie won a prize for her canvas print.

Taylah: Nil

Chloe: Enjoyed the Art Gala **Sinead:** Also enjoyed the Art Gala

Emma: Thanked Youth Councillors for their support. Announced that she would be stepping down from Youth Council next year to take maternity leave.

Jasmine: Nil

Tom: Would like to assist with the Battle of the Bands and the Cool Awards.

Josh: Enjoyed the Art Gala and took the opportunity to talk to other attendees about the video competition. **Chris:** Congratulated Emma on the Art Gala,

commended Youth Councillors for assisting and congratulated Tassia on her speech. Asked Youth Councillors to note how much preparation was needed to organise such an event. Invited Youth Councillors to attend the Colac Courthouse during the next school holidays.

Tassia: Interviewed by the Colac Herald, as Chair of Youth Council, regarding the upcoming Federal

| | Election. Claire: Nil Rhonda: COOL Awards to be held on 20 September and the Battle of the Bands to be held on 23 August 2013 Chris requested that Youth Councillors wear their Youth Council shirts to the Battle of the Bands. Youth Council banner to be displayed. Rhonda to follow up on whereabouts of the Youth Council banner and to check on the date of the next Colac Otway Shire Careers Expo. | |
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| 6. | OTHER BUSINESS: Colac Otway Shire Youth Council Charter - deferred | |
| 7. NOTE | NEXT MEETING – 26 th August 2013
Meeting closed at 4.59pm.
Please bring pen and paper | |

| Colac Otway | COLAC OTWAY | OUNCIL |
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| Minutes | | 26 August 2013
4.00PM TO 5.00PM
sal Room COPACC |
| 1. | 1. ATTENDEES: Youth Councillors: Tassia Georgakis (Chair), Josh Smith, Kyrah Howell, Jasmine Steen, Amy Brauer, Spencer Cool Darlow (4.06pm) Mentors: Cr. Chris Smith, Rhonda Deigan, Emma Warton (4.09 Kerri Bauer, Cr Terry Woodcroft (4.10pm) Office Bearers – please sit with your Adult Mentor | hrane, Bonnie |
| 1. 4.00 PM | CALL MEETING TO ORDER 4.00pm CALL FOR APOLOGIES: Sinead Leamer, Chloe Robbinson | Chair |
| 2.
2.1
2.2 | MINUTES OF THE LAST MEETING: Adopt minutes: of 12 August 2013 Moved: Amy Brauer Second: Jasmine Steen BUSINESS ARISING FROM THE MINUTES: Nil | Chair |
| 3. | CORRESPONDENCE: In: Email from Youth Link Australia Amy to prepare a document for consideration at next meeting of Youth Council Out: Nil Moved: Spencer Cochrane | |
| 4. | Second: Amy Brauer 2013 Youth Council Projects/Events Involvement Talent Quest & Video Competition Josh prepared and presented a short video about awareness health risks associated with smoking. Emma to provide guidelines around what can be shown in videos Emma has booked Straight Shooters for the 26 th of October. Taylah has made an application form that needs a few clarifications and alterations. Poster to have a few alterations – to be more specific Bonnie has prepared the entry form for the Talent Quest Emma to assist Taylah, Chloe and Bonnie to finalise posters and entry/application forms. (Media release forms to be attached) Have event finalised and advertised within the next two weeks (before September school holidays) | |

10/09/13

| | Bonnie and Taylah to meet Emma at the CSC Library to discuss entry forms on Monday night at 3.15pm. Straight Shooters can provide all the equipment except for a drum kit. Taylah to see if CSC can provide a drum kit for the Talent Quest. Mercy Place Colac - Pool Competition Taylah, Chris and Claire went to Mercy and spoke to Mandy about running a pool competition with the residents. Agreed to hold a competition every second Monday (except School holidays) for a total of four nights. To attend the first night 4 - 5 pm (2/9/13) Chris, Taylah, Bonnie, Claire? Tom? Youth Councillors to wear Youth Council shirts. Colac Specialist School - Activities Day Nil to report. | |
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| 5. | Wouth Council Lors Reports Whip around, 1 minute update each Bonnie: Battle of the bands, had a very enjoyable night, suggested that we send a congratulation card to organisers. Amy: 50 th Anniversary of the Martin Luther King "I have a dream" speech, suggests we have a look at it as it's very inspirational. Jasmine: Terry and Emma talked to students at Lavers Hill College on the dangers of drugs and alcohol. Kyrah: Hoped everyone had a good time at battle. Emma: Went to Battle of the Bands had a very good night, encouraged some of the bands to enter our competition. Bit upset about the lack of youth councillors and young people at Battle, try to keep encouraging people to attend the events on offer to our youth. Have the winner play at our talent quest as a headliner. Interested in running a "blanket drop" for refugees in Colac. Spencer: Refugees staying in Colac experiencing negative community feedback. Need to get the message out that we should be more welcoming. Suggestion that contact be made with Diversitat to determine what the refugees need more of, eg; warm blankets, toys etc. Josh: Battle of the bands was really good, disappointing to not see as many people there. Terry: Last year inviting Youth Councillors to the "Lolly Man", This year inviting Youth Councillors to a live play "The 39 Steps" on Thursday September 5 th , 8pm. Rhonda: NIL Taylah: apology about missing Battle of the Bands. Chris: Disappointed at turn out to Battle of the Bands. Attended the Otway Derby Dolls match and suggested that this might be a way for the Youth Council to promote itself. Tassia: NIL | |

10/09/13

| | Kerri: NIL | |
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| 6. | OTHER BUSINESS: | |
| | Colac Otway Shire Youth Council Charter
(deferred) | |
| a MOTE | NEXT MEETING A Contamb or Odd | |
| 7. NOTE | NEXT MEETING - 9 September 2013 **Please bring pen and paper** | |

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| Colac Otway | | | |

COLAC OTWAY SHIRE YOUTH COUNCIL

Minutes

9 September 2013 4.00PM TO 4.46PM Rehearsal Room COPACC

1. ATTENDEES:

Youth Councillors: Tassia Georgakis (Chair), Josh Smith, Tom Robinson, Chloe Robbins, Taylah Walters, Claire Whytcross, Bonnie Darlow, Jasmine Steen, Amy Brauer,

Mentors: Cr. Chris Smith, Emma Warton, Rhonda Deigan, Office Bearers – please sit with your Adult Mentor

| | Office Bearers – please sit with your Adult Mentor | |
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| 1. 4.00 PM | CALL MEETING TO ORDER CALL FOR APOLOGIES: NIL | Chair |
| 2. | MINUTES OF THE LAST MEETING: | |
| 2.1 | Adopt minutes: of 26 August 2013 | Chair |
| 2.2 | Moved / Second / Carried Move: Bonnie Darlow Second: Amy Brauer Carried | |
| | BUSINESS ARISING FROM THE MINUTES: Action Sheet attached | |
| 3. | In: Invitations to Young Ambassador/COOL Awards Certificate to Youth Council from CAH Youth Health Hub for Art Gala. Out: Nil. Moved: Chloe Robbins Second: Josh Smith Carried | |
| 4. | Talent Quest & Video Competition: Entry forms to be emailed to Emma. Film release agreement to be sent to shortlisted video entrants. Taylah has organised a drum kit for competition. Moved: Bonnie Seconded: Chloe That Youth Council authorises Emma to finalise the entry forms and posters for Youth Councillors to circulate as soon as possible. Carried Youth Councillors encouraged to promote event through their networks. Chloe to set-up as an event on facebook. | |

| | Mercy Place Colac - Pool Competition: first night held with five residents. Article appeared in Colac Herald. Josh, Bonnie, Amy and Jasmine to attend Mercy Place on 16 September 2013 for the second night of competition. Colac Specialist School - Activities Day: Chris contacted the Colac Specialist School. Activites day being held on 12 September 2013 from 9.00am with a byo picnic lunch at 12.00pm and old fashioned games being held in the afternoon. Tassia, Josh, Taylah and Claire (?) to be there all day from 9.00am and Chloe to attend in the afternoon. Wear youth council shirts. Amy to work on draft document for the Youthlink Australia website on youth services available in Colac Otway Shire. | |
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| 6. | Whip around, 1 minute update each Tassia: Alerted the Colac Herald about the pool competition. Chris: Disappointed that some of the Youth Councillors had said they would attend "The 39 Steps" and didn't. Taylah: Nil Jasmine: Nil Bonnie: Received good feedback on article in the Colac Herald. Claire: Nil Amy: positive feedback received from former Youth Councillors about current Youth Council activities. Rhonda: Thanks from Terry to all who attended "The 39 Steps". Terry has offered to run another similar event and would like Youth Councillors to nominate an event. Emma: Mental Health Week activities in Memorial Square on 10 th October 2013 including "Flash Mob " for Year 7-10 students. Tom: Apologies for not attending last meeting. Josh: Nil Chloe: Interest expressed from students who have seen draft posters for talent quest and video competition. OTHER BUSINESS: • Youth Council attendance at "The 39 Steps" & future attendance at upcoming events. Youth Councillors asked to think about a similar event that they would like to attend. | Terry |
| 7. NOTE | NEXT MEETING – 7th October 2013 Meeting closed at 4.46pm | |
| | **Please bring pen and paper** | |