



Ararat Rural City

MINUTES

COUNCIL MEETING

Tuesday 29 August 2023

Held in the Council Chambers, Shire Offices
(Livestreamed)

Commenced at 6.01pm

Council:

Cr Jo Armstrong (Mayor)

Cr Gwenda Allgood

Cr Rob Armstrong

Cr Peter Beales

Cr Henry Burridge

Cr Bob Sanders

Cr Bill Waterston

A recording of this meeting is being made for the purpose of verifying the accuracy of the minutes of the Council Meeting.

The recording is being streamed live via Facebook, to improve transparency between council and the community and give more people the opportunity to view what decisions are being made. You do not require a Facebook account to watch the live broadcast, simply enter www.facebook.com/araratruralcitycouncil into your address bar.

Recordings of Council Meetings (excluding closed sessions) are made available on Council's website.

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PRESENT:

Cr Jo Armstrong (Mayor), Cr Gwenda Allgood, Cr Rob Armstrong, Cr Peter Beales, Cr Henry Burridge, Cr Bob Sanders, Cr Bill Waterston,
Mr Tim Harrison, Chief Executive Officer, Chandra Willmott, Governance & Risk Lead and Josie Frawley, Executive Officer.

SECTION 1 – PROCEDURAL MATTERS

1.1 LIVE STREAMING

Council is keen to engage with members of the community and live streams the formal Council Meetings to make them accessible. The stream is available to view on Council's Facebook page from 6pm and on Council's website following the Council Meeting.

1.2 TRADITIONAL ACKNOWLEDGEMENT/OPENING PRAYER/COUNCILLORS PLEDGE

Traditional acknowledgement – CR BEALES

We acknowledge the traditional owners of the land on which we meet today, and pay our respects to their elders, past, present and emerging.

Opening Prayer – CR ALLGOOD

Almighty God, we humbly ask you to help us, as elected Councillors of the Ararat Rural City Council. Guide our deliberations. Prosper what is your will for us, to your honour and glory and for the welfare and benefit of the people whom we serve in the Ararat Rural City.

Councillors Pledge – CR SANDERS

We will faithfully and impartially carry out and exercise the functions, powers, authorities and discretions invested in us under the *Local Government Act 2020* and any other Act to the best of our skill and judgement.

1.3 APOLOGIES

There were no apologies.

1.4 CONFIRMATION OF MINUTES

RECOMMENDATION

That the Minutes of the Council Meetings held on 25 July 2023 be confirmed.

**MOVED CR WATERSTON
SECONDED CR SANDERS**

That the Minutes of the Council Meetings held on 25 July 2023 be confirmed.

CARRIED 4848/23

1.5 DECLARATION OF CONFLICT OF INTEREST

A Councillor who has a conflict of interest in a matter being considered at a *Council meeting* at which he or she:

- 1 is present must disclose that conflict of interest by explaining the nature of the conflict of interest to those present at the *Council meeting* immediately before the matter is considered; or
- 2 intends to be present must disclose that conflict of interest by providing to the *Chief Executive Officer* before the *Council meeting* commences a written notice:
 - (a) advising of the conflict of interest;
 - (b) explaining the nature of the conflict of interest; and
 - (c) detailing, if the nature of the conflict of interest involves a Councillor's relationship with or a gift from another person, the:
 - name of the other person;
 - nature of the relationship with that other person or the date of receipt, value and type of gift received from the other person; and
 - nature of that other person's interest in the matter,and then immediately before the matter is considered at the meeting announcing to those present that he or she has a conflict of interest and that a written notice has been given to the *Chief Executive Officer* under this sub-Rule.

The Councillor must, in either event, leave the *Council meeting* immediately after giving the explanation or making the announcement (as the case may be) and not return to the meeting until after the matter has been disposed of.

Cr Allgood advised that she had a conflict of interest to declare in relation to Item 3.6

Cr Jo Armstrong advised that she had a conflict of interest to declare in relation to Item 8.1

SECTION 2 – PUBLIC PARTICIPATION

2.1 PETITIONS AND JOINT LETTERS

- 1 Unless *Council* determines to consider it as an item of urgent business, no motion (other than a motion to receive the same) may be made on any petition, joint letter, memorial or other like application until the next *Council meeting* after that at which it has been presented.
- 2 It is incumbent on every Councillor presenting a petition or joint letter to acquaint himself or herself with the contents of that petition or joint letter, and to ascertain that it does not contain language disrespectful to *Council*.
- 3 Every Councillor presenting a petition or joint letter to *Council* must:
 - write or otherwise record his or her name at the beginning of the petition or joint letter; and
 - confine himself or herself to a statement of the persons from whom it comes, the number of signatories to it, the material matters expressed in it and the text of the prayer or request.
- 4 Every petition or joint letter presented to *Council* must be in *writing* (other than pencil), typing or printing, contain the request of the petitioners or signatories and be signed by at least 12 people.
- 5 Every petition or joint letter must be signed by the persons whose names are appended to it by their names or marks, and, except in cases of incapacity or sickness, by no one else and the address of every petitioner or signatory must be clearly stated.
- 6 Any signature appearing on a page which does not bear the text of the whole of the petition or request may not be considered by *Council*.
- 7 Every page of a petition or joint letter must be a single page of paper and not be posted, stapled, pinned or otherwise affixed or attached to any piece of paper other than another page of the petition or joint letter.
- 8 If a petition, joint letter, memorial or other like application relates to an operational matter, *Council* must refer it to the *Chief Executive Officer* for consideration.

There were no new Petitions or Joint Letters received.

SECTION 3 – REPORTS REQUIRING COUNCIL DECISION

3.1 ROAD AND TRANSPORT ASSET MANAGEMENT PLAN

RESPONSIBLE OFFICER: CHIEF EXECUTIVE OFFICER
DEPARTMENT: CEO'S OFFICE
REFERENCE: 11310

OFFICER DIRECT OR INDIRECT CONFLICT OF INTEREST:

Officers providing advice to Council must disclose any conflict of interest.

No person involved in the preparation of this report has a conflict of interest requiring disclosure.

EXECUTIVE SUMMARY

Asset plans as referred to in the Local Government Act 2020, are community facing documents that show how Council assets will be managed and maintained, while meeting the community's needs and interests.

Assets managed by Local Government include an extensive network of local roads and other assets such as land, buildings, parks and recreation facilities. Good asset management is critical to the asset intensive nature of Local Government, particularly for rural councils with higher operating costs of assets, it is important to consider the needs, demands and expectations of communities and to deliver services from infrastructure assets in a sustainable and affordable way.

DISCUSSION

The fundamental purpose of the Road and Transport Asset Management Plan is to improve Council's long term strategic management of its road and transport infrastructure. This plan communicates the actions required for the responsible management of assets and the associated services provided, compliance with regulatory requirements and funding needed to provide the required levels of service to the community.

The intent of the document is to outline the approach used by Ararat Rural City Council (Council) in managing its Roads and Transport network. This plan covers the entire lifecycle of managing the Roads and Transport assets including but not limited to:

- Construction and Capital Works.
- Maintenance.
- Inspection and Health Assessment.
- Asset Register and Data.
- End of life/Renewal.
- Valuation.
- Incident Management.
- Reporting.

Council will execute the management of its Road and Transport network aligned with the approach outlined in this plan.

The plan is structured into components representing operational areas of the council called 'services'. The responsibilities that exist within those services combine towards a whole of organisation approach to asset management.

Council service lines included in this plan are:

- Asset Management

- Depot Operations
- Finance
- Engineering
- Procurement
- Customer Services
- Governance
- Occupational Risk and Safety
- Organisational Transformation

KEY CONSIDERATIONS

Alignment to Council Plan Strategic Objectives

4 Developing and Maintaining Key Enabling Infrastructure

We will ensure that we plan, fund and develop new infrastructure in ways that delivers strong public value. Existing infrastructure will be managed, renewed, and maintained to ensure that it continues to serve identified public needs.

- 4.1 Ensure that asset development and renewal during the planning period matches that identified in Councils Asset Plan 2021-2031.
- 4.2 Work directly with asset users to manage and develop new and existing assets.

Budget Implications

The costs associated with reviewing the Asset Management Plans are allocated in the current budget.

Policy/Relevant Law

- Road Management Act 2004
- Transport Act 1983
- Road Safety Act 1986 (Amended 2004)
- Ministerial Code of Practice – Road Management Plans (September 2004)
- Road Management Act 2004 – Code of Practice – Operational Responsibilities for Public Roads (December 2004)
- Road Management Act 2004 – Code of Practice – Management of Road and Utility Infrastructure in Road Reserves
- Ararat Rural City Council - Neighbourhood Amenity Local Law 2022
- Roads to Recovery Act 2000
- Subdivisions Act 1988
- Disability Discrimination Act 1992
- Catchment and Land Protection Act 1994
- Flora and Fauna Guarantee Act 1988
- Environment Protection and Biodiversity Conservation Act 1999
- Building Codes
- Water Act 1989
- Aboriginal Heritage Act 2006
- Aboriginal Heritage Amendment Act 2016
- Local Government Act 2020 & 1989
- Ararat Rural City Council Road Management Plan
- Ararat Rural City Council Plan 2021 – 2025
- Ararat Rural City Council Financial Plan 2021-2031
- Ararat Rural City Council Asset Plan 2021-2031
- Ararat Rural City Council Road Register

Sustainability Implications

The asset management plan is considered within the following future impacts in mind:

- Climate change
- Service delivery

- Demographic change
- Emerging technologies and practices
- Political environments
- Asset volume (including duplication, redundancy and scarcity)
- Asset condition
- Financial capacity

Risk Assessment

The Road and Transport Asset Management Plan is one of the risk management measures in relation to the management of roads and pathways. There is no significant risk in application of the plan. Council officers will ensure that the Plan is implemented across the organisation.

Innovation and Continuous Improvement

The introduction of strategic planning principles, and the integrated approach to planning, monitoring and performance reporting allows for continuous improvement and innovation opportunities to be utilised through the life cycle of Council's assets.

Stakeholder Collaboration and Community Engagement

The review of the Road and Transport Asset Management Plan has been carried out through internal consultation with relevant officers.

The Chief Executive Officer briefed Councillors on the plan at the Council Briefing held on 15 August 2023.

RECOMMENDATION

That:

- 1 Council adopt the Road and Transport Asset Management Plan; and*
- 2 The Road and Transport Asset Management Plan be placed on Council's website.*

**MOVED CR BEALES
SECONDED CR BURRIDGE**

That:

- 1 Council adopt the Road and Transport Asset Management Plan; and**
- 2 The Road and Transport Asset Management Plan be placed on Council's website.**

CARRIED 4849/23

ATTACHMENTS

Road and Transport Asset Management Plan is provided as Attachment 3.1

Ararat Rural City Council

Roads and Transport

Asset Management Plan

**Roads and Transport
Asset Management Plan**

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**Roads and Transport
Asset Management Plan**

1 Plan Intention and Structure

The intent of this document is to outline the approach used by Ararat Rural City Council in managing its Roads and Transport network. This plan covers the entire lifecycle of managing the Roads and Transport assets including but not limited to:

- Construction and Capital Works.
- Maintenance.
- Inspection and Health Assessment.
- Asset Register and Data.
- End of life/Renewal.
- Valuation.
- Incident Management.
- Reporting.

Ararat Rural City Council will execute the management of its Road and Transport network aligned with the approach outlined in this plan.

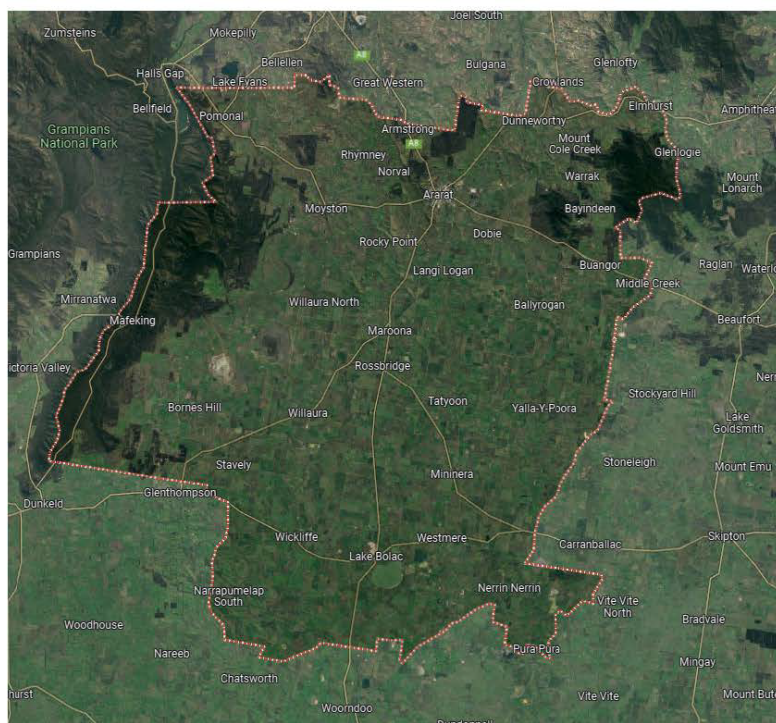
This plan is structured into components representing operational areas of the council called 'services'. The responsibilities that exist within those services combine towards a whole of organisation approach to asset management.

Council service lines included in this plan are:

- Asset Management
- Depot Operations
- Finance
- Engineering
- Procurement
- Customer Services
- Governance
- Occupational Risk and Safety
- Organisational Transformation

Road infrastructure is extensive within Ararat Rural City Council with current road surface volumes exceeding 750km sealed road and 1400km unsealed road. Road infrastructure provides the purpose of travel from one place to another typically via vehicle or truck but may also include other road registered vehicles such as heavy farm equipment.

The below graphic demonstrates the municipal boundaries of the Ararat Rural City Council. Road assets contained within the boundaries which are not either state or federal roads are the responsibility of Ararat Rural City Council to maintain.



This asset management plan is to be read in conjunction with the Ararat Rural City Council planning documents, including the Asset Management Policy along with other key documents including:

**Roads and Transport
Asset Management Plan**

- Road Management Plan
- Ararat Rural City Council Plan 2021 – 2025
- Ararat Rural City Council Financial Plan 2021-2031
- Ararat Rural City Council Asset Plan 2021-2031
- Ararat Rural City Council Road Register

The infrastructure assets covered in this Road and Transport asset management plan are shown in Table 1. These assets either directly or indirectly provide or support access across the municipality.

Asset Category	Dimensions	Unit
Sealed Roads	764	Km
Unsealed Roads	1420	Km
Natural Surface Road	240	Km

Roads and Transport
Asset Management Plan

3 Asset Management

The Asset Management service is responsible for the delivery of the following core items.

- Asset Management System.
- Asset Class Definition.
- Asset Data Structure and Schema.
- Intervention Definitions.
- Condition Definition and Inspection.
- Asset Attribute Data Collection and upkeep.
- General Asset Reporting.

3.1 Asset Management System

Ararat Rural City Council uses an Asset System called Confirm. Confirm has two modules that act as extensions to the Confirm software, Confirm Connect and Confirm WorkZone.

Confirm Connect is a mobility enabled software module that is built for the specific purpose of 'in the field' use. The software works on a tablet or phone and can work in both online (internet connected) and offline (blackspot or offline) modes. Primarily the software is used by operators to complete 'in the field' activities such as condition inspections, defect inspections or asset attribute data collection.

Confirm WorkZone is used as a management interface to schedule works. This allows for works in similar locations to be grouped, so works can be executed by a crew whilst in a specific region or zone.

3.2 Road and Transport Class Definition

Ararat Rural City Council Roads and Transport assets are broken down into different classes. This breakdown serves as both a separator for type and a means to value the roads and transport network. Each class has a different unit rate of replacement applied allowing the road network to be valued by multiplying the unit rate by the area of the asset as provided in the attached Asset Valuation Policy - Valuations Policy - Major Asset Classes.docx.

HIERARCHY	DESCRIPTION
Link Roads	Connect to or between townships. Connect townships to arterial roads. Connect to major tourist destinations. Connect to major industrial centres.
Collector Roads	Connect between link roads. Connect to minor tourist destinations. Connect to minor industrial centres. Connect access roads to link roads or arterial roads.
Access Residential	Provide access to one or more dwellings. Provides secondary access to urban commercial properties
Access Property	Provide access to one or more properties
Ancillary Areas	Carparks Rest areas Parking lanes

**Roads and Transport
Asset Management Plan**

3.2.1 Assets not included in this plan.

Assets specifically excluded from this plan include:

- Boundary roads allocated to the adjoining municipality. However, in some instances the agreements may allow for cost sharing of specified capital works on the roads. Such works will only be carried out if an agreement exists between the municipalities concerned.
- Arterial roads that are declared as such pursuant to Section 14 of the Road Management Act 2004. These roads are historically referred to as State Highways or Main Roads. Arterial roads perform a regional link function and as such they traverse more than one municipality.
- Roads on Crown Land that are not included on Council's Road register eg: state forest roads and tracks.
- Railway crossing components for which Council is not the responsible authority.
- Utility services.
- Private vehicle crossings/driveways as covered in the Road Management Plan in Section 6.5.2 Private Owner Responsibilities
- Overhanging vegetation from Private Land.
- Nature Strips.
- Bridges and Major Culverts – refer to Asset Management Plan – Bridges and Major Culverts
- Water Authority Bridges and Structures.
- Footpaths
- Tracks on 'unused roads' ('paper roads')

3.2.2 Boundary roads

Council's road network connects to those of five adjoining municipalities as follows:

- Pyrenees Shire Council
- Moyne Shire Council
- Southern Grampians Shire Council
- Northern Grampians Shire Council
- Corangamite Shire Council

Boundary agreements with adjoining municipalities were formulated and adopted in the late 1990's, as all boundary roads are rural in nature there are no assets, such as footpaths on the same section of boundary road reserve where the operational responsibility need to be shared. A practical approach was adopted with agreements being reached to equitably allot operational responsibility for full road width for specific sections of boundary road to each municipality.

The sections of boundary roads that Ararat Rural City Council has operational responsibility for are including in the Council's register of public roads.

**Roads and Transport
Asset Management Plan**

3.2.3 Key Stakeholders

Key stakeholders in this asset management plan include:

Stakeholder	Responsibility
Private car drivers, cyclists, pedestrians, motorised buggy users	Customer
Industrial and commercial operators and other transport services	Customer
Public Transport Services	Customer
School Bus Services	Customer
Bicycle User Groups	Customer
Road Authorities/Government Departments (Department of Transport, DECCA)	Other Interested Party
Land Developers	Other Interested Party
Road Safety Organisations	Other Interested Party

3.2.4 Legislative requirements

Legislation or regulation which impacts on this plan are:

- Road Management Act 2004
- Transport Act 1983
- Road Safety Act 1986 (Amended 2004)
- Ministerial Code of Practice – Road Management Plans (September 2004)
- Road Management Act 2004 – Code of Practice – Operational Responsibilities for Public Roads (December 2004)
- Road Management Act 2004 – Code of Practice – Management of Road and Utility Infrastructure in Road Reserves
- Neighbourhood Amenity Local Law 2022
- Roads to Recovery Act 2000
- Subdivisions Act 1988
- Disability Discrimination Act 1992
- Catchment and Land Protection Act 1994
- Flora and Fauna Guarantee Act 1988
- Environment Protection and Biodiversity Conservation Act 1999
- Building Codes
- Water Act 1989
- Aboriginal Heritage Act 2006
- Aboriginal Heritage Amendment Act 2016
- Local Government Act 2020 & 1989

**Roads and Transport
Asset Management Plan**

4 Road and Transport Data Schema

The following structure outlines the mandatory and optional attribute data collected specific to the Ararat Rural City Council Road and Transport Network

- RM-PW-Cracks >15mm W x 200mm L
- RM-PW-Missing/Damaged Handrail
- RM-PW-Hazard/Slippery Material
- PW-Cracking <15mm W < 200mm L
- RG-Missing/Damaged Sign
- RG-Roadside Overgrown Veg
- RG-Missing/Damaged Guard Rail
- RG-Missing/Damaged Guidepost
- RG-Faded Line marking
- RG-Missing/Damaged Fire Plug
- RG-New Line marking
- RM-Pothole >400 W & >75 D
- RM-Pothole >400 W & 75-100 D
- RM-Seal missing > 1 sqm
- RM-Seal Deformation >100mm 2.4m
- RM-Low skid resistance > 25m L
- RM-Seal crack >25 W & 400 L
- RM-Edge drop unseal shldr >75
- RM-US Pothole >400 W & 100 D
- RM-US Pothole >400W & 100-150D
- RM-Pothole shldr >400W & 100D
- RM-US Deformation >150 > 2.4m
- RM-US Deformation >200 > 2.4m
- RM-Corrugations >60 D & >20m L
- RM-NS Deformation >300mm >2.4m
- RM-Washaway >100 over 2.4m
- RM-Shoving/heaving >100D >2.4m
- RM-Oil or substance spills
- RM-Fallen trees or rock >200 W
- RM-Fallen tree or rock 50-200W
- RM-Material on Road >100 W
- RM-Vegetation <4.5m clearance
- RM-Dead animals on carriageway
- RM-Livestock on road reserve
- RS-Pothole in Seal
- RS-Gravel Shoulder Defect

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- RS-Pavement Deformation
- RS-Shoulder Grading
- RS-Edge Drop
- RS-Patching
- RS-Seal Cracking
- RU-Gravel Pothole
- RU-Surface Roughness
- RU-Shape Loss

MANDATORY DATA

Sealed/unsealed
Road start/end coordinates
Road Width
Road class
Condition level
Frequency of maintenance

OPTIONAL DATA

Construction date/Reseal date
VPD/ traffic count data

4.1.1 Spatial Data

The Ararat Rural City Council Road and Transport network is captured spatially by position (latitude and longitude) and can be displayed on a mapping environment however the spatial representation of the bridge as a three-dimensional model (using LiDAR etc) is not available at this time.

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4.2 Inspection Schedules

Inspection Schedules are nominated as per the Road Management Plan Appendix A as below:

4.2.1 Roads Defect Inspection and Night Inspection and Schedule

- Day: Inspect for defects including potholes, seal damage or failure, pavement damage or failure, local pavement deformation, shoulder or edge damage, drainage issues, line marking, and signage.
- Night: Inspect signs, reflectors and line marking for effectiveness in times of low light and poor visibility.

Responsibility - Operations & Infrastructure.

	URBAN				RURAL			
	Link	Collector	Access Residential	Access Property	Link	Collector	Access residential	Access property
Day	1 years	1 years	1 years	2 years	1 years	1 years	1 years	2 years
Night	3 years	3 years	3years	3 years	3 years	3 years	Nil	Nil

4.2.2 Roads Storm or Other Event Inspection from Notification

Inspect impairment associated with storm or other event.

Responsibility - Operations & Infrastructure.

4.2.3 Condition Definition

Condition Rules (1-5 overall general condition values with definitions)

Condition State	Subjective Rating	Description	Action	Residual Life (Estimated % design life remaining)
1	Very Good	Structural: Sound physical condition. Insignificant deterioration. Asset likely to perform adequately without major work for 20 years or more. Serviceability: No or insignificant surface defects apparent. Routine maintenance only required.	No immediate action required. Maintain standard programmed condition assessment.	60% to 100%
2	Good	Structural: Acceptable physical condition; minor deterioration/minor defects evident. Serviceability: Minor increase in pavement roughness counts. Some minor surface defects apparent. Negligible short-term failure risk but potential for	No immediate action required other than possible routine maintenance. Maintain standard	35% to 60%

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		deterioration in long- term (15 years plus). Only minor work required (if any).	programmed condition assessment.	
3	Fair	Structural: Moderate to significant deterioration evident; Minor components or isolated sections of the asset need replacement or repair now but not affecting short term structural integrity. Serviceability: Moderate increase of pavement roughness but asset still functions safely at adequate level of service. Failure unlikely within next 10 years but further deterioration likely and major replacement likely within next 5 to 15 years. Work required but asset is still serviceable.	Take action as appropriate to address defects and if necessary, routine patching, crack filling, rejuvenation. Monitor with programmed condition assessment for rehabilitation and/or renewal in medium term.	20% to 35%
4	Poor	Structural: Serious deterioration and significant defects evident affecting structural integrity. Serviceability: Significant increase in pavement roughness. Substantial work required in short term to keep asset serviceable. Failure likely in short to medium term. Likely need to replace most or all of asset within short term (possibly next 2 years). No immediate risk to health or safety but works required within 2 to 5 years to ensure asset remains safe.	Take immediate action as appropriate to address the defects. Immediately undertake risk assessment and further investigate options. Schedule appropriate action – rehabilitation or renewal in short term.	10% to 20%
5	Very Poor	Structural: Failed or failure imminent. Immediate need to replace most or all of asset. Serviceability: Large increase in pavement roughness and surface defects. Increase in road user costs and a deterioration in the safe performance of the asset. Major work or replacement required urgently.	Take immediate action as appropriate to address the defects. Immediately undertake risk assessment and further investigate options. Schedule appropriate action – immediate rehabilitation or renewal.	0% to 10%

**Roads and Transport
Asset Management Plan**

4.3 Attribute Collection

Asset staff will utilise Confirm Connect to check current asset attribute data and update as necessary whilst in the field assessing/visiting an asset (i.e. for a condition inspection) New assets will be recorded in confirm based on design specifications and then checked and updated in the field. Asset Attribute data collection will be in line with mandatory data collection requirements.

4.4 General Asset Reporting

Asset staff are required to provide annual asset reporting for valuations and grant application requirements. These specific reports include but are not limited to:

- Road and Transport asset listing including attributes.
- Road and Transport spatial mapping.
- Road and Transport condition report by class.

Road and Transport maintenance report.

**Roads and Transport
Asset Management Plan**

5 Depot Operations

The core responsibilities of council's depot operations with relation to Road and Transport Asset Management is; the identification of road defects and the rectification of those defects through routine and responsive maintenance. Defects are identified through an inspection process and assessed against intervention definitions.

5.1 Defect Inspection and Routine

Refer to Item 3.4.1.

5.2 MAINTENANCE RESPONSE TIME

5.2.1 **Prioritisation of Interventions**

The following intervention response times apply from the time of identification by council of a defect that exceeds the stated intervention level. Identification by Council may be through proactive inspection, reactive inspection following a customer request, or other responsive notification. Where an interim response has been made, the intervention response time shall apply from the time the interim response has been completed.

Where multiple defects exceeding intervention levels are identified, intervention shall be prioritised in asset hierarchy order. Where resources are constrained (availability of funds, materials, specialist contractors or specialist equipment), the intervention response times may be extended subject to risks being reasonably managed through temporary treatment provisions.

For dwelling access roads and property access roads that are of natural surface or without formation, the intervention standard for natural surface road or track shall apply regardless of the road's hierarchy. The identification of a defect that exceeds the stated intervention level does not oblige Council to upgrade the asset or maintain the asset to a standard higher than that to which it was constructed.

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Asset Management Plan**

RESPONSE CODE	RESPONSE MECHANISM	RESPONSE TIME
A	Inspect and rectify if possible, or provide appropriate warning, or place on maintenance program.	Within 1 business day of inspection or notification.
B		Within 2 business days of inspection or notification.
C		Within 10 business days of inspection or notification.
D		Within 20 business days of inspection or notification.
E		Within 60 business days of inspection or notification.
F		Within 6 months of inspection or notification.
G		Within 1 year of inspection or notification.

Roads and Transport
Asset Management Plan

5.2.2 Defect Identification

The following table is used to identify if any defect exists when undertaking a road and transport defect inspection.

Should a defect be identified it is logged as a defect within Confirm Connect which will trigger the creation of the job for works to be undertaken to rectify the defect identified.

ASSET TYPE	DESCRIPTION OF HAZARD	URBAN				RURAL			
		LINK	COLLECTOR	ACCESS RESIDENTIAL	ACCESS PROPERTY	LINK	COLLECTOR	ACCESS RESIDENTIAL	ACCESS PROPERTY
Road Surface and Pavements									
Road	Size of potholes are greater than 300 millimetre in diameter and 100 millimetres in depth	C	C	D	F	C	D	F	N/A
	Edge of sealed pavement breaks or loses material and reduces the pavement width more than 200 millimetres or has a > 100 mm drop off over 20 metres of length.	E	E	F	G	D	E	F	N/A
	Shoving / Depressions or Rutting on road surface should be greater than 75 millimetres in depth.	F	F	F	G	F	F	G	N/A
	Crocodile Cracking should affect more than 3 squares metres in road pavement and surface.	F	F	F	G	F	F	F	N/A
	Corrugations should be more than 75 millimetres in depth and more than 20 metres in length	N/A	N/A	F	F	N/A	D	E	F
	Accumulation of loose materials on sealed traffic lanes	N/A	C	D	F	C	D	E	E
	Oil spill or water over road	A	A	A	B	A	A	B	C

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ASSET TYPE	DESCRIPTION OF HAZARD	URBAN				RURAL			
		LINK	COLLECTOR	ACCESS RESIDENTIAL	ACCESS PROPERTY	LINK	COLLECTOR	ACCESS RESIDENTIAL	ACCESS PROPERTY
Kerb & Channel	Vertical or Horizontal displacement is more than 100 millimetres or asset broken / displaced	F	F	G	G	G	G	N/A	N/A
Signs	Regulatory, warning and hazard signs missing, illegible at 100 metres distance or damaged, making them substantially ineffective.	E	E	E	F	E	E	F	G
Bollards and Guideposts	Bent, loose, damaged, non-functional, or causing injury to the general public;								
	· Greater than 10 degrees off the vertical or;	E	E	F	G	E	F	G	G
	· Greater than 5% surface dented or;	E	E	F	G	E	F	G	G
	· Greater than 5% surface corroded /rusty.	E	E	F	G	N/A	N/A	N/A	N/A
Vegetation	All tree defects including intrusion into pedestrian and/or vehicle clearance zone. and sight distance issues that limit clear vision	E	E	F	G	D	E	F	G

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ASSET TYPE	DESCRIPTION OF HAZARD	URBAN				RURAL			
		LINK	COLLECTOR	ACCESS RESIDENTIAL	ACCESS PROPERTY	LINK	COLLECTOR	ACCESS RESIDENTIAL	ACCESS PROPERTY
Line marking	(1)-Missing or damaged RRPM's (Reflective Raised Pavement Markers) and / or (2)-Delineation or line marking not visible or ineffective	E	F	G	G	E	F	G	G

**Roads and Transport
Asset Management Plan**

5.3 Road and Transport Maintenance

Road and Transport Maintenance is triggered via response to a compliant, enquiry or event (reactive maintenance) or is routine in nature, based schedule of maintenance events.

Road and Transport inspections are aligned with the.

Road type	Higher function sealed roads	Higher function sealed roads	Unsealed roads
Inspection Frequencies (years)	1-2	2-3	At least on annual basis, at the same time each year

5.3.1 Routine Maintenance

Routine maintenance is scheduled maintenance applied to a road and transport assets outside of reactive maintenance, where a road maintenance team will visit a site and complete any maintenance works required on the road and transport asset where any defects exist outside of intervention levels.

Routine maintenance scheduling operates as per the [Road Management Plan 28 January 2021.pdf](#).

5.3.2 Reactive Maintenance

Reactive Road and Transport maintenance is undertaken by the depot operations team. It is packaged via a works coordinator who triages and distributes jobs using Confirm WorkZone for execution by crews in Confirm Connect based on the urgency of identified defects through an inspection process. Reactive Maintenance is undertaken in accordance with the [Road Management Plan 28 January 2021.pdf](#).

6 Engineering and Projects

6.1 Road and Transport Intervention Definitions

The purpose of Road and Transport intervention definitions is to describe the level of a defect which subsequently requires maintenance to rectify.

Refer to Item 4.2 for the table outlining the response time to a Road and Transport defect dependant on the road hierarchy that the Road and Transport resides within. Roads with higher utility are graded with higher response objectives specific to items requiring maintenance.

Intervention response times apply from the time of defect identification by council that exceeds the stated intervention level. Identification by Council may be through proactive inspection, reactive inspection following a customer request, or other responsive notification. Where an interim response has been made, the intervention response time shall apply from the time the interim response is completed.

Where multiple defects exceeding intervention levels are identified, intervention shall be prioritised in asset hierarchy order. Where resources are constrained (availability of funds, materials, specialist contractors or specialist equipment), the intervention response times may be extended subject to risks being managed through temporary treatment provisions.

For dwelling and property access roads that are of natural surface or without formation, the intervention standard for natural surface road or track shall apply regardless of the road's hierarchy.

The identification of a defect that exceeds the stated intervention level does not oblige Council to upgrade or maintain the asset to a standard higher than that which it was constructed.

Refer to IPWEA Practice Note 9: Condition Assessment & Asset Performance Guidelines, Appendix 3 – Visual Assessment Guide

Council endeavours to identify defects that exceed the stated intervention thresholds. Where intervention thresholds are exceeded, treatment will be undertaken in accordance with the timeframes identified and subject to available resources.

6.2 Renewal and Capital Works Planning

- Council Road and Transport assets approaching end-of-life or no longer meet community needs, will be considered for renewal.
- Priority of renewal will be determined based on the following factors:
 - Average traffic volume
 - Significance of asset for agricultural and other key industries
 - Date from which the asset has been identified as eligible for renewal.
- Renewal of Road and Transport assets will consider foreseeable road network growth, and potential expansions of asset use in the future. Road and Transport assets will be designed to meet all current standards and industry best practice documents, including:
 - VicRoads Road Design Notes
 - Austroads Guide to Road Design: Set
 - Austroads Guide to Pavement Technology: Set

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Asset Management Plan**

- Risk Assessment based on priority of renewal factors by engineers.
- Decision matrix based on the priority of renewal factors with relevant scaling decided by the engineers.

6.3 Renewal Project Management

Road and Transport renewals will be undertaken as individual projects. Ararat Rural City Council Engineering staff will be responsible for overseeing successful project completion, in accordance with industry best practice standards for project management, and this document.

Key stages of the project are:

- Monitor roads regularly up to engineers' specification

**Roads and Transport
Asset Management Plan**

7 Contracts and Procurement

7.1 Tender Process

The tender process for all asset management types will be in accordance with Council's Procurement Policy. [Procurement Policy FINAL 30 May 2023.pdf](#).

7.2 Financial Tracking of Renewal Projects

Financial Tracking of contracts is undertaken through Council's financial system and associated tracking numbers.

7.3 Project Milestone Reporting

Project Milestone Reporting will be undertaken in compliance with funding milestone requirements and contract hold points and key performance indicators.

8 Finance and Valuations

This section references councils Valuations Policy – Major Asset Classes

8.1 Asset Valuation

Ararat Rural City Council has a responsibility to financially represent its network of Road and Transport assets to fair value. Road and Transport valuation is conducted using (refer to section 3.2), assigning unit rates to those classes on an annual basis based on real world values and multiplying the area of each individual road to the assigned unit rate.

8.2 Asset Capitalisation

All assets captured and represented within the Asset Management System are capitalised assets within councils financial reporting.

8.3 Asset Written Down Value

The current written down value of the Road and Transport asset is defined as the current cost of replacement minus the amount the asset has already depreciated.

8.4 Recurrent and Non-Recurrent Assets

All Road and Transport assets are treated as recurrent and financially planned for as a renewal asset.

8.5 Asset Depreciation

Road and Transport Asset Depreciation is the value (\$) of the already consumed portion of the Road asset. For example, if the Road and Transport asset is expected to last 30 years and it is currently 15 years old then it is determined that 50% of the asset is already depreciated. It is calculated in by taking the current unit rate of replacement and multiplying it against the unit rate of replacement connected to the asset and then against the percentage of the asset already consumed.

8.6 Representation of Asset Costings within Finance System

Road and Transport renewal projects are tracked within the council finance system using 'tracking categories. Maintenance and general works expenses are tracked at a network layer within the finance system; however, individual works costs can also be reported through the Asset Management System (Confirm).

**Roads and Transport
Asset Management Plan**

9 Customer Service

9.1 Complaints

Complaints will be logged via Council's customer request management system (CRMS).

9.2 Request for Service

Customer request for service will be logged via Council's customer request management system (CRMS).

Examples of request for service specific to Roads and Transport are:

- Poor surface
- Potholes
- Edge of seal breakage
- Rutting
- Crocodile cracking
- Corrugation
- Oil or water over roads
- Broken Kerb and Channel
- Signs missing or damaged
- Guideposts damaged or missing
- Missing or damaged Reflective Raised pavement markers
- Line marking not visible or ineffective
- Overgrown surrounds
- Feedback
- General feedback is captured by customer service via email.

9.3 Customer Request Management System (CRMS)

Council's customer request system (CRMS) will be used to report and record customer/public requests related to Council assets, including Road and Transport assets. Customers have the ability to log a request online, or phone the request into customer service, who log the request on the customer's behalf. The request is then assessed by the responsible member of staff, and work scheduled accordingly. Once the request is complete, Council staff will notify the customer.

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Asset Management Plan**

10 Risk/Occupational Health and Safety

10.1 Safety and Risk Management

All management and operational work related to asset management (including risk, incident reporting and safe work methods) will be undertaken in accordance with Council's OH&S Policy and associated procedures.

OHS Policy FINAL 19 January 2021

**Roads and Transport
Asset Management Plan**

11 Governance/CEO's Office

11.1 Management of Plan

This plan will be adopted and managed on a formal four-year cycle of review.

This plan will be stored under councils Governance SharePoint policy manual, owned by the Office of the CEO and be subject to out of cycle review at the discretion of the CEO.

11.2 Audit

This plan will be available for all standard audit requirements.

12 Organisational Transformation

12.1 Asset Digital Monitoring

Taking a 'Smart Cities' approach Ararat Rural City Council looks to take advantage of technology that supports the use of Asset Monitoring in particular the ability to:

- Enhance the accuracy of estimated remaining useful life.
- Enhance the accuracy of current asset condition.
- Enhance the accuracy of measuring asset health.

12.2 Asset Alerting Services

Taking a 'Smart Cities' approach Ararat Rural City Council looks to take advantage of technology that supports the use of automated alerting specific to council assets.

Current examples of this include alerting when a public bin along Barkly Street reaches a fullness threshold, or when certain storm water systems exceed volume and flow thresholds.

It is Ararat Rural City Councils intent to trial and implement flood Monitoring technology mounted underneath bridge structures.

12.3 Public Data Access

Road based bridge structures are publicly displayed through the public roads register.

Ararat Rural City Council is currently undertaking an assessment to establish additional data sets related to Road and Transport assets that may be considered for future public access including

- Condition.
- Attribute.
- Defect.
- Maintenance.
- Financial.
- Spatial.
- Civil and Design.

12.4 Predictive Asset Management

The Rural Councils Transformation Program is a state government funded initiative that is funding the current development of Ararat Rural Councils predictive asset management platform. The platform is intended to have development completed in Q3 2023 ready for testing and organisational use in Q4 2023. The core functions of the predicative asset management platform are:

- Analytics at both a network and individual asset level to determine if useful life estimates are trending accurately to current useful life valuation predictions.
- Asset in the annual construction of asset financial valuations for calculated assets.
- Forward predict a rolling 10-year roads and bridge capital works program based on current degradation rates of council assets.
- Detailed reporting including spatial insights across asset classes.

**Roads and Transport
Asset Management Plan**

12.5 Key Performance Indicator Platform

The management of all Council's assets will be measured and tracked via Council's service level key performance indicator system within PowerBI. This system will enable monthly tracking of data identified as critical to success related to the Assets service. This key performance indicator information is viewed and monitored by the CEO.

**Roads and Transport
Asset Management Plan**

13 References

[Asset Management Policy FINAL Feb 2011.pdf](#)

[OHS Policy FINAL 19 January 2021](#)

[Procurement Policy FINAL 30 May 2023.pdf](#)

[Risk Management Policy FINAL 21 September 2021.pdf](#)

[Road Management Plan 28 January 2021.pdf](#)

3.2 BRIDGES AND MAJOR CULVERTS ASSET MANAGEMENT PLAN

RESPONSIBLE OFFICER: CHIEF EXECUTIVE OFFICER
DEPARTMENT: CEO'S OFFICE
REFERENCE: 11311

OFFICER DIRECT OR INDIRECT CONFLICT OF INTEREST:

Officers providing advice to Council must disclose any conflict of interest.

No person involved in the preparation of this report has a conflict of interest requiring disclosure.

EXECUTIVE SUMMARY

Asset plans as referred to in the Local Government Act 2020, are community facing documents that show how Council assets will be managed and maintained, while meeting the community's needs and interests.

Assets managed by Local Government include an extensive network of local roads and other assets such as land, buildings, parks and recreation facilities. Good asset management is critical to the asset intensive nature of Local Government, particularly for rural council's with higher operating costs of assets, it is important to consider the needs, demands and expectations of communities and to deliver services from infrastructure assets in a sustainable and affordable way.

DISCUSSION

The fundamental purpose of the Bridge and Major Culvert Management Plan is to improve Council's long term strategic management of its bridge and major culvert infrastructure. This plan communicates the actions required for the responsible management of assets and the associated services provided, compliance with regulatory requirements and funding needed to provide the required levels of service to the community.

Bridge infrastructure is spread throughout Ararat Rural City Council with bridge volume exceeding 200 units. Bridges within the municipality are typically providing the purpose of road linkage over a body of water such as a river or stream. The Hopkins River and its associated tributaries such as the Fiery Creek and Mt Emu Creek account for a significant number of bridge crossings within the municipality.

The intent of this document is to outline the approach used by Ararat Rural City Council in managing its bridge network. This plan covers the entire lifecycle of all elements of managing the bridge network including but not limited to:

- Construction and Capital Works.
- Maintenance.
- Inspection and Health Assessment.
- Asset Register and Data.
- End of life/Renewal.
- Valuation.
- Incident Management.
- Reporting.

Council will execute the management of its Road and Transport network aligned with the approach outlined in this plan.

The plan is structured into components representing operational areas of the council called 'services'. The responsibilities that exist within those services combine towards a whole of organisation approach to asset management.

Council service lines included in this plan are:

- Asset Management
- Depot Operations
- Finance
- Engineering
- Procurement
- Customer Services
- Governance
- Occupational Risk and Safety
- Organisational Transformation

KEY CONSIDERATIONS

Alignment to Council Plan Strategic Objectives

4 Developing and Maintaining Key Enabling Infrastructure

We will ensure that we plan, fund and develop new infrastructure in ways that delivers strong public value. Existing infrastructure will be managed, renewed, and maintained to ensure that it continues to serve identified public needs.

- 4.1 Ensure that asset development and renewal during the planning period matches that identified in Councils Asset Plan 2021-2031.
- 4.2 Work directly with asset users to manage and develop new and existing assets.

Budget Implications

The costs associate with reviewing the Asset Management Plans are allocated in the current budget.

Policy/Relevant Law

- Road Management Act 2004
- Transport Act 1983
- Road Safety Act 1986 (Amended 2004)
- Roads to Recovery Act 2000
- Subdivisions Act 1988
- Disability Discrimination Act 1992
- Catchment and Land Protection Act 1994
- Flora and Fauna Guarantee Act 1988
- Environment Protection and Biodiversity Conservation Act 1999
- Building Codes
- Water Act 1989
- Aboriginal Heritage Act 2006
- Aboriginal Heritage Amendment Act 2016
- Local Government Act 2020 & 1989
- Ararat Rural City Council Road Management Plan
- Ararat Rural City Council Plan 2021 – 2025
- Ararat Rural City Council Financial Plan 2021-2031
- Ararat Rural City Council Asset Plan 2021-2031
- Ararat Rural City Council Road Register

Sustainability Implications

The asset management plan is considered within the following future impacts in mind:

- Climate change
- Service delivery
- Demographic change
- Emerging technologies and practices
- Political environments

- Asset volume (including duplication, redundancy, and scarcity)
- Asset condition
- Financial capacity

Risk Assessment

The Bridges and Major Culverts Asset Management Plan is one of the risk management measures in relation to the management of bridges and major culvert assets. There is no significant risk in application of the plan. Council officers will ensure that the Plan is implemented across the organisation.

Innovation and Continuous Improvement

The introduction of strategic planning principles, and the integrated approach to planning, monitoring and performance reporting allows for continuous improvement and innovation opportunities to be utilised through the life cycle of Council's assets.

Stakeholder Collaboration and Community Engagement

The review of the Road and Transport Asset Management Plan has been carried out through internal consultation with relevant officers.

The Chief Executive Officer briefed Councillors on the plan at the Council Briefing held on 15 August 2023.

RECOMMENDATION

That:

- 1. Council adopt the Bridge and Major Culvert Asset Management Plan; and*
- 2. The Road and Transport Asset Management Plan be placed on Council's website.*

MOVED CR ALLGOOD SECONDED CR SANDERS

That:

- 1 Council adopt the Bridge and Major Culvert Asset Management Plan; and**
- 2 The Road and Transport Asset Management Plan be placed on Council's website.**

CARRIED 4850/23

ATTACHMENTS

The Bridge and Major Culvert Asset Management Plan is provided as Attachment 3.2.

Ararat Rural City Council

Bridges and Major Culverts

Asset Management Plan

**Bridges & Major Culverts
Asset Management Plan**

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**Bridges & Major Culverts
Asset Management Plan**

1 Plan Intention and Structure

The intent of this document is to outline the approach used by Ararat Rural City Council in managing its bridge network. This plan covers the entire lifecycle of all elements of managing the bridge network including but not limited to:

- Construction and Capital Works.
- Maintenance.
- Inspection and Health Assessment.
- Asset Register and Data.
- End of life/Renewal.
- Valuation.
- Incident Management.
- Reporting.

Ararat Rural City Council will execute the management of its bridge network aligned with the approach outlined in this plan.

This plan is structured into components representing operational areas of the council called 'services'. The responsibilities that exist within those services combine towards a whole of organisation approach to bridge asset management.

Council service lines included in this plan are:

- Asset Management
- Depot Operations
- Finance
- Engineering
- Procurement
- Customer Services
- Governance
- Occupational Risk and Safety
- Organisational Transformation

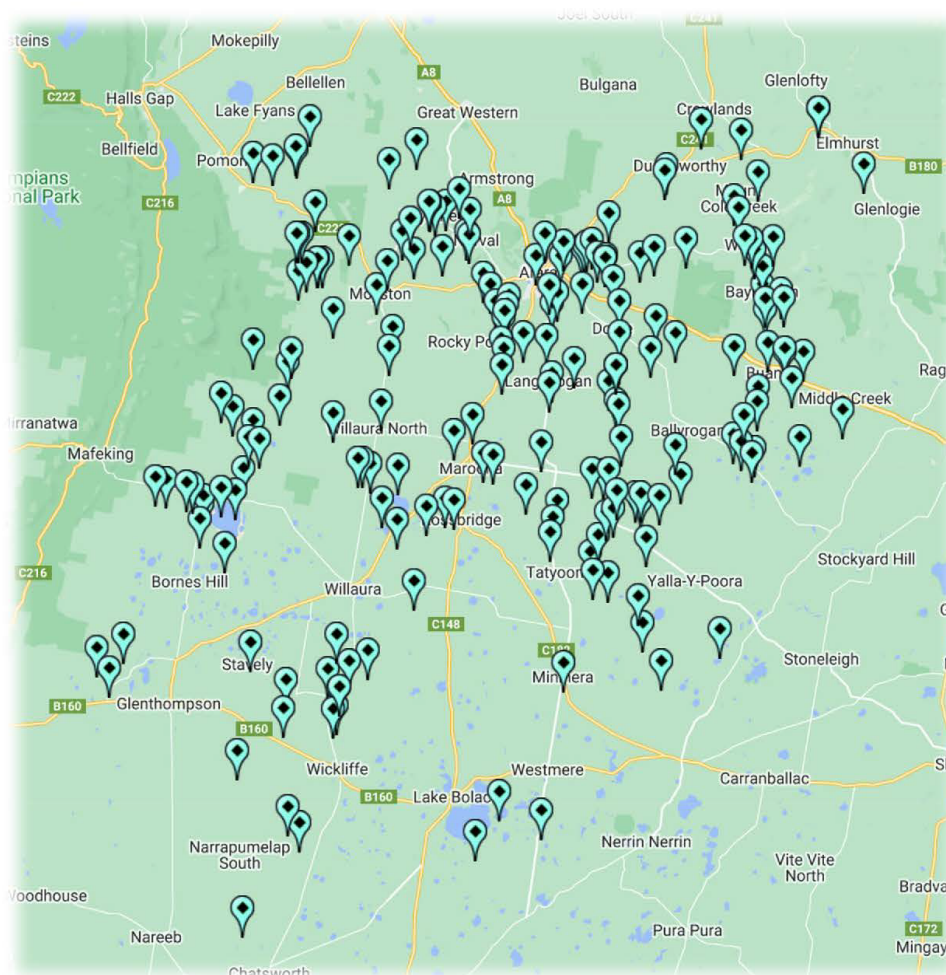
**Bridges & Major Culverts
Asset Management Plan**

2 Introduction – Bridge Asset Class

Bridge – “A structure that is built over a road, railway, river, etc. so that people, vehicles, etc. can cross from one side to the other.” Oxford Dictionaries.

Bridge infrastructure is spread throughout Ararat Rural City Council with bridge volume exceeding 200 units. Bridges within the municipality are typically providing the purpose of road linkage over a body of water such as a river or stream. The Hopkins River and its associated tributaries such as the Fiery Creek and Mt Emu Creek account for a significant number of bridge crossings within the municipality.

The following graphic shows general bridge location and distribution across the municipality with concentrations of bridges existing within natural water traversal routes.



**Bridges & Major Culverts
Asset Management Plan**

3 Asset Management

The Asset Management service is responsible for the delivery of the following core items.

- Asset Management System.
- Asset Class Definition.
- Asset Data Structure and Schema.
- Intervention Definitions.
- Condition Definition and Inspection.
- Asset Attribute Data Collection and upkeep.
- General Asset Reporting.

3.1 Asset Management System

Ararat Rural City Council uses an Asset System called Confirm. Confirm has two modules that act as extensions to the Confirm software, Confirm Connect and Confirm WorkZone.

Confirm Connect is a mobility enabled software module that is built for the specific purpose of 'in the field' use. The software works on a tablet or phone and can work in both online (internet connected) and offline (blackspot or offline) modes. Primarily the software is used by operators to complete 'in the field' activities such as condition inspections, defect inspections or asset attribute data collection.

Confirm WorkZone is used as a management interface to schedule works. This allows for works in similar locations to be grouped, so works can be executed by a crew whilst in a specific region or zone.

3.2 Bridge Class Definition

Ararat Rural City Council bridges are broken down into seven different classes. This breakdown serves as both a separator for type and also a means to value the bridge network. Each class has a different unit rate of replacement applied allowing a bridge to be valued by multiplying the unit rate of the bridge by the area of the structure (see Asset Valuation Policy for more information).

CODE	DESCRIPTION
1	Narrow Low Flat Slab Bridge
2	Wide Low Flat Slab Bridge
3	Narrow, Medium Height Flat Slab Bridge
4	Wide, Medium Height Flat Slab Bridge
5	Narrow High Bridge
6	Medium High Bridge
7	Muti-span High bridge

**Bridges & Major Culverts
Asset Management Plan**

3.3 Bridge Data Schema

The following structure outlines the mandatory and optional attribute data collected specific to the Ararat Rural City Council Bridge Network

MANDATORY DATA

Site (Road Name)
Bridge Number
Bridge Class
Major Culvert or Bridge
Coordinates (latitude and longitude)
Construction date
Overall Length
Overall Width
Height Clearance
Condition
Photos
As constructed plans
Condition of railing (good, poor, none, etc.)

OPTIONAL DATA

Width of Seal
Load Limit
Last Inspection date
Crossing Name (if named)
Structure Material
Height of cells of culvert
Number of Spans of bridge

3.3.1 Spatial Data

The Ararat Rural City Council bridge network is captured spatially by position (latitude and longitude) and can be displayed on a mapping environment however the spatial representation of the bridge as a three-dimensional model (using LiDAR etc) is not available at this time.

**Bridges & Major Culverts
Asset Management Plan**

3.4 Condition Inspection

Condition inspections occur via one of the following methods.

- Level 1: Routine Maintenance inspection (Asset Officer or Maintenance Staff)
- Level 2: Condition Inspection (Asset Officer or Engineer)
- Level 3: Detailed Engineering inspection (Certified)

Level 1 inspections are used to identify defects requiring maintenance.

Level 2 Inspections are used to identify how far through an Assets useful life it is for valuation purposes.

Level 3 Inspections are used to ensure public safety and/or to plan for asset renewal.

3.4.1 Condition Definition

Condition Rules (1-5 overall general condition values with definitions)

Refer Pg.42 ARRB Bridge management best practice guide – Table 2.2 condition statements.

Condition State	Subjective Rating	Description	Action
1	Good ('as new')	Free of defects with little or no deterioration evident	No action required in foreseeable future
2	Fair	Free of defects affecting structural performance, integrity and durability Deterioration of a minor nature in the protective coating and/or parent material is evident	No action required until at least next programmed inspection
3	Poor	Defects affecting the durability/serviceability which may require monitoring and/or remedial action or inspection by a structural engineer Component or element shows marked and advancing deterioration including loss of protective coating and minor loss of section from the parent material is evident Intervention is normally required	Action required prior to next programmed inspection
4	Very Poor	Defects affecting the performance and structural integrity which require immediate intervention including an inspection by a structural engineer, if principal components are affected Component or element shows advanced deterioration, loss of section from the parent material, signs of overstressing or evidence that it is acting differently to its intended design mode or function	Action required as soon as possible.

**Bridges & Major Culverts
Asset Management Plan**

5	Unsafe	This state is only intended to apply to the overall structure rating Structural integrity is severely compromised, and the structure must be taken out of service until a structural engineer has inspected the structure and recommended the required remedial action	Action required before bridge can be returned to service
---	--------	--	--

3.4.2 Condition Inspection Routine

INSPECTION DESCRIPTION	RATE
Within one year of construction	Twice annually (At least one Level 3)
Within two to five of construction	Once annually
Condition 2 and Condition 3	Once every two years
Condition 4	Twice annually (At least one Level 3)
Condition 5	Quarterly (Level 3) (consider weather events)

3.5 Attribute Collection

Asset staff will utilise Confirm Connect to check current asset attribute data and update as necessary whilst in the field assessing / visiting an asset (i.e. for a condition inspection) New assets will be recorded in confirm based on design specifications and then checked and updated in the field. Asset Attribute data collection will be in line with mandatory data collection requirements.

3.6 General Asset Reporting

Asset staff are required to provide annual asset reporting for valuations and grant application requirements. These specific reports include but are not limited to:

- Bridge asset listing including attributes.
- Bridge spatial mapping.
- Bridge condition report by class.
- Bridge maintenance report.

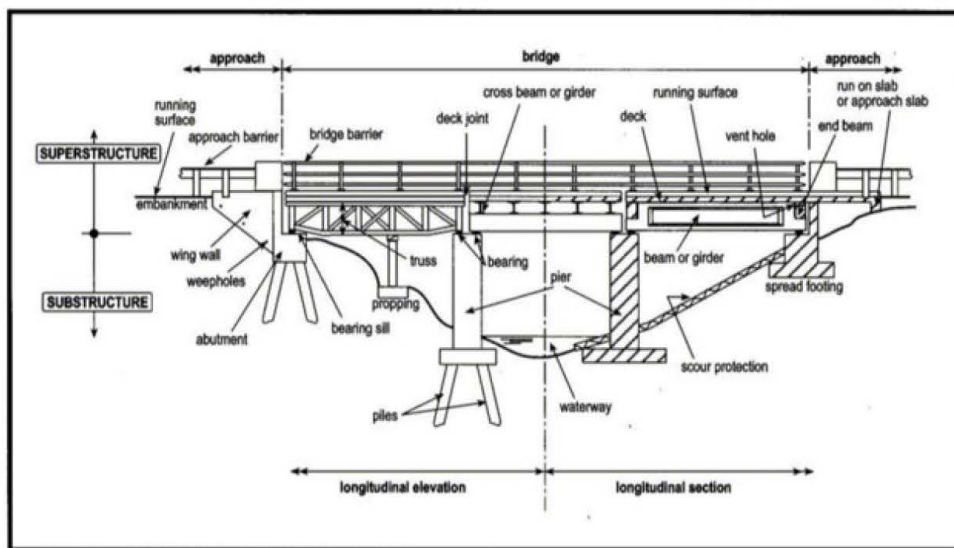
**Bridges & Major Culverts
Asset Management Plan**

4 Depot Operations

The core responsibilities of council's depot operations with relation to bridges is; the identification of bridge defects and the rectification of those defects through routine and responsive maintenance. Defects are identified through an inspection process and assessed against intervention definitions.

4.1 Defect Inspection

The general physical structure of a bridge is shown below. These are the elements that are assessed when undertaking a defect inspection.



4.1.1 Defect Definition

The following table is used to identify if any defect exists when undertaking a bridge defect inspection.

Should a defect be identified it is logged as a defect within Confirm Connect which will trigger the creation of the job for works to be undertaken to rectify the defect identified.

TASK

Signs and Delineation

- Missing/damaged/orientation/cleanliness.
- Loose and missing bolts.

Road Approach

- Settlement of approach slab
- Depressions, rutting, shoving ect
- Cracking

**Bridges & Major Culverts
Asset Management Plan**

Alignment barriers

- Loose and missing bolts
- Missing/damaged spacer blocks or barrier
- Corrosion
- Correct rail height and alignment

Bridge Railing

- Loose and missing bolts
- Corrosion
- Paint stripping
- Missing/damaged railing

Deck and Footpath Surface

- Cracking
- Uneven Surface

Expansion Joint

- Missing, loose or damaged joint
- Missing, loose or damaged bolts
- Dirt/debris accumulation

Bridge Drainage

- Debris accumulation on deck/footpath
- Debris accumulation in scuppers/gutters/drains

Embankments

- Erosion/scour/voids
- Cracked or missing protection works
- Vegetation growing in protection works

Abutments

- Weepholes clean
- Vegetation clear
- Accumulation of dirt and debris

**Bridges & Major Culverts
Asset Management Plan**

- Cracking
- Splitting/spalling

Piers

- Accumulation of dirt and debris
- Cracking
- Splitting/spalling
- Corrosion/pitting
- Paint stripping

Girders/Beams

- Accumulation of dirt and debris
- Cracking
- Splitting/spalling
- Excessive vibrations
- Dampness and staining
- Corrosion/pitting
- Paint stripping

Bearings

- Accumulation of dirt and debris
- Cracking/splitting
- Excessive vibration
- Dislocated

Vandalism/Graffiti

- Vandalism
- Graffiti

Signs and Delineation

- Missing/damaged/orientation/cleanliness.
- Loose and missing bolts.

Road Approach

**Bridges & Major Culverts
Asset Management Plan**

- Settlement of approach slab
- Depressions, rutting, shoving etc
- Cracking pavement at culvert

Protection Works/Wingwalls

- Erosion/scour/voids
- Cracked or missing protection works
- Vegetation growing in protection works
- Gaps between protection works, pavement and structure
- Cracking, spalling, or drummy concrete on wingwalls

Culvert

- Accumulation of dirt and debris
- Cracking, spalling, or drummy concrete on culvert legs, base slab, culvert soffits
- Cracked pipes
- Spalling of concrete pipes, particularly at joints
- Dislocated pipe joints
- Deformed (seriously out of round) pipes
- Loss of Galvanising from surfaces of corrugated metal pipes
- Corrosion of invert steel pipes
- Signs of corrosion perforation of the steel pipe wall due to corrosion against the soil
- Exposure of the coarse aggregate on concrete surfaces in the inverts and base of culverts legs

Stream

- Trees, rocks, structures or natural features and scours that could create erosive eddies and scour during large floods
- Erosion of the stream channel at the outlet that could threaten to undermine the outlet structure
- Realignment/meander/blockage of the upstream channel causing the streamflow to be misaligned with the culvert opening

4.1.2 Defect Inspection Routine

The following table outlines the defect inspection timeframe intervals.

**Bridges & Major Culverts
Asset Management Plan**

Roads	Defect Inspection Interval	Customer Request Inspection
Link	1 year	5 days
Collector	2 years	5 days
Access Dwelling	2 years	10 days
Access Property	2 years	15 days

- Link inspections occur at least every 12 months.
- Preventative maintenance includes proactive maintenance and planned maintenance. Simple maintenance tasks
- Reactive maintenance includes corrective maintenance and unplanned maintenance. This will extend the life of asset instead of further deterioration.

4.2 Bridge Maintenance

Bridge Maintenance is triggered via response to a complaint, enquiry or event (reactive maintenance) or is routine in nature, based schedule of maintenance events.

Figure 6.2: Intervention standard for routine maintenance

4.10.1 Intervention Standard

Defect/ Prescribed Action	SN 4 - 6	SN 1 - 3
(1) Clean blocked bridge and tunnel scuppers within:	1 day	1 day
(2) Clear litter and debris from bridge or a bridge-sized culvert when the cross sectional area of a waterway is obstructed within 10 metres upstream or downstream by more than:	20 per cent	20 per cent
(3) Repair minor damage to deck footways and pedestrian lifts likely to be hazardous to pedestrian or vehicular traffic within:	1 day	2 days
(4) Make temporary repairs to any railings and traffic barriers damaged by vehicular impact within:	4 hours	1 day

Source: RMS (2013).

Bridge inspections are aligned with the Victorian State Government's Road structures inspection manual.

[Road Structures Inspection Manual 2022 \[PDF 17.9 Mb\]](#)

4.2.1 Routine Maintenance

Routine maintenance is scheduled maintenance applied to a bridge outside of reactive maintenance, where a bridge maintenance team will visit a bridge onsite and complete any maintenance works required on the bridge structure where any defects exist outside of intervention levels.

Routine maintenance scheduling operates as per the table below:

Roads	Maintenance Interval	Responsibility
Link	1 year	Depot Operations
Collector	2 years	Depot Operations
Access Dwelling	2 years	Depot Operations
Access Property	2 years	Depot Operations

**Bridges & Major Culverts
Asset Management Plan**

4.2.2 Reactive Maintenance

Reactive bridge maintenance is undertaken by the depot operations team. It is packaged via a works coordinator who distributes jobs using Confirm WorkZone for execution by crews in Confirm Connect based on identified defects through the inspection process.

Roads	Timeframe	Responsibility
Link	5 days	Depot Operations
Collector	5 days	Depot Operations
Access Dwelling	10 days	Depot Operations
Access Property	15 days	Depot Operations

**Bridges & Major Culverts
Asset Management Plan**

5 Engineering and Projects

5.1 Bridge Intervention Definitions

The purpose of bridge intervention definitions is to describe the level of a defect which subsequently requires maintenance to rectify.

The following table outlines the response time to a bridge defect dependant on the road hierarchy that the bridge resides within. Roads with higher utility are graded with higher response objectives specific to items requiring maintenance:

Defect Description	Intervention Response Time			
	Link	Collector	Dwelling Access	Property Access
Property Access Deformation in approach greater than 100mm under 2.4m straightedge.	10 days	1 month	3 months	3 months
Cracking greater than 15mm wide and 200mm in length.	10 days	1 month	3 months	3 months
Spalling greater than 40mm in length	10 days	1 month	3 months	3 months
More than 20% silted culvert	1 month	3 months	3 months	3 months
Missing signs.	3 months	3 months	6 months	6 months
Missing safety rail.	3 months	3 months	6 months	6 months
Blocked Scuppers	1 month	3 months	3 months	6 months
Loss of Beaching	1 month	3 months	3 months	6 months
Exposed Reinforcement	10 days	1 months	3 months	6 months
Road defect over Bridge or Major Culvert	10 days	1 months	3 months	6 months

Intervention response times apply from the time of defect identification by council that exceeds the stated intervention level. Identification by Council may be through proactive inspection, reactive inspection following a customer request, or other responsive notification. Where an interim response has been made, the intervention response time shall apply from the time the interim response is completed.

Where multiple defects exceeding intervention levels are identified, intervention shall be prioritised in asset hierarchy order. Where resources are constrained (availability of funds, materials, specialist contractors or specialist equipment), the intervention response times may be extended subject to risks being managed through temporary treatment provisions.

For dwelling and property access roads that are of natural surface or without formation, the intervention standard for natural surface road or track shall apply regardless of the road's hierarchy.

The identification of a defect that exceeds the stated intervention level does not oblige Council to upgrade or maintain the asset to a standard higher than that which it was constructed.

Refer to [Road Structures Inspection Manual 2022 \[PDF 17.9 Mb\]](#) Part 4 Condition State Guidelines and Photographs.

Any visual damage that may affect structural performance or road users or public safety there will be a response time of 24 hours.

Bridges & Major Culverts Asset Management Plan

Council endeavours to identify defects that exceed the stated intervention thresholds. Where intervention thresholds are exceeded, treatment will be undertaken in accordance with the timeframes identified and subject to available resources.

From the level one and two inspections conducted, the results of these inspections will be up to the engineer's discretion whether a level three bridge inspection is required.

This level of inspection will be conducted by external contractors with the relevant qualifications and certificates.

The level three bridge/culvert Inspection Report will detail a full structural engineering survey and analysis of the structure. Depending on the scenario of each specific structure, this may include bridge modelling (structural analysis), load testing, coring (in concrete bridges and culverts) and other destructive and non-destructive testing methods.

A Level three Inspection gives full details of the structure and failure processes and provide full management recommendations to aid in the completion of the structure management planning process.

5.2 Renewal and Capital Works Planning

- Council bridge assets approaching end-of-life or no longer meet community needs, will be considered for renewal.
- Priority of renewal will be determined based on the following factors:
 - Average traffic volume
 - Significance of the asset to the surrounding road network (are there nearby alternative routes?)
 - Significance of asset for agricultural and other key industries
 - Serviceability of the existing structure
 - Date from which the asset has been identified as eligible for renewal
- Renewal of bridge assets will consider foreseeable road network growth, and potential expansions of asset use in the future. Bridges will be designed to meet all current standards and industry best practice documents, including:
 - AS 5100
 - Austroads Guide to Bridge Technology: Set
 - VicRoads Supplement to the Austroads Guide to Bridge Technology
 - VicRoads Bridge Technical Notes
- Risk Assessment based on priority of renewal factors by engineers.
- Decision matrix based on the priority of renewal factors with relevant scaling decided by the engineers.

5.3 Renewal Project Management

Bridge renewals will be undertaken as individual projects. Ararat Rural City Council Engineering staff will be responsible for overseeing successful project completion, in accordance with industry best practice standards for project management, and this document.

Key stages of the project are:

- Monitor bridge regularly up to engineers' specification
- Survey of the bridge – with full cross-sectional details of the river and approaches of bridge

**Bridges & Major Culverts
Asset Management Plan**

- Quote design and construct tender to relevant specifications AS5100

**Bridges & Major Culverts
Asset Management Plan**

6 Contracts and Procurement

6.1 Tender Process

The tender process for the renewal of a bridge will be in accordance with Council's Procurement Policy.
[Procurement Policy FINAL 30 May 2023.pdf](#)

6.2 Financial Tracking of Renewal Projects

Financial Tracking of contracts is undertaken through Council's financial system and associated tracking numbers.

6.3 Project Milestone Reporting

Project Milestone Reporting will be undertaken in compliance with funding milestone requirements and contract hold points and key performance indicators.

**Bridges & Major Culverts
Asset Management Plan**

7 Finance and Valuations

This section references councils Valuations Policy – Major Asset Classes

7.1 Asset Valuation

Ararat Rural City Council has a responsibility to financially represent its network of bridge assets to fair value. Bridge valuation is conducted using a structure of bridge classes (refer to section 3.2), assigning unit rates to those classes on an annual basis based on real word values and multiplying the area of each individual bridge structure to the assigned unit rate.

7.2 Asset Capitalisation

All bridge assets captured and represented within the Asset Management System are capitalised assets within councils financial reporting.

7.3 Asset Written Down Value

The current written down value of the bridge asset is defined as the current cost of replacement minus the amount the asset has already depreciated.

7.4 Recurrent and Non-Recurrent Assets

All bridge assets are treated as recurrent and financially planned for as a renewal asset.

7.5 Asset Depreciation

Bridge Asset Depreciation is the value (\$) of the already consumed portion of the bridge asset. For example, if the bridge asset is expected to last 100 years and it is currently 50 years old then it is determined that 50% of the asset is already depreciated. It is calculated in by taking the current unit rate of replacement and multiplying it against the unit rate of replacement connected to the asset and then against the percentage of the asset already consumed.

7.6 Representation of Asset Costings within Finance System

Bridge renewal projects are tracked within the council finance system using 'tracking categories'. Maintenance and general works expenses are tracked at a network layer within the finance system; however, individual works costs can also be reported through the Asset Management System (Confirm).

**Bridges & Major Culverts
Asset Management Plan**

8 Customer Service

8.1 Complaints

Complaints will be logged via Council's customer request management system (CRMS).

8.2 Request for Service

Customer request for service will be logged via Council's customer request management system (CRMS).

Examples of request for service specific to bridges are:

- Potholes on approach, or against abutment.
- Damaged guardrail
- Overgrown surrounds

Feedback

General feedback is captured by customer service via email.

8.3 Customer Request Management System (CRMS)

Council's customer request system (CRMS) will be used to report and record customer/public requests related to Council assets, including bridges and major culverts. Customers have the ability to log a request online, or phone the request into customer service, who log the request on the customer's behalf. The request is then assessed by the responsible member of staff, and work scheduled accordingly. Once the request is complete, Council staff will notify the customer.

**Bridges & Major Culverts
Asset Management Plan**

9 Risk/Occupational Health and Safety

9.1 Safety and Risk Management

All management and operational work related to bridges and major culverts (including risk, incident reporting and safe work methods) will be undertaken in accordance with Council's OH&S Policy and associated procedures. [OHS Policy FINAL 19 January 2021](#)

**Bridges & Major Culverts
Asset Management Plan**

10 Governance/CEO's Office

10.1 Management of Plan

This plan will be adopted and managed on a formal four-year cycle of review.

This plan will be stored under councils Governance SharePoint policy manual, owned by the Office of the CEO and be subject to out of cycle review at the discretion of the CEO.

10.2 Audit

This plan will be available for all standard audit requirements.

**Bridges & Major Culverts
Asset Management Plan**

11 Organisational Transformation

11.1 Asset Digital Monitoring

Taking a 'Smart Cities' approach Ararat Rural City Council looks to take advantage of technology that supports the use of Asset Monitoring in particular the ability to:

- Enhance the accuracy of estimated remaining useful life.
- Enhance the accuracy of current asset condition.
- Enhance the accuracy of measuring asset health.

It is Ararat Rural City Councils intent to trial and implement Bridge Monitoring technology on a bridge structure within the next 12 months.

11.2 Asset Alerting Services

Taking a 'Smart Cities' approach Ararat Rural City Council looks to take advantage of technology that supports the use of automated alerting specific to council assets.

Current examples of this include alerting when a public bin along Barkly Street reaches a fullness threshold, or when certain storm water systems exceed volume and flow thresholds.

It is Ararat Rural City Councils intent to trial and implement flood Monitoring technology mounted underneath bridge structures within the next 12 months.

11.3 Public Data Access

Road based bridge structures are publicly displayed through the public roads register.

Ararat Rural City Council is currently undertaking an assessment to establish additional data sets related to bridges that may be considered for future public access including

- Condition.
- Attribute.
- Defect.
- Maintenance.
- Financial.
- Spatial.
- Civil and Design.

11.4 Predictive Asset Management

The Rural Councils Transformation Program is a state government funded initiative that is funding the current development of Ararat Rural Councils predictive asset management platform. The platform is intended to have development completed in Q3 2023 ready for testing and organisational use in Q4 2023. The core functions of the predictive asset management platform are

- Analytics at both a network and individual asset level to determine if useful life estimates are trending accurately to current useful life valuation predictions.
- Asset in the annual construction of asset financial valuations for calculated assets.

**Bridges & Major Culverts
Asset Management Plan**

- Forward predict a rolling 10-year roads and bridge capital works program based on current degradation rates of council assets.
- Detailed reporting including spatial insights across asset classes.

11.5 Key Performance Indicator Platform

The management of all Council's assets will be measured and tracked via Council's service level key performance indicator system within PowerBI. This system will enable monthly tracking of data identified as critical to success related to the Assets service. This key performance indicator information is viewed and monitored by the CEO.

3.3 MEMBERSHIP TO THE LOCAL GOVERNMENT MAYORAL TASKFORCE SUPPORTING PEOPLE SEEKING ASYLUM

RESPONSIBLE OFFICER: CHIEF EXECUTIVE OFFICER
DEPARTMENT: CEO'S OFFICE
REFERENCE: 11244

OFFICER DIRECT OR INDIRECT CONFLICT OF INTEREST:

Officers providing advice to Council must disclose any conflict of interest.

No person involved in the preparation of this report has a conflict of interest requiring disclosure.

EXECUTIVE SUMMARY

Since 2018, the Local Government Mayoral Taskforce Supporting People Seeking Asylum has been collaborating across Australian Local Government councils and advocating for the rights of people seeking asylum.

Established and chaired by Greater Dandenong Council, the Mayoral Taskforce Supporting People Seeking Asylum is currently made up of 38 councils nationwide advocating for a fairer and swifter Refugee Status Determination process and access to appropriate supports.

Applications for asylum are clearly stuck in a broken system and in Australia there are close to 100,000 people waiting for their application for protection to be finalised. This includes people who have waited for over ten years.

This overly slow approach prevents individuals and families gaining the stability that refugee status provides. The result is vulnerable people living on the edge for years, without access to critical support service such as Centrelink, Medicare, public housing, education, mental health and food.

Since its inception the Taskforce members have promoted its advocacy through targeted meetings with relevant federal government ministers and Members of Parliament, and through a dedicated web based 'Back Your Neighbour' Advocacy Campaign platform.

DISCUSSION

On 21 April 2023 the Taskforce endorsed an updated Terms of Reference which included three membership categories with the following composition, responsibilities and fees:

Executive Member Council (\$5,000 per annum)

- i. Drive the implementation of the strategic priorities of the Taskforce.
- ii. Actively participate in the activities of the Taskforce, including providing feedback, endorsing motions and facilitating advocacy and campaign activities as required.
- iii. Make key decisions on strategic matters of the Taskforce in a timely manner, including the expenditure of funds collected from Member Councils.
- iv. Report decisions back to Member Councils including the acquittal of funds received.
- v. Always have a representative or delegate attend meetings - Mayors, Deputy Mayors, interested Councillors or senior officers.

General Member Council (\$500 per annum)

- i. Assist the Executive in setting and implementation of the strategic priorities of the Taskforce.
- ii. Provide resources where needed to help achieve the strategic priorities.
- iii. Contribute to decision-making on strategic matters of the Taskforce.

- iv. Participate in the activities of the Taskforce where appropriate, including attendance at meetings, providing feedback, endorsing motions and supporting other campaign activities.
- v. Advise the Executive on best practice examples of community engagement.

Supporter Council (no annual fee)

- i. Support the purpose of the Taskforce.
- ii. Supply organisational logo for use in promotional activities of the Taskforce.
- iii. Encouraged to promote the Taskforce, campaign and associated activities.

Membership transition

General Members are encouraged to nominate for Executive membership with the expectation to fulfil the requirements as an Executive Member Council after a membership duration of two years.

Supporter Members are encouraged to nominate for General membership with the expectation to fulfil the requirements as a General Member Council after a membership duration of two years.

Member Councils can transition to a different membership tier at any point in time. Nominations are to be submitted for approval by Executive Member Councils at the next scheduled meeting.

The Council performing Taskforce Secretariat responsibilities has committed 0.5EFT towards this function. Taskforce membership fees will be utilised to extend the resourcing available to coordinate joint state-wide advocacy and address other issues relating to humanitarian arrivals where collaboration by Councils would be of benefit.

Alignment to Council Plan Strategic Objectives

The proposed motion has potential impact on the following Council Plan 2021-2025 actions:

- 1 **Growing our Place**
We will create the settings to support growth across our municipality through an improved planning scheme, actively pursuing housing options and exploring models for in-migration.
- 2 **Enhancing Community Life**
We will work with the communities of Ararat Rural City to maintain social cohesion, support community activity, and cultural life, and enhance safety.

Budget Implications

The proposed motion has no impact on Council's 2023/2024 Budget.

Policy/Legal/Statutory

Nil

Risk Assessment

The submission of the proposed motion can be considered to be very low risk.

Stakeholder Consultation and Communication

Proposing the motion is the first stage in undertaking a broader based lobbying, communication and engagement piece, with rural Councils, rural communities and government.

RECOMMENDATION

That:

Council joins the Mayoral Taskforce Supporting People Seeking Asylum as a General member council fulfilling the requirements of such membership as outlined in the Terms of Reference.

**MOVED CR BEALES
SECONDED CR BURRIDGE**

That Council joins the Mayoral Taskforce Supporting People Seeking Asylum as a General member council fulfilling the requirements of such membership as outlined in the Terms of Reference.

CARRIED 4851/23

ATTACHMENTS

There are no attachments in relation to this item.

3.4 ELECTRIFICATION POLICY

RESPONSIBLE OFFICER: CHIEF EXECUTIVE OFFICER
DEPARTMENT: CEO'S OFFICE
REFERENCE: 11312

OFFICER DIRECT OR INDIRECT CONFLICT OF INTEREST:

Officers providing advice to Council must disclose any conflict of interest.

No person involved in the preparation of this report has a conflict of interest requiring disclosure.

EXECUTIVE SUMMARY

This report recommends that Council adopt the Electrification Policy, which seeks to reduce Ararat Rural City Councils contribution of carbon emissions.

The scope of the Electrification Policy is to support Ararat Rural City Council to take positive action towards achieving lower carbon emissions, promote zero emissions transport within our community and feed used electric vehicles into the second-hand market.

The objectives of this policy include the following:

- For Council to explore a preference for electric vehicles or plant options for the following: light vehicles, light plant, parks and gardens equipment
- Ensure the fleet of Council operations are met in the most efficient, transparent, and equitable manner with the lowest possible environmental footprint
- For Council to take a proactive approach and respond to ever increasing evidence and global concern of the impact of vehicle emissions on human and environmental health
- To continue Council's commitment to addressing climate change and reducing local airborne emission through the purchase and operation of low emission vehicles
- Demonstrate a commitment to environmental sustainability through a range of practices that promote more fuel-efficient vehicles and the reduction of single occupancy vehicle trips.

DISCUSSION

Local governments play an integral role in steering the transition to electric vehicles in Australia. Driven by the need to reduce carbon emissions, electric vehicles are being integrated into local government fleets, charging infrastructure is being installed in public places, and projects and policies are being developed to encourage and accelerate the shift towards green transport.

As transport, small plant and heavy fleet are the significant contributors to Ararat Rural City Councils carbon emissions, it is important Council look at ways to reduce these levels. Transitioning local government fleets to electric vehicles is one way to reduce these levels, promote zero emissions transport within our community and feed used electric vehicles into the second-hand market.

Transitioning the transport and small plant sector to cleaner alternatives is inevitable, given the economic, social, and environmental benefits that this transformation can deliver. However, we must accelerate this shift to meet climate targets and remain a leader amongst other small rural Councils.

Key benefits this initiative brings to Council include the following:

- Reduced energy costs
- Lower asset maintenance costs and longer asset life expectancy
- Enhanced energy security
- No air pollution and reduced noise pollution
- Improved driving and operator experience

Ararat Rural City Council will seek to optimise its fleet and plant and commence transitioning where suitable electric or zero emissions options are available. This includes seeking quotes for electric or zero emissions options as a part of future procurement processes.

KEY CONSIDERATIONS

Alignment to Council Plan Strategic Objectives

The key financial drivers align strongly with the thrust of the Council Plan 2021-2025, particularly the following:

- 4 Developing and Maintaining Key Enabling Infrastructure**
We will ensure that we plan, fund, and develop new infrastructure in ways that delivers strong public value. Existing infrastructure will be managed, renewed, and maintained to ensure that it continues to serve identified public needs.
- 4.1 Ensure that asset development and renewal during the planning period matches that identified in Council's Asset Plan 2021-2031.
- 4.2 Work directly with asset users to manage and develop new and existing assets.

Budget Implications

There are no budget implications.

Policy/Relevant Law

- Vehicle Policy 2022
- Ararat Rural City Council's – Council Plan 2021-2025
- Asset Management Policy

Sustainability Implications

There are no environmental sustainability implications. This policy will significantly benefit the environment by reducing the emission levels that are produced by Council.

Risk Assessment

The implementation of the Electrification Policy mitigates Council further contributing to the carbon emission levels. There are no significant risks associated with this policy.

Innovation and Continuous Improvement

Council will consider the Electrification Policy when reviewing fleet and asset policies in the future to ensure that ongoing improvements in this area are implemented.

Stakeholder Collaboration and Community Engagement

The Policy has been reviewed by relevant Council senior officers working in the fleet and asset department and Councillors discussed the Policy at the 15 August 2023 Briefing.

RECOMMENDATION

That Council adopts the Electrification Policy dated August 2023.

MOVED CR ALLGOOD
SECONDED CR R ARMSTRONG

That Council adopts the Electrification Policy dated August 2023.

CARRIED 4852/23

ATTACHMENTS

The Electrification Policy is provided as Attachment 3.4



Electrification Policy

DOCUMENT CONTROL

Category Type: Policy
Type: Administrative
Responsible Officer: Chief Executive Officer

Last Review Date: N/A
Date Approved (CEO): **TBC**
Next Review Date: August 2025

Revision No: N/A

Stakeholder Engagement:
Chief Executive Officer
Procurements

Electrification Policy



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Acknowledgment of Traditional Owners

Council acknowledges the traditional owners of the land on which we meet, and pay our respects to their elders, past, present, and emerging.

Electrification Policy



INTRODUCTION

Local governments play an integral role in steering the transition to electric vehicles in Australia. Driven by the need to reduce carbon emissions, electric vehicles are being integrated into local government fleets, charging infrastructure is being installed in public places, and projects and policies are being developed to encourage and accelerate the shift towards green transport.

As transport, small plant and heavy fleet are the significant contributors to Ararat Rural City Councils carbon emissions, it is important Council look at ways to reduce these levels. Transitioning local government fleets to electric vehicles is one way to reduce these levels, promote zero emissions transport within our community and feed used electric vehicles into the second-hand market.

Many local governments are already purchasing electric vehicles despite not having electric vehicles in their fleet policy, demonstrating there is no need to wait to begin the transition.

Local governments that are further along the journey are integrating electric vehicles into their fleet policy, ensuring the preferential procurement of electric vehicles in their fleets.

Ararat Rural City Council acknowledge the urgent need for action to address the environmental and climate breakdown that poses serious future risks to the health and wellbeing of the people of Ararat Rural City.

OBJECTIVES OF THE POLICY

The objectives of this policy include the following:

- For Council to explore a preference for electric vehicles or plant options for the following: light vehicles, light plant, parks and gardens equipment
- Ensure the fleet of Council operations are met in the most efficient, transparent, and equitable manner with the lowest possible environmental footprint
- For Council to take a proactive approach and respond to ever increasing evidence and global concern of the impact of vehicle emissions on human and environmental health
- To continue Council's commitment to addressing climate change and reducing local airborne emission through the purchase and operation of low emission vehicles and equipment
- Demonstrate a commitment to environmental sustainability through a range of practices that promote more fuel-efficient vehicles and the reduction of single occupancy vehicle trips.

PRINCIPLES

Ararat Rural City Council seeks to operate its vehicle fleet in a manner that optimises:

- Cost effectiveness and value for money;
- Service delivery to the community;
- Social responsibility;
- Environmental sustainability; and
- Administrative efficiency.

Electrification Policy



BACKGROUND

Battery electric vehicles will begin to dominate Ararat Rural City Council's electric fleet and plant. Battery electric vehicles are around three times more energy efficient than hydrogen fuel cell electric vehicles and are available now for most use-cases other than the heavy plant segment. Zero emission heavy plant products are in development.

Electric fleet and plant will provide benefits including:

- Reduced energy costs
- Lower asset maintenance costs and longer asset life expectancy
- Enhanced energy security
- No air pollution and reduced noise pollution
- Improved driving and operator experience

The following opportunities exist to facilitate a transition with Ararat Rural City Council, to a low carbon transport system:

- Influence how employees work, reach workplaces and make work trips to achieve emissions and sustainability goals.
- Transition to a lower emission fleet. Opportunities exist to improve the fuel efficiencies, performance, and cost effectiveness of the fleet by setting an appropriate vehicle size and types to reflect operational requirements, environmental and sustainability goals. Council's fleet policy is the core mechanism governing all aspects of the fleet operations, this policy will also be reviewed to reflect Council's shift towards electrifying fleet and small vehicles.
- Promote and stimulate uptake of electric vehicles. Local government can indirectly influence electric vehicle uptake by changing parking policy and planning scheme amendments to favour electric vehicles and encourage private sector installation of charging stations.
- Partnerships can be investigated into the installation of electric vehicle and bike charging stations in key strategic locations across the municipality, particularly in the Ararat CBD.

Electric fleet and plant options are set to become more available as production and competition ramps up, and as improved policy and financial support is provided by the Australian and Victorian governments attracts products from overseas manufacturers.

Electric options will be explored and considered as the first preference for all new assets. However, it is already clear that the City's initial focus will be to transition the passenger fleet, minor equipment, and light plant. Electric heavy plant options are coming onto the market but are still in development for many applications.

SUMMARY

Ararat Rural City Council will seek to optimise its fleet and plant and commence transitioning where suitable to electric or zero emissions options where they are available. This includes seeking quotes for electric or zero emissions options as a part of future procurement processes.

Electrification Policy



STATEMENT OF COMMITMENT TO REDUCING EMISSIONS

Council will focus on battery electric vehicles as the core zero emission technology for fleet and small plant, unless other technologies emerge which are more cost effective and fit-for-purpose.

Council will review its Vehicle Policy and other relevant documents to enable the transition to electric vehicles

RESPONSIBILITY

Council senior officers including Chief Executive Officer, Coordinator Contracts & Procurement, Coordinator Strategic Asset Management & IT, and Quality and Service Coordinator, responsible for implementing the Electrification Policy.

Management personnel, staff, and stakeholders within Ararat Rural City Council also have a shared responsibility to support the policy.

CONSULTATION

COUNCIL CONSULTATION

All Councilor's were provided with the opportunity to contribute to the development of the Electrification Policy.

STAFF CONSULTATION

The Electrification Policy was circulated to the relevant Council staff, to seek their input. The policy was then developed after providing appropriate employees with extensive consultation.

RELATED POLICIES/LEGESLATION:

- Vehicle Policy 2022
- Ararat Rural City Council's – Council Plan 2021-2025
- Asset Management Policy

Electrification Policy



DEFINITIONS

Electric Vehicles (EV)

An EV is defined as a vehicle that can be powered by an electric motor that draws electricity from a battery and is capable of being charged from an external source. An EV includes both a vehicle that can only be powered by an electric motor that draws electricity from a battery (all-electric vehicle) and a vehicle that can be powered by an electric motor that draws electricity from a battery and by an internal combustion engine (plug-in hybrid electric vehicle)

Green transport

Green transportation is any means of travel that does not negatively impact the environment.

Hydrogen fuel cell electric vehicles

Fuel cell cars are powered by compressed hydrogen gas that feeds into an onboard fuel cell stack that doesn't burn the gas, but instead transforms the fuel's chemical energy into electrical energy. This electricity then powers the car's electric motors

Carbon emissions

Carbon dioxide emissions are those stemming from the burning of fossil fuels and the manufacture of cement. They include carbon dioxide produced during consumption of solid, liquid, and gas fuels and gas flaring

3.5 2023/2024 CAPITAL WORKS PROGRAM – AUGUST 2023

RESPONSIBLE OFFICER: CHIEF EXECUTIVE OFFICER
DEPARTMENT: CEO'S OFFICE
REFERENCE: 11313

OFFICER DIRECT OR INDIRECT CONFLICT OF INTEREST:

Officers providing advice to Council must disclose any conflict of interest.

No person involved in the preparation of this report has a conflict of interest requiring disclosure.

EXECUTIVE SUMMARY

Council adopted its 2023/2024 Capital Works Program as a key element of the 2023/2024 Budget. The 2023/24 budget has a strong focus on infrastructure with a \$9.5 million investment in capital works.

Major works include the following:

- Stage one of the Ararat Leisure Centre
- Urban gravel to seal road upgrades
- Maintaining and repairing rural and urban roads and drainage.

DISCUSSION

Council's 2023/2024 Capital Works Program continues to be substantially different to previous years, the program does not have a number of major road and bridge construction works included, however, will continue to undertake a "small targeted" capital works program.

The emphasis for 2023/2024 is on renewal and updating Council assets, undertaking a larger number of smaller projects of lower value to avoid the impacts of price volatility in the market. Using this approach will also provide opportunities to leverage in-house capability, support local employment and engagement of local contractors.

The capital works program has had an emphasis on the following areas:

- An enhanced road reseal program
- Improvement to urban drainage
- Upgrades to the footpath network
- A major urban road gravel to seal program
- Commencement of Mt William Road Reconstruction works
- Stage One of the Ararat Leisure Centre Upgrades

The capital work budget is currently 11% spent to 23 August 2023. This is very close to our target with end of month invoices still to be provided. This has taken a whole team effort to achieve this result. It is still important to note that the October flood event represented a significant disruption to the smooth roll out of the program and pricing volatility has also impacted projects such as the Helendoite Road bridge.

	Budget	Committed/ Contracted	Complete	Notes
PROPERTY -CAPITAL	\$400,000			
Park Infrastructure		\$10,850		These works are made up of a series of smaller projects. Projects include upgrade of the town hall square lighting and power, Willaura Memorial Hall Kitchen installation and bluestone works at the Alexandra Gardens Fernery.
Playgrounds		\$3045	\$4995	
Sporting Infrastructure		\$48,178	\$60,672	
Community Facilities		\$52,140		
Ararat Fitness Centre Stage 1	\$950,000			Work has commenced with the Architect to commence detailed design of stage one of the Ararat Fitness Centre redevelopment.
TOTAL PROPERTY		\$114,213	\$65,667	
PLANT & EQUIPMENT	\$40,000			
Book stock - Library Book Replacement			\$13,702	Quarter 1 Bookstock payment has been made.
TOTAL PLANT & EQUIPMENT			\$13,702	
Gravel Road Sheeting & Gravel Road Widening	\$2,800,000	\$89,505	\$448,277	The 23/24 Resheeting and Road Widening program has commenced well even with the wet weather conditions. These works will continue over the financial year.
Reseal Program	\$1,000,000	\$77,000	\$308.00	Feature survey and native flora and fauna reporting is being undertaken for road widening on Rhymney Rd and Buangor Ben Nevis Rd. Road reseal program will commence in September 2023.
Mt William Road	\$1,000,000		\$159.00	Project management has commenced in-house to undertake the Mt William Road Reconstruction.
Urban Road Gravel to Seal	\$2,200,000	\$24,410		Feature surveys are being completed for nominated roads in this years program.
Footpath Renewal Program	\$400,000	\$44,572	\$15,212	Works have been awarded for the George Road Pedestrian Refuge adjacent to the Ararat West Primary School, these works will be completed in the September school holidays. Bridal Hill Walking track is progressing. Footpath connections and condition assessments are being completed inhouse.

Urban Drainage Works	\$750,000	\$137,660	\$1249	Works have been awarded to complete drainage works in Golf Links Road, Ararat and Thompson and Kneale Street, Ararat – works are expected to commence in October 2023.
TOTAL INFRASTRUCTURE		\$373,147	\$465,205	
TOTAL CAPITAL WORKS		\$487,360	\$544,574	

There are also recreation facilities projects that were funded in the 2021/2022 budget that have extended beyond the single financial year. The committed expenditure includes contracts entered for construction of various elements of the projects. The table below provides a summary of these projects:

Capital Work Element	Committed expenditure	% complete	Notes
Gordon St Recreation Reserve	\$4,472,677	97%	The project is running on time and very close to budget. The remaining elements yet to be procured is seeding of construction of the playing fields.
Buangor Recreation Reserve Kitchen Extension	\$40,520	15%	Project halted due to huge variations in construction pricing. The project is tender ready and currently waiting of an updated cost plan. Is currently out to tender to test the market.
Lake Bolac Golf Club Kitchen	\$174,124	80%	Works are being undertaken by Build Forth, from Ballarat, works are expected to be complete in October 2023.
Lake Bolac Hall Design Project		0%	No progress on project.
Total	\$4,707,322	92%	

KEY CONSIDERATIONS

Alignment to Council Plan Strategic Objectives

The key financial drivers align strongly with the thrust of the Council Plan 2021-2025, particularly the following:

- 4.1 Ensure that asset development and renewal during the planning period matches that identified in Council's Asset Plan 2021-2031.
- 4.2 Work directly with asset users to manage and develop new and existing assets.
- 4.3 Deliver infrastructure outcomes that support economic growth, promote community wellbeing and safety and align with Council's financial sustainability.
- 6.1 Deliver responsible budget outcomes, linked to strategy, that deliver value, innovation, and rating fairness.

Budget Implications

The 2023/2024 Capital Works Program represents a significant element of Council's 2023/2024 Budget. In the current civil construction market, it is essential that Council manages capital works expenditure carefully to ensure budget outcomes are met.

Policy/Relevant Law

The 2023/2024 Capital Works Program complies with the program funded in the 2023/2024 Budget.

Sustainability Implications

There are no environmental sustainability implications.

Risk Assessment

The 2023/2024 Capital Works Program was developed as a mitigation of the financial risks associated with market volatility currently being experienced in the civil and building construction sectors.

Innovation and Continuous Improvement

Development of the 2023/2024 Capital Works Program represented an agile response to market conditions. A capacity to rework strategy based on a changing environment is a critical element in developing an innovative organisation.

Stakeholder Collaboration and Community Engagement

The 2023/2024 Capital Works Program has been developed as an element of the 2023/2024 Budget. There was extensive community engagement undertaken prior to adoption.

RECOMMENDATION

That the 2023/2024 Capital Works Program - August 2023 report be received.

**MOVED CR SANDERS
SECONDED CR BEALES**

That the 2023/2024 Capital Works Program - August 2023 report be received.

CARRIED 4853/23

ATTACHMENTS

There are no attachments in relation to this item.

Councillor Allgood declared a Conflict of Interest in Item 3.6– Ararat Renewable Energy Park Development Plan – due to a family member being involved with some of the land identified in the plan.

Cr Allgood left the chamber at 6:25pm

3.6 ARARAT RENEWABLE ENERGY PARK DEVELOPMENT PLAN

RESPONSIBLE OFFICER: MANAGER DEVELOPMENT & REGULATION
DEPARTMENT: DEVELOPMENT & REGULATION
REFERENCE: 11329

OFFICER DIRECT OR INDIRECT CONFLICT OF INTEREST:

Officers providing advice to Council must disclose any conflict of interest.

No person involved in the preparation of this report has a conflict of interest requiring disclosure.

EXECUTIVE SUMMARY

Ararat Renewable Energy Park is a Council project designed to encourage industrial development specifically around renewable energy and the circular economy. Council officers are in discussion with several interested parties to develop individual lots. To facilitate any development within the park, an approved Development Plan is required.

The purpose of this report is to seek approval of Council to adopt the Ararat Renewable Energy Park Development Plan.

DISCUSSION

The subject site is owned by Council and covers an area of approximately 35.6 hectares. The land is situated some 5 kilometres east of the Ararat township and adjoins the Western Highway. The land adjoins Public Use Zone 6 (Local Government) for the purpose of the Ararat Aerodrome. The subject site is zoned Industrial 1 and is covered by a Design and Development Overlay Schedule 1 (Airport Environs), Development Plan Overlay Schedule 1 (Ararat Renewable Energy Park) and Specific Controls Overlay Schedule 2 (East Grampians Rural Pipeline Project).

The Development Plan Overlay (DPO) prevents the granting of permits under the zone before a Development Plan has been approved. This limits the development of the land until a Development Plan has been prepared and ensures works occur in a coordinated manner. The plan details the form and conditions that must be met by future development of the land.

The DPO applies over the entire Ararat Renewable Energy Park Area. This area consists of a single landowner being Council however the development plan provides guidance to ensure development is achieved in accordance with the principles and objectives for the land.

The application of a DPO allows for the preparation of a Development Plan, which is distinct from a planning permit. Planning permits for subdivision, use and development will still be required, where there is an existing permit trigger under the underlying zone or existing overlays.

Once the development plan is approved, the DPO exempts permit applications that are generally in accordance with the approved Development Plan from further notice and review. In this instance it is considered that the intent of the land use was dealt with during the rezoning process which went through a notification process. Therefore, no further notification has been undertaken with the exception of Glenelg Hopkins Catchment Management Authority (GHCMA) as they have a direct interest due to potential

flooding in a small portion of land in the west. GHCMa responded with no objection just highlighting that part of the land is subject to flooding.

The plan provided is broad enough to allow flexibility for use and development of the site in accordance with the DPO. Once the Development Plan is approved, all planning permits granted by must be generally in accordance with the approved Development Plan. To fulfill this requirement, the Council assessment process will test each proposal against the requirements of the plan. Any planning permit that is issued will deal with all other matters. A permit application under the zone which is generally in accordance with the plan does not mean that a permit should be granted if other relevant planning policies or considerations indicate that it should be refused. If a proposal gives rise to valid planning concerns, even those not addressed in the Development Plan, that cannot be resolved by a planning condition or agreement, the Council can refuse a permit application, even if it is generally in accordance with the Development Plan.

KEY CONSIDERATIONS

Alignment to Council Plan Strategic Objectives

The key financial drivers align strongly with the thrust of the Council Plan 2021-2025, particularly the following:

2 Building Robust Local Economies

We will develop strong relationships to build and strengthen a diverse local economy, focussed on creating jobs and wealth through adding value to existing strengths in agriculture, manufacturing, tourism and hospitality

2.2 Work with other levels of government, local business, and private investors to develop a business park within Ararat Rural City, focused on agricultural value adding and advanced manufacturing, potentially leveraging “behind the meter” power.

3 Preserving Our Environment

We will take pragmatic approaches to ensuring that Ararat Rural City Council takes a regional lead in responsible environmental management and engagement with the circular economy

3.1 Position Ararat Rural City Council as a prime mover in driving circular economy policy in waste management, including local processing and management of recyclables, and in use of renewable energy for Council purposes

3.3 Partner with local organisations and scientific experts to develop an appropriate and pragmatic local government Environment Strategy, focussed on the circular economy, emission reduction through renewable energy and management of Council assets.

4 Developing And Maintaining Key Enabling Infrastructure

We will ensure that we plan, fund, and develop new infrastructure in ways that delivers strong public value. Existing infrastructure will be managed, renewed, and maintained to ensure that it continues to serve identified public needs

4.3 Deliver infrastructure outcomes that support economic growth, promote community wellbeing and safety, and align with Council’s financial sustainability.

Plan objective Building Robust Local Economies clause 2.2 to develop a local business park.

Budget Implications

There are no negative budget implications for the adoption of the Ararat Renewable Energy Park Development Plan. The approval of the plan will provide ability to planning applications to be submitted and approved further adding to the economic prosperity of Ararat Rural City Council.

Policy/Relevant Law

Clause 43.04 (Development Plan Overlay) of the Ararat Planning Scheme prevents any development of the site until a Development Plan is approved. All planning applications must be generally in accordance with the approved Development Plan.

Sustainability Implications

The approval of the Ararat Renewable Energy Park Development Plan will assist with encouraging sustainable development within the Ararat Rural City Council.

Risk Assessment

Adoption of the Ararat Renewable Energy Park Development Plan reduces the risk of the land being developed in a manner not considered appropriate for its intended use. It also reduces the risk of the land not being developed.

Innovation and Continuous Improvement

The sole purpose of providing this land in the first instance is to provide for innovation in the renewable energy sector. The approval of the plans will ensure continuous improvement in energy and circular economy sectors.

Stakeholder Collaboration and Community Engagement

The Development Plan will become a public document for all stakeholders to view.

RECOMMENDATION

That Council considers the contents of this report and endorse the Ararat Renewable Energy Park Development Plan.

**MOVED CR SANDERS
SECONDED CR BEALES**

That Council considers the contents of this report and endorse the Ararat Renewable Energy Park Development Plan.

CARRIED 4854/23

ATTACHMENTS

The Ararat Renewable Energy Park Development Plan July 2023 is provided as Attachment 3.6.

Cr Allgood returned to the Chamber at 6:32pm.

ARARAT RENEWABLE ENERGY PARK

DEVELOPMENT PLAN

40 Aerodrome Road

Ararat | Victoria

July 2023



Ararat Rural City



Ararat Rural City



Quality Information

Title	Version	Date	Authors
FINAL Development Plan	V3	26 July 2023	DP

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Appendices

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Appendix B – OneMap Site Report
Appendix C – Feature and Level Survey
Appendix D – Flora and Fauna Report
Appendix E – Cultural Heritage Management Plan
Appendix F – Preliminary Investigation Report
Appendix G – Ararat Aerodrome Obstacle Limitation Surfaces Chart
Appendix H – Infrastructure services plans

1. Introduction

1.1 Overview

The Ararat Renewable Energy Park Development Plan has been prepared by Myers Planning & Associates for Ararat Rural City Council.

The proposed Development Plan relates to the future use and development of land generally bordered by the Western Highway (north), and Hopkins River (west) contained within the Development Plan Overlay – Schedule 1 (the 'Site'). The Site contains an area of 35.6 hectares, with the Ararat Aerodrome adjacent to the east and south of the Site. Ararat's City Centre is located approximately 5.6 kilometres north-west of the Site.

The Development Plan Overlay – Schedule 1 (Ararat Renewable Energy Park) seeks to facilitate positive economic, cultural and environmental development outcomes for the site and larger Ararat Rural City municipality.

The Ararat Renewable Energy Park itself encompasses approximately 35.6 hectares of land, and is located in close proximity to key transport and logistics land uses including the Western Highway (north), Ararat Aerodrome (southeast), an existing service station (northeast) and the Ararat-Melbourne rail line beyond land to the northeast.

The implementation of the Development Plan Overlay supports Council's strategic direction to enable expansion of wind and renewable energy industries within Ararat Rural City (Clause 02.03-7 Economic development).

This Development Plan seeks to support the facilitation of renewable energy proposals and commercial and industrial use and development (including subdivisions) that may benefit from proximity to and association with renewable energy facilities.

1.2 Need for a Development Plan

The need to prepare a Development Plan is typically triggered by the Development Plan Overlay (DPO), which applies to a subject site.

The site was formerly within the Public Use Zone (Schedule 6), and was recently rezoned to the Industrial 1 Zone to enable the development of an Renewable Energy Park.

Planning Scheme Amendment C011 was adopted in April 2022, and formed the basis for the rezoning to the Industrial 1 Zone and application of a Development Plan Overlay and corresponding Schedule 1 (Ararat Renewable Energy Park).

Accordingly, the Ararat Renewable Energy Park Development Plan is to be prepared in accordance with Schedule 1 to the Development Plan Overlay.

1.3 Intent and purpose

The Ararat Renewable Energy Park Development Plan will become the key strategic planning document outlining the long-term vision for the future planning and development of the land to which it applies. The intention of the Development Plan is to facilitate renewable energy use and development as well as industrial uses that may benefit from proximity to and association with renewable energy facilities. The proposed Development Plan will provide a framework for future use facilities.

The proposed Development Plan will provide a framework for future use and development of the Site / development plan area, including:

- Identification of key opportunities and constraints that will affect the development of the land for industrial purposes;
- Preferred development outcomes and form of development;
- Identifying service infrastructure works to be undertaken as part of the development of the site in a coordinated manner.

This Development Plan will guide both short and long term planning and development within the area, with implementation expected following endorsement of the Development Plan.

The proposed Development Plan is responsive to the prevailing site conditions including topography, drainage, environmental assets, bushfire risk, traffic and abutments to neighbouring uses and other site opportunities and constraints. It follows, that these conditions have helped shape the vision and objectives for future development.

The vision and objectives of the proposed Development Plan are also guided by the Ararat Planning Scheme and by the findings of relevant technical assessments and investigations prepared for the site by or on behalf of Ararat Rural City Council.

The Development Plan supports and is consistent with the Municipal Planning Strategy and the Planning Policy Framework within the Ararat Planning Scheme, and it is the recommendation of this report, that the proposed Development Plan provides adequate guidance for future industrial use and development, which will be required to be undertaken 'generally in accordance' with the approved Development Plan.

A number of consultant reports have also been prepared for the site, influencing the approach to the design and layout of development.

These reports can be found in the attached appendices and include:

- Feature and Level Survey, prepared by Ararat Survey Pty Ltd
- Flora and Fauna Report, prepared by Biosis Pty Ltd + Wildlife and Ecology Pty Ltd
- Cultural Heritage Management Plan, prepared by Heritage Insight Pty Ltd
- Preliminary Investigation Report, prepared by GHD Pty Ltd
- Ararat Aerodrome Obstacle Limitation Surfaces Chart by Airport Survey Consultants Pty Ltd
- Infrastructure service plans, by relevant service authorities.

1.6 Structure of the Development Plan

The Development Plan is structured in a format which clearly responds to the requirements found within the Development Plan Overlay (Schedule 1), and the pertinent features of the area. The Development Plan is structured as follows:

Planning context providing an overview of the Planning Policy Framework, the Municipal Planning Strategy, zones and overlays affecting the Development Plan area.

Site analysis exploring property ownership, surrounding land uses, including the Ararat Aerodrome, topography, views and vistas, natural features, existing infrastructure and access.

Design response detailing the proposed movement network, open space, density of development, infrastructure and staging.

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2. Site and context description

2.1 Development plan area

The land to which this Development Plan applies to is part of Lot 2 on Plan of Subdivision 614877F (Volume 11116, Folio 739) (the 'Site'), and is located on the southwest side of the Western Highway, which contains an existing bus route (see **Figure 1**).

To contribute to economic development and industrial diversity, Ararat Rural City Council has identified the Site as suitable for industrial use and development, resulting in the advent of the Ararat Renewable Energy Park.

Industrial use and development within the Ararat Renewable Energy Park is further supported by available service infrastructure connections to reticulated sewer, water, power and gas as identified within the Infrastructure Services Plans contained at **Appendix H** and proximity to major transport and logistics infrastructure. A number of technical investigations have been undertaken in support of the site's potential for this purpose, primarily the Preliminary Investigation Report prepared by GHD Pty Ltd at **Appendix F**.

A detailed description of the site features are contained within the abovementioned document, as well as **Appendix D** (Fauna and Flora Reports) and **Appendix E** (Cultural Heritage Management Plan).

This Development Plan relates to the area adjoining the Ararat Aerodrome to the northwest, adjacent to the Western Highway, and encompasses all land subject to the Industrial 1 Zone.

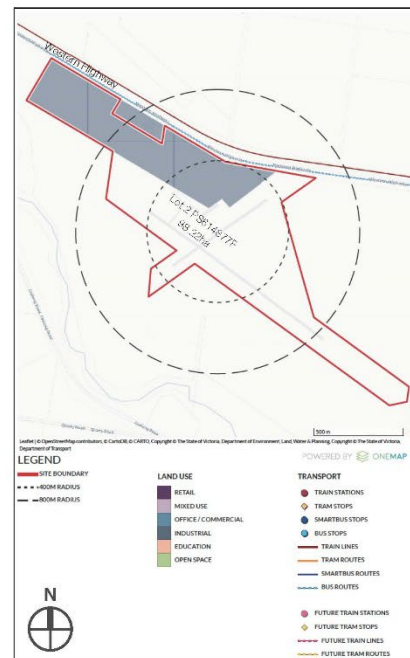


Figure 1 Site Context Map

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2.2 Site and surrounding context

The Site has an area of approximately 35.6 hectares and comprises an irregular polygon shape. (see **Map 1** on page 18). Generally flat, the Site contains a gentle downslope towards the western boundary.

Primarily consisting of newer, volcanic and basalt rock, the Site largely exists as grazing land, with some revegetation existing alongside a previous section of Aerodrome Road within the Site. Remnant vegetation also exists within the road and rail reserves along the Site's frontage to the Western Highway.

The Hopkins River meanders around the Site to the south and west, containing significant riparian vegetation to support the waterway. The Site is relatively well drained, though some land inundation does occur beyond the western boundary of the Site.

The Ararat Aerodrome is located to the south and east of the Industrial 1 Zone, used regularly by the Grampian Soaring Club, and occasionally by fire and ambulance, as required.

Existing infrastructure is located adjacent to the Site, including reticulated water, power, main roads, railways and telecommunications.

Refer to the Preliminary Site Investigation Report (**Appendix F**) for a comprehensive site and context analysis.



Figure 2: Aerial Site Plan

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2.3 The Proposal

The Development Plan seeks to facilitate the future use and development of the Ararat Renewable Energy Park located at 40 Aerodrome Road, Ararat. The Development Plan uses this report to inform the layout of future potential industrial use and development, with relevant consideration given to the existing conditions of the Site and surrounds.

Industrial Use and Development

The Development Plan seeks to provide for the following:

- Encourage use and development of renewable energy facilities and infrastructure;
- Encourage industrial and commercial uses which benefit from proximity to renewable energy facilities and infrastructure;
- Encourage lot sizes suited to the use and development of renewable energy facilities/infrastructure and industrial and commercial uses which benefit from proximity to these infrastructures;
- Provide a future framework for roads and infrastructure services which can be staged in an orderly fashion;
- Discourage development which adversely impacts on identified environmental assets.

Key design features relevant to the proposal are contained within **Section 6** of this report.

Background Documentation

The following reports and plans have appropriately informed the Development Plan:

- Flora and Fauna Assessment Report:

Prepared by Biosis Pty Ltd and Wildlife and Ecology Pty Ltd, the Flora and Fauna Reports assesses the site's vegetation and particular species within the activity area of the Site, including the Spiny Rice-flower and Golden Sun Moth species.

The Spiny Rice-flower was found to occur within the Western Highway road reserve and the old access road (Aerodrome Road gravel extension). No habitat for Golden Sun Moth was recorded within the Site. An area containing species present within the Western (Basalt) Plains Grassland Community was recorded within the eastern section of the site.

The report recommends procedures for managing the removal of native fauna, flora and weeds/spoil/fill as part of future development.

- Cultural Heritage Management Plan:

Prepared by Heritage Insight Pty Ltd, the Cultural Heritage Management Plan details findings from a combination of both Desktop and Standard assessments.

As a result of both assessments, the report concluded a low probability of Indigenous archaeological sites being present within the activity area, whereby any future development of the land may proceed without further archaeological investigation.

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- **Preliminary Investigation Report**

Prepared by GHD Pty Ltd, the Preliminary Investigation Report details the existing site context, including relevant provisions of the Ararat Planning Scheme (at the time of authorship), development intentions for the site, site characteristics, development considerations, utility service requirements, development guidelines, strategic and statutory implications and implementation.

- **Ararat Aerodrome Obstacle Limitation Surfaces Chart**

Prepared by Airport Survey Consultants, the Obstacle Limitation Surfaces Charts detail take off and approach surface requirements, and provides information from which to base guidance on the limitations of building heights within proximity of the Ararat Aerodrome. The Obstacle Limitation Surfaces Chart is further implemented via Design and Development Overlay (Schedule 1) of the Ararat Planning Scheme.

- **Infrastructure Services Report**

Obtained via Dial Before You Dig, the Infrastructure Services Report details the location of telecommunications assets (Optus) and provision of water mains (Grampians Wimmera Malley Water), informing the Development Plan of existing infrastructure and that which is required as part of the proposal.

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3. Planning context

3.1 Municipal Planning Strategy

The Municipal Planning Strategy (MPS) sets out the City's context, municipal vision, and strategic planning directions, with a focus on specific areas and issues within Ararat.

The proposed amendment is appropriate in the context of relevant planning policies as set out below and supports the implements the MPS as per the following:

Clause 02.01 **Context**

Clause 02.02 **Vision**

Clause 02.03-3 **Environmental risks and amenity**

Clause 02.03-5 **Built environment and heritage**

Clause 02.03-7 **Economic development**

The proposed Development Plan is consistent with the implementation strategies contained within the MPS and will forward planning for development that is consistent with Council's land use and built form vision for the municipality.

3.1 Planning Policy Framework

The Planning Policy Framework comprises general principles for land use and development in Victoria. The following clauses of the Planning Policy Framework are relevant to this Development Plan:

Clause 11 **Settlement**, including:

- o Clause 11.01-1S **Settlement**
- o Clause 11.01-1R **Settlement – Central Highlands**
- o Clause 11.01-1L **Settlement – Ararat Rural City**
- o Clause 11.02-1S **Supply of urban land**
- o Clause 11.02-2S **Structure planning**

Clause 12 **Environmental and Landscape Values**, including:

- o Clause 12.01-1S **Protection of biodiversity**
- o Clause 12.01-1L **Protection of biodiversity – Ararat Rural City**
- o Clause 12.03-1S **River and riparian corridors, waterways, lakes, wetlands and billabongs**

Clause 13 **Environmental risks and amenity** including:

- o Clause 13.02-1S **Bushfire planning**
- o Clause 13.05-1S **Noise management**

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- o Clause 13.06-1S **Air quality management**
- o Clause 13.07-1S **Land use compatibility**

Clause 15 **Built Environment and Heritage**, including:

- o Clause 15.01-1S **Urban design**
- o Clause 15.01-2S **Building design**
- o Clause 15.01-3S **Subdivision design**
- o Clause 15.01-5 **Neighbourhood character**

Clause 17 **Economic Development**, including:

- o Clause 17.01-1S **Diversified economy**
- o Clause 17.03-1S **Industrial land supply**
- o Clause 17.03-2S **Sustainable industry**
- o Clause 17.03-2L **Sustainable industry**

Clause 18 **Transport**, including:

- o Clause 18.01-1S **Land use and transport integration**
- o Clause 18.02-4S **Roads**
- o Clause 18.02-5S **Freight**
- o Clause 18.02-7S **Airports and airfields**

Clause 19 **Infrastructure**, including:

- o Clause 19.01-1S **Energy supply**
- o Clause 19.01-2S **Renewable energy**
- o Clause 19.03-2S **Infrastructure design and provision**
- o Clause 19.03-2L **Infrastructure design and provision**
- o Clause 19.03-3S **Integrated water management**
- o Clause 19.03-5S **Waste and resource recovery**

The proposed Development Plan is consistent with the objectives and strategies contained within the PPF.

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3.3 Zones

Industrial 1 Zone (IN1Z)

The Development Plan area is zoned for industrial purposes (Industrial Zone). The purpose of the Industrial Zone is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.

Use

Under the Industrial 1 Zone, a planning permit is not required to use land for a variety of uses, subject to specific conditions.

A planning permit for many uses is required where conditions cannot be met.

A large range of non-industrial and commercial uses are prohibited, consistent with the zones purpose.

Subdivision

A planning permit is required to subdivide land

Buildings and works

A permit is generally required to construct a building or construct or carry out works.

A small range of buildings/works are exempt from this requirement.

3.4 Overlays

Development Plan Overlay

The site is located within the Development Plan Overlay (Schedule 1), pertaining to the *Ararat Renewable Energy Park*.

Schedule 1 to the Development Plan Overlay does not contain any objectives to be achieved. However, it details conditions and requirements for permits (**Section 3.0**) that includes a list of information to accompany an application, and requirements for a Development Plan (**Section 4.0**).

Design and Development Overlay

The site is located within the Design and Development Overlay (Schedule 1), pertaining to *Airport Environs*.

Schedule 1 to the Design and Development Overlay contains the following design objectives:

- To ensure that development in the immediate environs of the aerodrome does not prejudice the existing or future use of the aerodrome.
- To protect the Ararat aerodrome from inappropriate development.
- To ensure that development does not prejudice air safety.
- To ensure that buildings and works do not create obstacle clearance difficulties.
- To ensure that building finishes and external lighting does not prejudice air safety.

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Buildings and works not requiring a planning permit are detailed within **Section 2.0** of Schedule 1, including laying out of infrastructure where they do not alter the topography of the land, with no specifications listed for subdivision.

Application requirements are listed within **Section 5.0**.

Specific Controls Overlay

The site is located within the Specific Controls Overlay (Schedule 2), referring to the East Grampians Rural Pipeline Project Incorporated Document (December 2021).

The Incorporated document permits works associated with the East Grampians Rural Pipeline Project to be undertaken without a planning permit, and does not impact on the design response or general recommendations of the proposed Development Plan.

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4. Schedule 1 to the Development Plan Overlay

4.1 Requirements for the Development Plan

The Development Plan must include the following requirements to the satisfaction of the responsible authority:

Description of the relationship of proposed uses on the land to existing and proposed uses on adjoining land and proposed buffer areas separating land uses.

Description of how the proposed use of land is related to the renewable energy industry.

Description of any road and lot layouts.

Description of any vehicle and pedestrian access to the land.

Description of how the proposed development respects the Ararat Aerodrome site, particularly in relation to height and amenity.

Identification of any sites of environmental significance, conservations, heritage or archaeological significance and the means by which they will be managed.

Identification of how the development will manage or negate any impacts on the nearby Hopkins River.

Provision to appropriate arrangements for the preservation or regeneration of existing vegetation.

Identification of the intended approach to the staging and contributions to infrastructure provisions, including the application of development contributions.

Inclusion of a traffic impact assessment which identifies existing conditions and describe any road development works that are required.

Inclusion of specifications of the development and design guidelines as it applies to development within the site.

Description of how the design of the site drainage and stormwater management systems shall include water sensitive urban design features and incorporate any requirements from the Glenelg Hopkins Catchment Management Authority.

4.2 Response to the Development Plan requirements

The following documents provide a response to the Development Plan requirements:

Description of the relationship of proposed uses on the land to existing and proposed uses on adjoining land and proposed buffer areas separating land uses.

Description of how the proposed use of land is related to the renewable energy industry.

Description of how the proposed development respects the Ararat Aerodrome site, particularly in relation to height and amenity.

Inclusion of specifications of the development and design guidelines as it applies to development within the site.

Response

The **Site Analysis Plan** within Section 5 is to be read in conjunction with the OneMap Site Report (**Appendix B**) accompanying this Development Plan, which provide detail of the Site's existing conditions and land use context. The Preliminary Investigation Report (**Appendix F**) provides additional detail of the lands existing uses and their relationship to the Site.

11

These materials are enhanced by **Section 1** and **Section 2** of this report, which provide further strategic and physical context to the proposed Development Plan, with **Section 5** detailing further guidance.

Identification of how the development will manage or negate any impacts on the nearby Hopkins River.

Description of how the design of the site drainage and stormwater management systems shall include water sensitive urban design features and incorporate any requirements from the Glenelg Hopkins Catchment Management Authority.

Response

The Preliminary Investigation Report (**Appendix F**) provides appropriate detail surrounding the existing conditions of the Site, confirming there are no previous drainage issues in the area.

Appropriate guidance on when details of stormwater should be considered as part of future subdivision and development is provided in **Section 5** of this report.

Description of any road and lot layouts.

Description of any vehicle and pedestrian access to the land.

Inclusion of a traffic impact assessment which identifies existing conditions and describe any road development works that are required.

Response

Appropriate guidance on road and lot layouts, vehicle and pedestrian access and traffic implications are provided within **Section 5** of this report.

Identification of the intended approach to the staging and contributions to infrastructure provisions, including the application of development contributions.

Response

Appropriate guidance on the staging and infrastructure provisions that should be considered as part of future subdivision and development is provided in **Section 5** of this report.

Identification of any sites of environmental significance, conservation, heritage or archaeological significance and the means by which they will be managed.

Provision to appropriate arrangements for the preservation or regeneration of existing vegetation.

Response

Flora and Fauna Assessment Reports (**Appendix D**) detail existing vegetation on the Site.

12

Appropriate guidance on preservation and regeneration of existing vegetation should be considered as part of future subdivision and development, and is provided within **Section 5** of this report.

The following reports and assessments have also informed the preparation of the Development Plan:

Feature and Level Survey
Ararat Survey Pty Ltd

Cultural Heritage Management Plan
Heritage Insight Pty Ltd, April 2009

Flora and Fauna Assessment Report
Biosis Pty Ltd + Wildlife and Ecology Pty Ltd, 2023

Preliminary Investigation Report
GHD Pty Ltd, February 2004

Ararat Aerodrome Obstacle Limitation Surfaces Chart
Airport Survey Consultants Pty Ltd, April 2015

Infrastructure Services Report
Dial Before You Dig, February 2023

13

5. Site analysis

5.1 Site Analysis

Site Area	The area encompassed by the Industrial 1 Zone (IN1Z) (the 'Site') is approximately 35.6 hectares and comprises an irregular polygon shape.
Frontage	The Site has a frontage to the Western Highway (northeast) of approximately 1,132 metres.
Topography	The Site exists as relatively flat, in line with the airfield to the southeast.
Vegetation and waterways	<p>The Site comprises largely as cultivated grazing land. A patch of non-indigenous native trees and shrubs lines an existing gravel road extension to Aerodrome Road, in a north-south direction.</p> <p>The Spiny Rice-flower is found to occur within the Western Highway road reserve and the old access road (Aerodrome road gravel extension). A community of Western (Basalt) Plains Grassland is located within the eastern section of the Site. No suitable Golden Sun Moth habitat is located on the Site.</p> <p>No waterways are located within the Site, although a minor drainage line exists along the western boundary, draining into the Hopkins River to the southwest. The western property boundary is also contained within the 1%AEP flood mapping extent, identified via the 2017 Ararat Flood Investigation.</p>

Existing buildings	<p>The Site contains a recent Service station (Ampol) development, along the site's frontage to the Western Highway.</p> <p>Located outside the IN1Z and within the Public Use Zone (Schedule 6) (PUZ6) of the entire allotment is the Ararat Aerodrome, containing the airfield and associated buildings.</p>
Easements and covenants	<p>A powerline easement (E-1) exists within the southeast section of the site that is encompassed by the IN1Z. The Copy of Title (Appendix A) identifies that a:</p> <p>Section 173 Agreement is registered on title as Instrument AF806131C.</p> <p>Section 173 Agreement is registered on title as Instrument AG403654F.</p> <p>Section 173 Agreement AF806131C states the purchaser/owner:</p> <ul style="list-style-type: none"> Must not allow use or development that Council reasonably classifies as offensive, non-compatible or achieving of the objectives with the Planning Scheme, listing a number of uses. <p>Section 173 Agreement AG403654F states the owner agrees to management of the Site in accordance with the Management Plan, including:</p> <ul style="list-style-type: none"> To not permit any native vegetation to be removed, destroyed or lopped without a permit, or allow livestock or domestic animals to enter the site.

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Easements and covenants (continued)	<ul style="list-style-type: none"> To ensure all stockproof is in good repair and working order, preventing growth and spread of weeds. To not erect, place or permit any structure or dwelling to be placed on the site To maintain the land in its natural state in terms of water quality and quantity, ensuring: <ul style="list-style-type: none"> No exploration, mining extraction or production is enabled; No works to allow services; No removal, introduction or disturbance or any soil, rocks or other minerals; No operation of any trade, industry or business, recreation, or accumulation or storage of any materials not consistent with the purposes of this agreement.
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Design considerations:

- The Development Plan should seek to retain existing significant native vegetation, and require predominantly native landscaping species to accompany any landscape plan for subdivision and future industrial use and development.

Application requirements:

Applications for subdivision and/or development must be accompanied with the following information as relevant:

- Plans of Subdivision, Site Plans, Landscape Plans and Elevation Plans demonstrating as necessary:
 - The location, height, dimensions, design, floor area and façade treatment of all buildings and canopies, and details of site works.
 - Vehicle access to the land including the number, location and layout of all vehicle parking areas and access to and from such areas.
 - The location and proposed uses of buildings and works on the site generally.
 - Details of landscaping of the site including paving and surface treatments.
 - Building envelopes and building height restrictions consistent with any approved Obstacle Limitation Surfaces Chart.
- A Transport/Traffic Impact Assessment that demonstrates how traffic (including pedestrian and vehicles) generated by any proposed use and development will not prejudice the outcomes sought by this Development Plan.

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- An Infrastructures Services Report that demonstrates how development will be serviced with power, water, sewer, gas, stormwater and telecommunications infrastructure, as relevant.
- A Fauna and Flora Report, or similar, that demonstrates how the recommendations of the Flora and Fauna Reports (by Biosis Pty Ltd and Wildlife and Ecology Pty Ltd) have been addressed.

Planning Permit Conditions

A Construction Environment Management Plan, or similar, should be required as a condition on any planning permit to be granted for buildings and works (including subdivision) and should include consideration of procedures for removing fauna, flora and spoil/fill (including weeds) as specified within the Wildlife Act 1975, Flora and Fauna Guarantee Act 2019 and Catchment and Land Protection Act 1994.

Cultural Heritage	<p>The Development Plan is partially within an area of cultural heritage sensitivity as described in the Aboriginal Heritage Regulations 2018.</p> <p>A Cultural Heritage Management Plan for the Development Plan area was prepared by Heritage Insight Pty Ltd in 2009, stating there is a low probability of Indigenous archaeological sites being present within the activity area.</p> <p>The Cultural Heritage Management Plan was approved on 18 June 2009 by the Secretary for the Department of Planning and Community Development.</p>
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Infrastructure services The site has access to appropriate services including reticulated water, power, and telecommunications accessible from within the Western Highway reserve.

Aerodrome Road is a sealed road, directly accessible from the Western Highway. An older section of Aerodrome Road exists as gravel.

There are no footpaths located along the Western Highway Road frontage.

Design considerations:

- The Development Plan should provide guidance on key access points to the Western Highway.
- The Development Plan should identify suitable areas to be aside for associated streetscape upgrades (i.e. landscaping, footpath infrastructure), particularly internally within the Site pertaining to Aerodrome Road and Geelong Road.

Application requirements:

Applications for development and/or subdivision must be accompanied with the following information as relevant:

- A Functional Layout Plan and Landscape Plan, or similar, which demonstrates development will not prejudice the outcomes sought by this Development Plan.
- A Transport/Traffic Impact Assessment demonstrating use and development will not prejudice the outcomes sought by this development plan.

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- A Stormwater Management Plan demonstrating the approach to Water Sensitive Urban Design measures, and response to flooding any relevant requirements of the Glenelg Hopkins Catchment Management Authority.

Interfaces	<p>Land to the east/southeast of the subject site comprises the Ararat Aerodrome, including the airfield and associated buildings.</p> <p>Land to the north of the Western Highway comprises large, vacant grazing land, largely devoid of any significant vegetation. A Service station (Ampol) exists within the northern portion of the Site.</p> <p>Land to the south and west comprises large allotments within the Farming Zone, adjoining the Hopkins River to the south and west, accessible via Geelong Road from the Western Highway.</p>
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Design considerations:

- The Development Plan should set aside areas required for interface treatments between proposed and existing use and development.
- The Development Plan should provide for a variable landscape strip along the Western Highway road frontage.

Application requirements:

Site Plans, Landscape Plans and Building Elevation Plans which illustrate how interfaces between proposed use and development and existing use and development have been considered.

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6. Design response

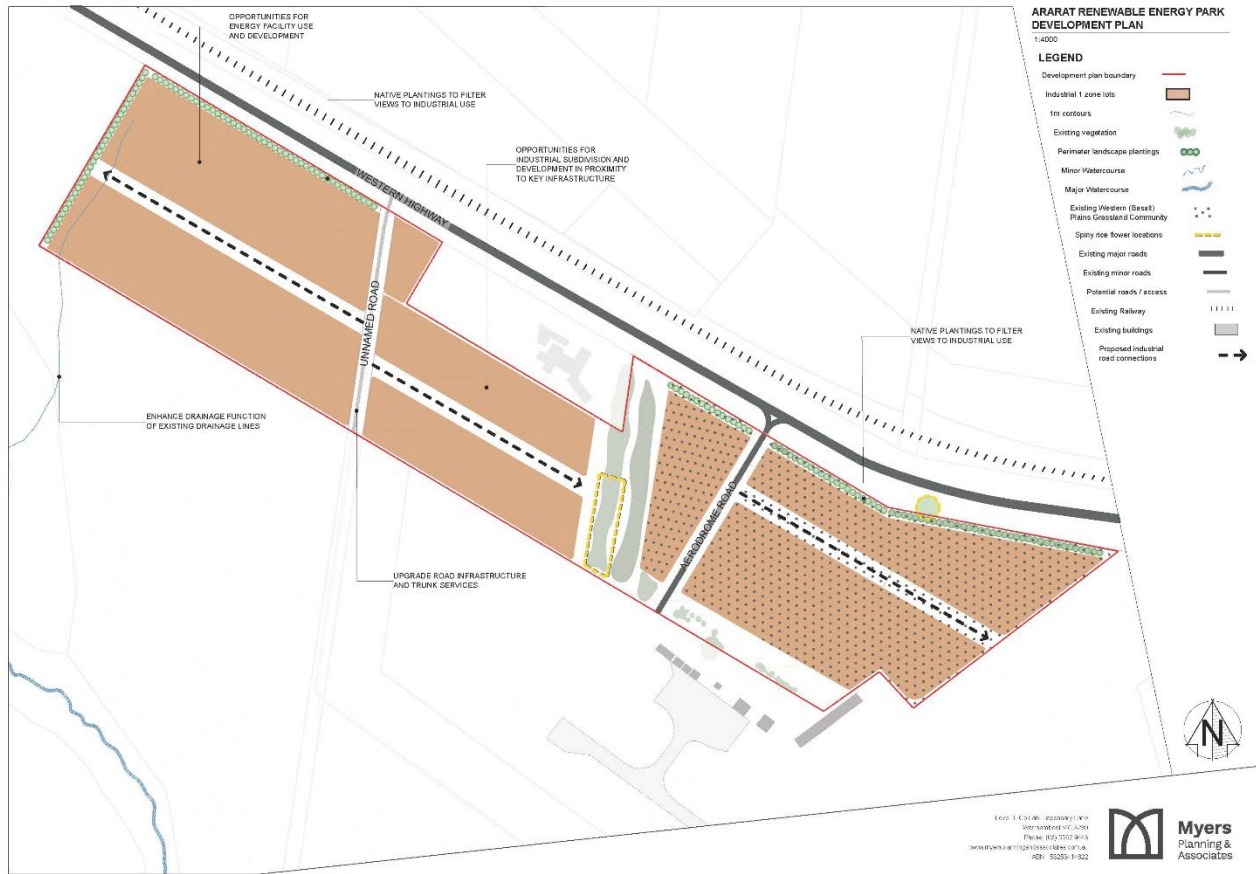
The Ararat Renewable Energy Park Development Plan is responsive to the design considerations contained in the Site Analysis section of this report and is consistent with the requirements of the Development Plan Overlay Schedule 1 (Ararat Renewable Energy Park).

Specifically, the Development Plan seeks to achieve the following key objectives:

- Facilitate the Site's use for energy-related industries.
- Facilitate the Site's use for a broad range of industrial uses that may benefit from proximity to and/or association with renewable energy facilities and infrastructure.
- Design guidance consistent with the Ararat Renewable Energy Park, Preliminary Site Investigation Report (by GHD Pty Ltd) and Fauna and Flora Report (by Biosis Pty Ltd + Wildlife and Ecology Pty Ltd).
- Provide for a flexible, staged and achievable Development Plan.
- Protect identified native vegetation areas of significance.
- Ensure suitable interface treatments between future development and existing significant land uses.
- Ensure safe and efficient transport access from the Western Highway.

6.1 Staging

Proposed staging will be the responsibility of the developer, including development and financing of site infrastructure. Agreements with future developers can be considered in an orderly fashion, at the time a planning permit is applied for.





Attentis®



TELSTRA

Ararat Rural City Council Information Network (ARIN)

Live micro-climate weather, air quality, remote visibility, public safety, early detection and local industry and tourism support, in a single integrated, intelligent network.

V1.00 © 2022

STRICTLY COMMERCIAL IN CONFIDENCE

The enclosed contents are provided to the Ararat Rural City Council and cannot be disclosed to a third party without the express written approval of Attentis® Pty Ltd.

Delivering real needs for the Ararat Rural City Council

The Ararat Rural Information Network

The construction of the Ararat Rural Information Network delivers a new level of continuous real-time, accurate, region-wide information, available for all residents, visitors, local industry and services, providing situational awareness for the entire community. This year-round resource provides micro-climate weather, air quality, fire detection, notification and fire information to aid informed decisions regarding personal safety, health and well-being as well as support the local agriculture industry.

Access to live information

The Ararat Rural Information Network Incentive and App provides 24-hour access to view live foot weather, rainfall, visual and thermal images and air quality readings at each location. The network is expandable, so over time the network can be developed into a region wide information hub connecting the entire community in real-time to their region and environment, providing a sense of cohesion, support and confidence.

Instant notification

Registered users can establish threshold alerts to receive instant notification via email or SMS of adverse conditions or ignition information. All notifications enable users to view images and conditions at the location, delivering critical information throughout an event. Instant notifications and live conditions are provided directly to first responders to enable rapid responses, ongoing intelligence and live situational awareness.

An integrated intelligent platform

The Ararat Rural Network intelligent platform allows the connection of existing and future sensing, CCTV, smart recording, automation and systems. Combining data and information from multiple systems allows greater in-depth insight and understanding, allowing for improved future planning (including digital twin creation), fine-scale regional management, public health and safety and local industry support.

Manufacturing

Attendix monitors all networks 24/7 to ensure all components – sensors, hardware, applications, connectivity, functionality – operate continuously through the lifecycle of the network. This featured technology supports community confidence that the network is monitoring the region for all events, everyday.

"For fire particularly, Attendix sensors can monitor weather conditions leading into the fire season, then detect the lightning, hailfall, temperature and movement. Multiple fires can be viewed simultaneously as that active conditions affecting the growth and movement can be better understood"

NSW Independent Bushfire Inquiry Report
400-2547 - August 2020

HI-resolution visual and thermal imaging

Attendix® multi-sensors incorporate thermal and visual imaging to detect hot spots, fire lightning and changes in equipment temperature that can lead to faults, outages and fire alerts.

360° time lapse video and still image recording is included in all multi-sensor units.

Extreme Weather Proof

Attendix® multi-sensors are constructed using a composition of fire, shock and UV resistant polymers and include multiple protections.

This allows continuous operation even in the harshest conditions. Attendix® sensors have been continuously operating for over 3 years in locations that experience extreme conditions (40C-105C) and experienced winds over 100 kph.

Low-maintenance

All materials and components used in multi-sensor construction are selected to minimise maintenance. Attendix® administration has 24-hour remote access to diagnose system operation and analysis. Multi-sensors also feature dual operating systems for extra redundancy. All multi-sensors are waterproofed with thermal battery backup to operate in low light conditions without power input.

Made In Australia

Attendix® is 100 per cent Australian owned and manufactured. In 2019 Attendix® research was recognised as the most technologically advanced data transmission network in Australia, receiving the 2019 Australia Smart Cities Award – Regional.

Engaging and supporting your community

Attendix® is changing the way we interact with our environment.

Access to continuous real-time localised environmental data dramatically improves situational awareness, informed decision making and outcomes.

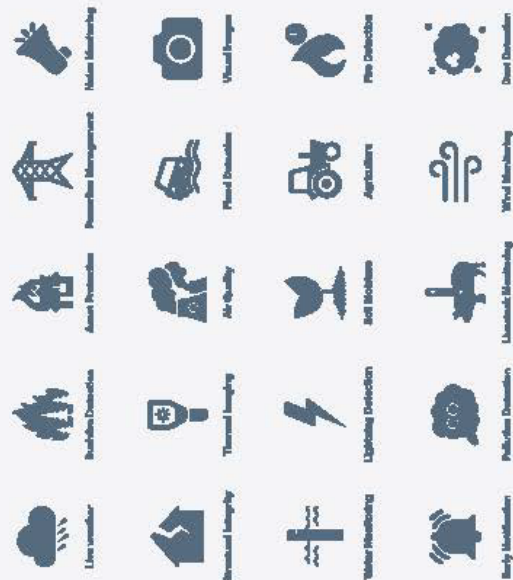
The creation of a region-wide network allows improvements in local emergency management and response, public health and safety, critical infrastructure monitoring and creates new levels of efficiency, predictability and risk mitigation for local industries and the community.

Our intelligent, patented sensors stream fine scale, wide ranging data through our mission critical high speed networks. Data is analysed, segmented, contextualised and presented through our range of easy to understand interactive interfaces and Apps.

We have successfully applied our technology to the mining, demolition and power transmission and distribution

initiatives and in 2019, we constructed the world's largest environmental monitoring and detection network to provide a community in a heavy industry region, with confidence and awareness through access to region-wide real-time information.

Today, we are connecting LGA's to monitor fine scale changes in environments, share information across boundaries and borders, prevent large scale disasters, warn of impending weather events and produce greater local understanding for all residents and communities. Only information delivers real-time resilience.





An end-to-end solution

We design sensors

Attentis® designs and manufactures a vast range of highly robust intelligent, patented multi-sensors that continuously measure a vast array of conditions, capture images, stream video and detect changes, threats and faults, combined into a single stream of ultra-rich data.

We construct networks

Attentis® actively works with Councils, Agencies, Industries and Communities to understand the key issues at every location. We work with you to design the network and then construct it, seamlessly. This multi-communication high-speed network then combines data and information from all locations, enabling a complete real-time picture of your region, detailing factors that influence safety, structural integrity, operations, risk, community and financial outcomes.

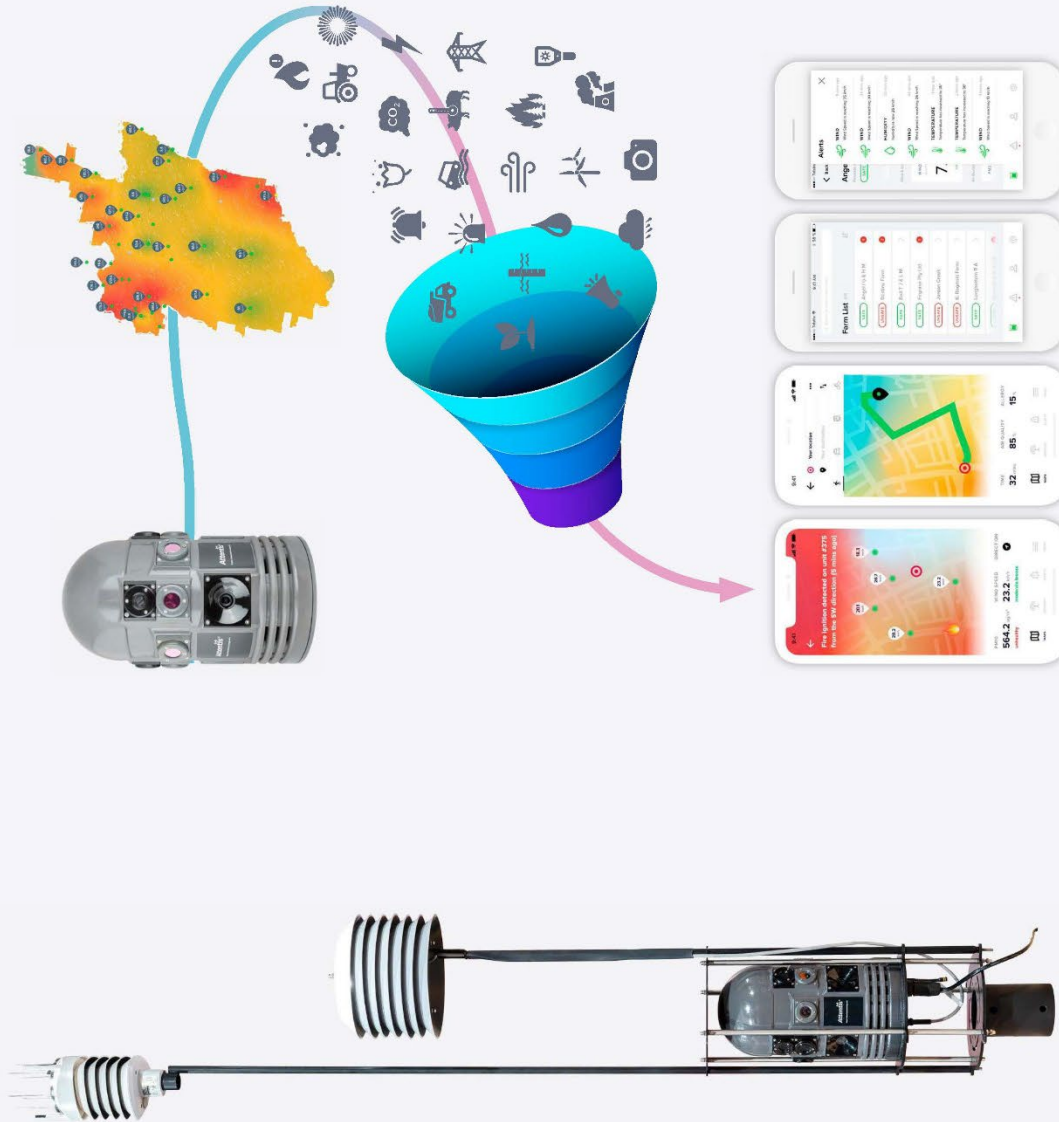
We deliver information

Attentis® constructs a range of interactive interfaces and Apps to visualise data and information 24/7.

Every network is accompanied by a bespoke interface and App to provide 24 hour access to view the region and the continuous stream of real-time information from every location.

360 degree images, air quality information, river heights, micro-climate weather, rainfall, soil moisture, bridge and road information, notifications and alerts are all viewable on the interface and App.

Attentis® stands alone in its ability to create integrated intelligent networks that deliver continuous real-time information.



Ararat Rural City Council
Willaura Town Field Day
Demo Deployment site

LGA size 4,211km²

1 Attentis multi-sensors:

- Air quality
- Micro-climate weather (wind speed, wind direction, wind gust, air velocity, temperature, rainfall, relative humidity, barometric pressure)
- Local Information

Network details

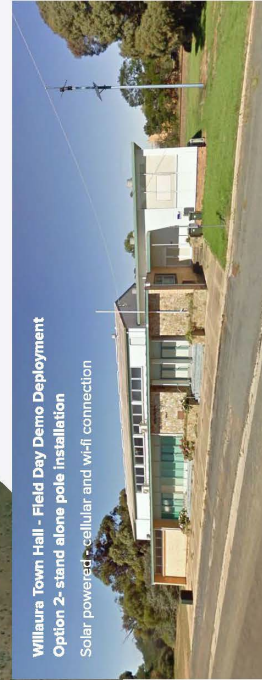
1 x R10 Attentis multi-sensor

Includes all hardware, "scoping", installation and commissioning

City of Ararat Rural Information Network Interface and App included



Willaura Town Hall
Field Day Demo Deployment
Weather, air quality, tourism, images



Willaura Town Hall - Field Day Demo Deployment
Option 2- stand alone pole installation
Solar powered - cellular and wi-fi connection

Tower/pole installation at 95 Main Street, Willaura

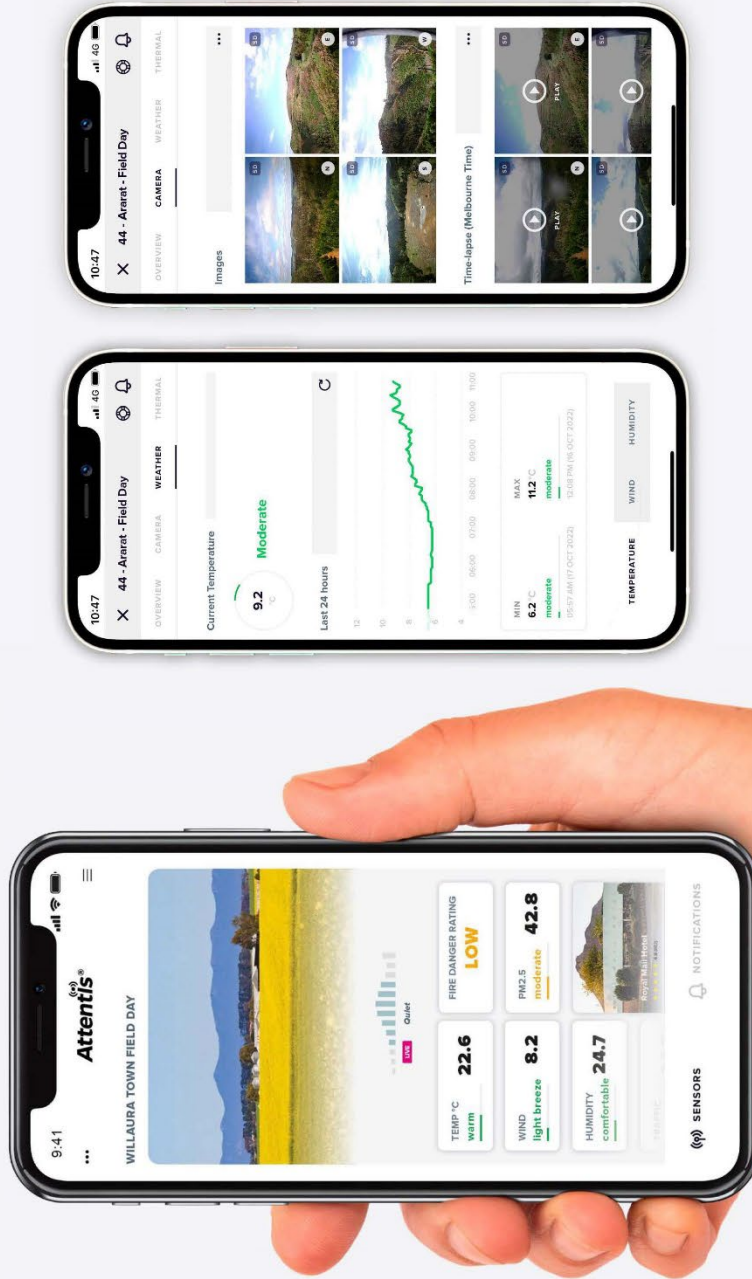


An App for all seasons

The accompanying Ararat Rural Information Network App will connect you to Ararat in real-time.

The value of real-time / live local information lies in the ability for people to respond to an event.

Attentis® provides a comprehensive Interactive App to support local governments, agencies, emergency services, industries and communities - providing access to live local conditions and information to support greater awareness, safety and health.

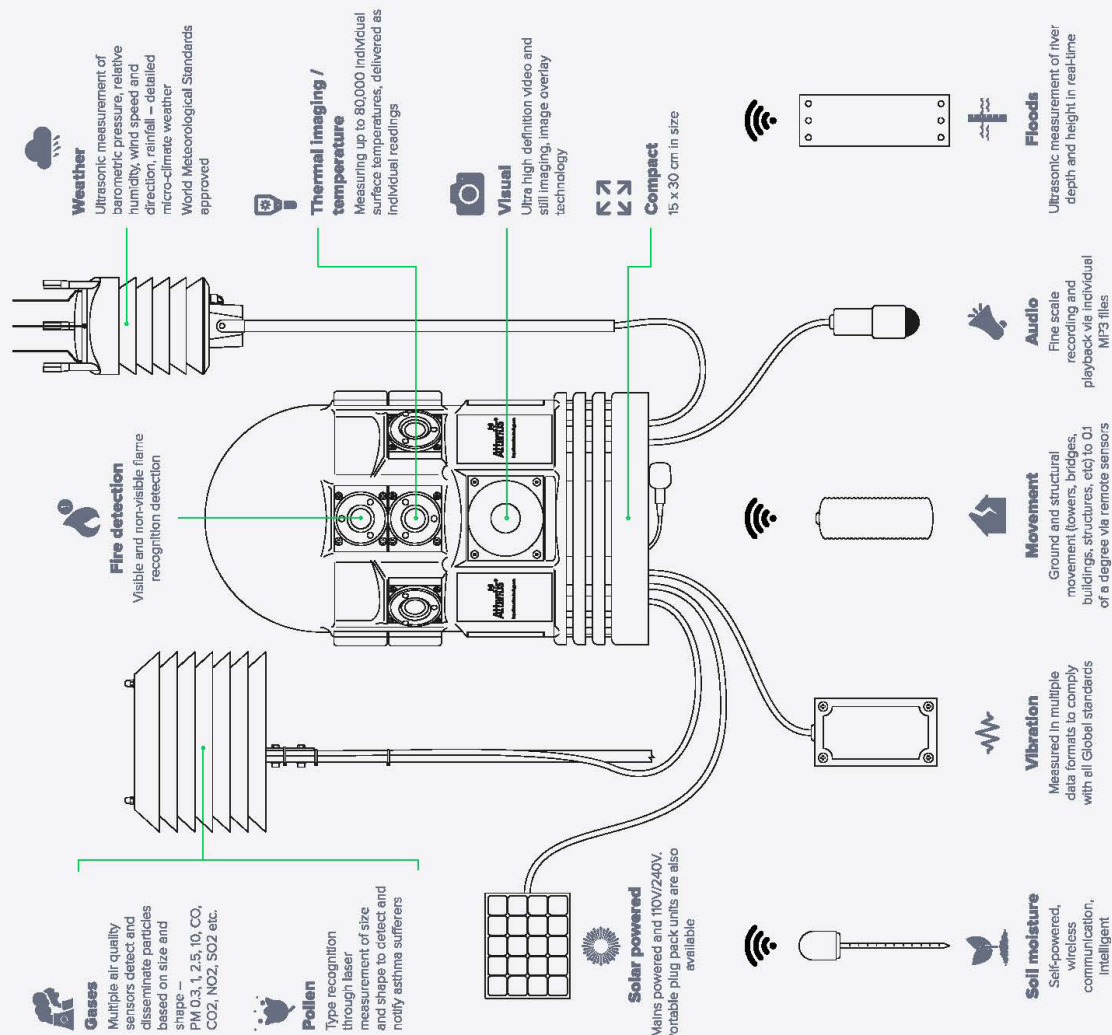


Technology to deliver unparalleled situational awareness

Our intelligent sensors detect, measure, analyse and transmit detailed information including air quality, weather, noise, fire ignition, water quality, ground and structural movement, noise, asset condition.

Sensing capabilities are supported by live images, hi-definition video streaming, thermal imaging and equipment automation.

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Instant detection
and notification

Fire ignition in remote locations can occur at anytime, day or night, from a range of sources. Undetected ignitions coupled with high winds and dry conditions can soon create fires that are difficult and sometimes impossible to contain. Early detection and rapid response are key elements to combat bushfire in the future.

During the Yinnar fires in the Latrobe Valley in March 2019, the Attentis multi-sensor located at HVP Plantations in Jumbuk detected a fire re-ignition after the main fire had been extinguished (this unit was set up post main fire to monitor the location).

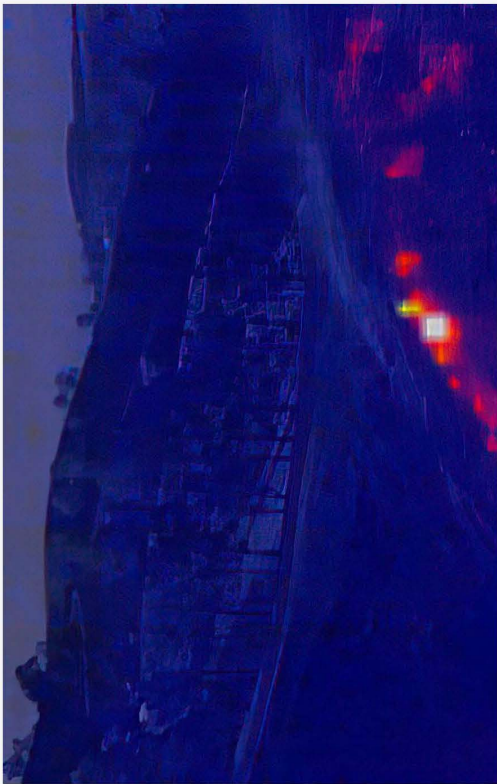
The thermal detection capability of the sensors was proven, detecting the re-ignition, returning crews to extinguish the re-ignition. A series of thermal notifications (far left) displaying the detection and the increasing temperature at the ignition source.

Protecting valuable resources

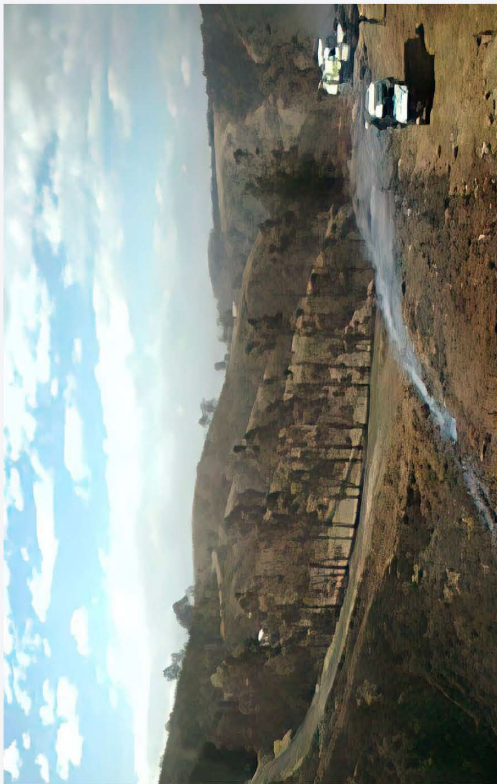
Attentis[®] detected a fire ignition at 5.33pm on Friday 23rd October 2021, at a location opposite the HVP Plantation in Rifle Range Road, Latrobe Valley.

Detecting the presence of PM, fine particulates and an increase in thermal temperature, an alert was sent to Plantation Management, the local County Fire Authority and local Council Emergency Management. Investigation by HVP personnel found a small fire adjacent the plantation. The fire was extinguished.

Thermal Imaging, combined with temperature and air quality enables remote monitoring of high bushfire risk locations and assets. Protection of forest assets is also vital to support local timber mills, paper, packaging and construction Industries.



Thermal



Visual

90° to 360° real-time, live thermal and visual
Imaging

Still image resolution capabilities

Low bandwidth: 640x480 (480p)

Low resolution: 1280x720 (720p)

Standard resolution: 2592x1944 (1080p)

High resolution: 3280x2464 (8MP - 4K equivalent)

Ultra high resolution: 4912x3684 (18MP)

Video resolution

Standard resolution: 480p at 30fps

High resolution: 1080p at 30fps

Thermal Imaging

10,000 points (90°)

80,000 points (360°)

Air quality

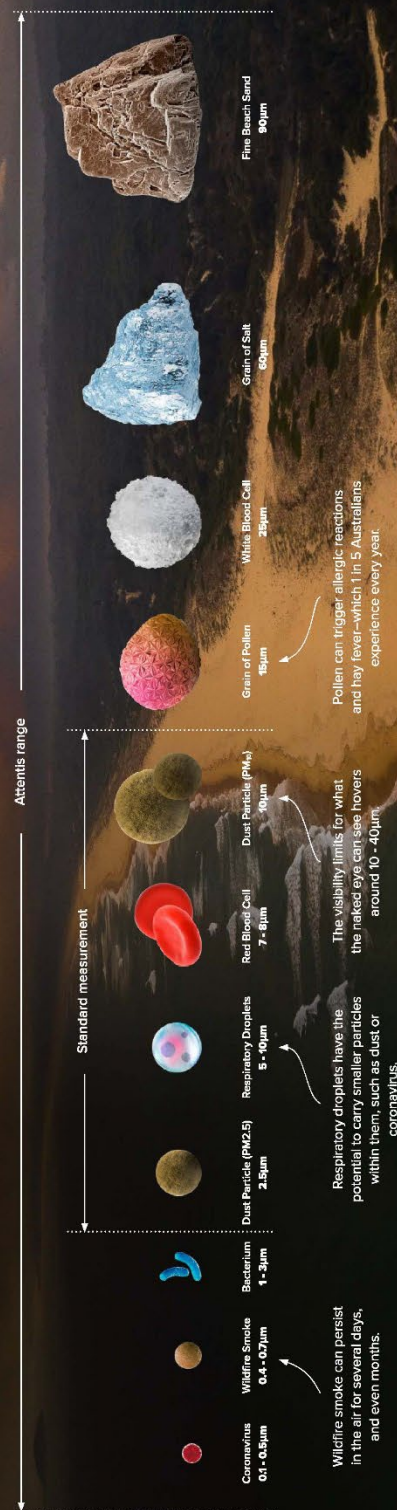
Attentis[®] multi-sensors feature fine-scale continuous real-time air quality measurement of a vast range of particulates, and gases. Standard measurements include PM₁₀, PM_{2.5}, PM₁, carbon dioxide, carbon monoxide, sulphur dioxide and nitrogen dioxide; all representing significant health risks. Additional gas monitoring requirements can also be incorporated.

Our world standard air quality measurement and reporting provides immediate notification of a threat, allowing first responders to engage mitigation measures to reduce exposure.

Combining Attentis[®] multi-sensors to form a network delivers a unique capability to actively track live air movement and composition throughout a location or region providing notification of the threat, its time of impact and concentration level resulting reduced exposure and impact.

During a fire event, live streamed air quality information allows first responders and the general public the ability to view live concentration levels across a region, understand the health risks and seek refuge to reduce exposure.

Particulate Matter (PM) explained



Spray drift – inversion layer

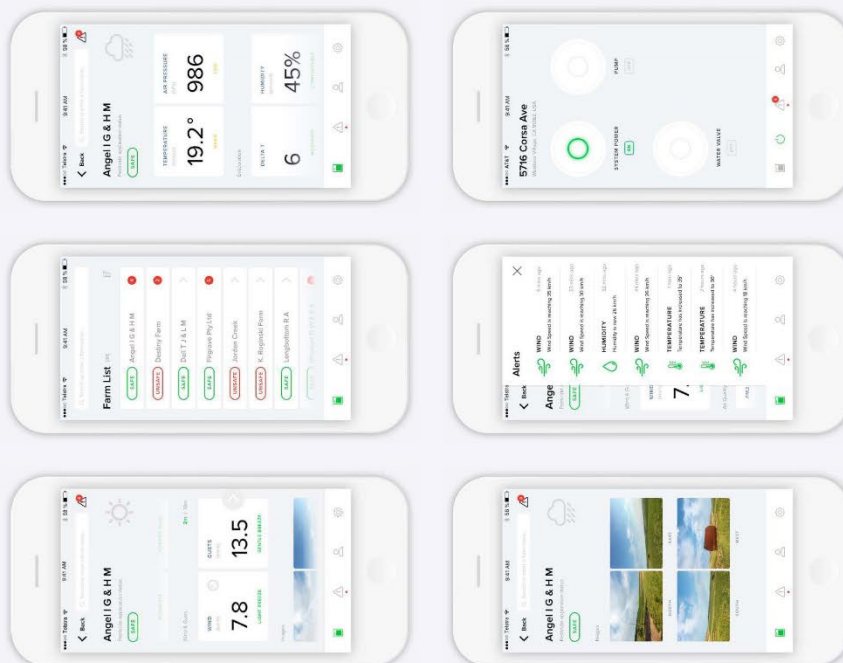
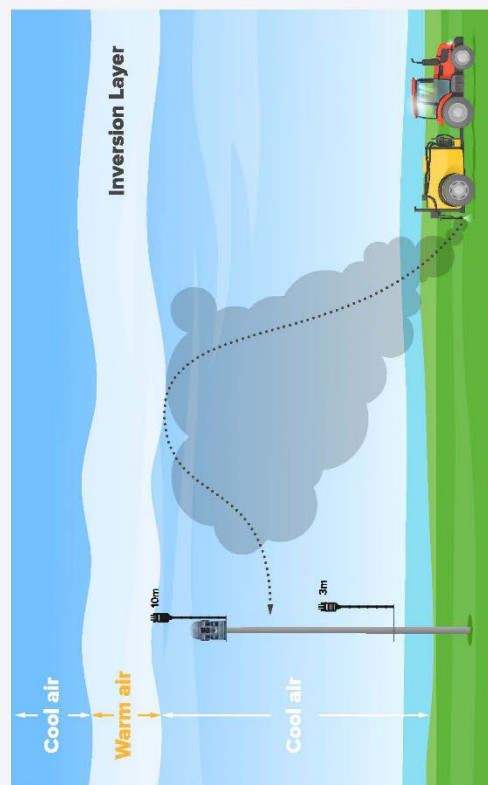
Spray drift poses a considerable threat to the agriculture industry especially in mixed farming areas where viticulture is situated close to grain crop farming.

Providing awareness of live conditions are key to ensuring spray drift does not occur and impact neighboring properties.

To reduce the risk associated with spray drift in mixed farming conditions, Attentis developed a live App that operates in conjunction with on-site multi-sensors to present and record all conditions and provide continuous awareness of whether it is safe or unsafe to spray.

Wind speed and direction, gusts, humidity and Delta T are monitored to reveal the risk level of spray drift, revealed on the App as a live notification: Safe or Unsafe.

All conditions and notifications are recorded as a historical register to address any disputes or compliance verifications.



Artificial Intelligence

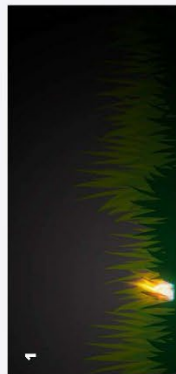
Attentis[®] multi-sensors incorporate artificial intelligence to determine variations and changes in images and environmental factors to reveal trends, growth rates and indications of future failures.

Actively tracking minor changes in surfaces, terrain and landscapes can identify early signs of future impact, allowing mitigation measures to be engaged prior to catastrophic failure. Attentis[®] incorporates Artificial Intelligence into every multi-sensor, measuring multiple elements at each location to provide unparalleled insight into environmental factors that influence events, operations, maintenance and management.

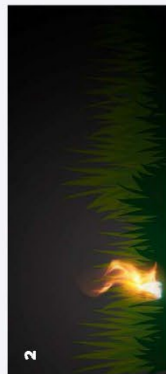
Attentis[®] patented technology delivers fine scale continuous measurement, correlation, analytics and A.I. processed in the device (edge computing) as well as the cloud, maintaining all capabilities when connectivity is interrupted.

Defined preset alert parameters (e.g. growth rates, surface changes, increased equipment operating temperature) trigger an alert once the threshold is reached, delivering notification, mitigation and scheduled maintenance crews to attend.

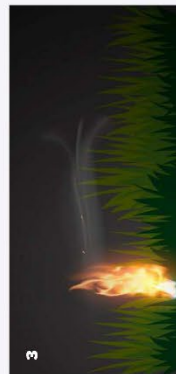
Applying A.I. vastly improves asset and operations management, is a low cost / high value resource and identifies conditions that would normally go unnoticed and in many cases only becoming apparent through physical attendance or failure.



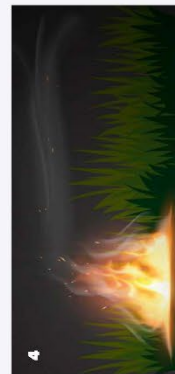
Continuous image capture identifies ignition



Alert sent detailing changes (presence of flame) and conditions



AI identifies growth rate and direction



Continuous imaging reveals movement, intensity and growth



Active processing of images highlights variations, changes, object visualisation and determination



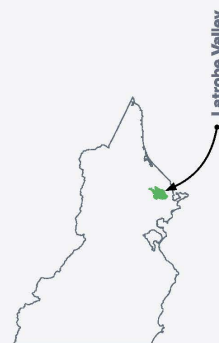
Changing how we interact with our environment

We are connecting council, residents, emergency services and industries - through access to localised, fine scale, real-time information.

Integrating a vast array of sensing capabilities into a single modular multi-sensor, specific to a location, then integrated with other multi-sensors reveals previously unavailable and incomprehensible information, understanding and insight for all local industries, agencies, services, communities and individuals.

The Latrobe Valley Information Network (LVIN.org) provided the proof of concept (POC) for the future of connected communities.

Now we are moving to connect other communities, with their own community and other neighbouring communities - supporting greater awareness, personal and public health and safety and resilience through access to real-time, integrated information.



23



- 1 **Air quality**
PM₁₀, PM_{2.5}, CO, CO₂, O₃, SO₂, pollen, pollution, air and gas composition are continuously sampled and tracked across a location, region or state.
- 2 **Mining**
Mines are being required to adhere to processes for environmental management, development, extraction, processing and remediation.
- 3 **Agriculture**
Attentis combines micro-climate weather, delta T, fire index, wind movements and air, water and soil composition to improve efficiency, maximise crop yield and detail factors that impact operations. Monitoring of vibration, tilt, sway, movement and material conditions in buildings, bridges, towers and structures.
- 4 **Livestock**
Animal health monitoring, stock movement and tracking, and system automation improves efficiency, productivity, traceability and accountability.
- 5 **Structural integrity**
Monitoring of vibration, tilt, sway, movement and material conditions in buildings, bridges, towers and structures.
- 6 **Shipping management**
Foreign water testing (ballast water), smart goods tracking, ship movement and engine room detection systems.
- 7 **Water quality**
Water composition and contaminant concentration levels in real-time and for historic comparative analysis.
- 8 **Hazardous conditions**
Continuous measurement of radiation levels, chemical and biological hazards, chemical plants and hazardous materials factories.
- 9 **Public safety**
Real-time public notification of events, closures, warnings, threats and general public information.
- 10 **Restricted area access**
Controlled access to restricted areas combined with intruder detection in non-authorised locations.
- 11 **Bushfire / wildfire detection**
24 hour ignition detection from powerlines, substations, lightning strikes, accidental ignition and arson. Real-time fire movement tracking to enable effective resource deployment.
- 12 **Electromagnetic levels**
Measurements of radiated energy from cell stations, radio, Wi-Fi and communication equipment and towers. Data speed monitoring to identify black spots for future upgrades.
- 13 **Noise monitoring**
Multi-frequency audio monitoring in high traffic, venue and aviation locations.
- 14 **Public health monitoring**
Localised, microclimate and air quality conditions combined with wearable device data increases public health information in sport centres, parks and fields.
- 15 **Item location**
Search of individual items in big surfaces e.g. warehouses and harbours.
- 16 **Waste management**
Detection of rubbish levels to optimise garbage collection routes and routes.
- 17 **Solar irradiation**
Incoming solar irradiance measurement, monitoring of regional solar network performance.
- 18 **Vehicle and asset tracking**
Real-time notifications of breakdown, theft or hazardous materials transport to enable interventions to minimise risk, impacts and interruptions.
- 19 **Water infrastructure**
Locks and pressure variation detection, pipe leaks, dams, pressure vessels and valves.
- 20 **Dam wall monitoring**
Real-time integrity monitoring of dam walls.
- 21 **Wind farm efficiency**
Active tracking of wind movements throughout a region can be integrated into the operating strategy of wind farms to optimise power output in accordance with available wind increasing efficiency and power generation capability.
- 22 **Swing and sag monitoring**
Swing and Sag of powerlines are monitored in real-time to detect powerline movement for both energised and de-energised powerlines.
- 23 **River heights and health monitoring**
Real-time monitoring of river, stream, estuary, lagoon, water storage and portage heights.



SUSTAINABLE
DEVELOPMENT
GOALS



3.7 REFRAMING THE PLANNING SCHEME – WINDFALL GAINS TAX IMPACT

RESPONSIBLE OFFICER: CHIEF EXECUTIVE OFFICER
DEPARTMENT: CEO'S OFFICE
REFERENCE: 11330

OFFICER DIRECT OR INDIRECT CONFLICT OF INTEREST:

Officers providing advice to Council must disclose any conflict of interest.

No person involved in the preparation of this report has a conflict of interest requiring disclosure.

EXECUTIVE SUMMARY

In July 2022 Council adopted a project entitled *Reframing the Planning Scheme* with an aim to undertake a complete revision of the current planning scheme to provide land use certainty, rezoning of land to ensure sustainable growth of the municipality and incorporate the recommendations of a Planning Scheme Review adopted by Council in April 2022.

The project has been delayed for a range of reasons, the most critical of these is the potential economic impact of Windfall Gains Tax on property owners, for whom land rezoning will result in an economic uplift in land value.

The project was due for completion in December 2023. The project has been stalled for a number of months. It is proposed that the project be restarted with a revised project plan, timeframes and amended budget be presented to Council by the CEO at the September 2023 Council Meeting.

DISCUSSION

At the Council Meeting on 26 April 2022 Council endorsed the Planning Scheme Review Report following a review of Council's planning scheme required under the provisions of the *Planning and Environment Act 1987*. The key findings of this Review were to:

1. Develop greater depth of local policy to guide development or implement sustainable growth outcomes specifically:
 - a. Resolve the historic zonings since amalgamation and promote the growth of Ararat town to a sustainable or thriving regional centre
 - b. Promote the ability of the villages to share in the region's growth given the available infrastructure (services, community and social)
 - c. Strengthen recognition of long-standing industrial businesses and the strategic suitability of Ararat on the Melbourne – Adelaide Road and rail connections and central location on the Portland/Geelong port transport route
 - d. Allow the tourism capability of Pomonal, Moyston and Lake Bolac to thrive through a mature approach to the population/human resource needs that such development requires
 - e. Develop local heritage policy content that embodies the practical need to support the ongoing investment in these sites and balances the "heritage story" element of these sites and their future usefulness for owners
2. Promote a significant growth initiative for the future to ensure the economic and social stability of the municipality.
3. Implement a process that integrate zoning and overlays after updating the mapping layers so that development prospects reflect the land capability.
4. Incorporate new pieces of work such as *Ararat in Transition* and the *Ararat Flood Study* into the planning scheme

Since the Planning Scheme Review two additional new key studies have been funded or undertaken which will need to be incorporated into any substantial revision of the current planning scheme:

- Aradale Development Strategy: Concept Master Plan and Feasibility Report, which has been completed and awaits work around implementation
- Unlocking Ararat North-East is a Victorian Planning Authority funded project which seeks to understand key infrastructure requirements to support growth in the Ararat East Development Zone and areas to the north. This project is yet to be commenced

Following the adoption of the Planning Scheme Report Council adopted a project titled *Reframing the Planning Scheme* at the July 2022 Council meeting which aimed to provide a complete revision of the current planning scheme to address the issues raised above and provide a stronger level of surety over land use across the municipality. The project framework is provided in Figure One below.

The project drew on a comprehensive evidence base to inform the rescoping process including:

- significant new studies to provide current perspectives in key areas such as the environment and fire management
- additional work to inform understanding of agricultural land, public land and trunk infrastructure needs
- existing planning amendments based on the findings of the flood study
- broad based community engagement processes
- engagement with traditional owners

The process was planned to be completed by December 2023, with finalisation of the new planning scheme, including rezoning and implementation of a range of supporting strategic planning work, supported by policy in key areas such as housing, settlement, heritage, economic development, transport, and infrastructure.

Project delays...

The project has been significantly delayed largely by several factors including:

- Senior staff changes in planning over the past twelve months
- Completion of the Aradale Development Strategy, which introduces a range of key strategic planning considerations
- Planning for growth around industrial development, particularly in relation to circular economy-based development
- Impacts of the COVID 19 event during 2022 that delayed undertaking key project studies
- Potential economic impacts of the Windfall Gains Tax (WGT)

Without doubt the most significant factor in delaying the successful reframing of the planning scheme has been the impact of the WGT.

WGT applies from 1 July 2023 on land rezoned by a planning scheme amendment resulting in a value uplift to the land of more than \$100,000. In determining the value uplift, all land owned by the person or group and subject to that rezoning is taken into account. The rates of WGT levied are as follows:

- more than \$100,000 but less than \$500,000: the tax will apply at a marginal rate of 62.5% on the uplift above \$100,000
- \$500,000 or more: a tax rate of 50% will apply to the total uplift

The liability for WGT arises when the land is rezoned. Landowners have the option to defer payment of all or some of their windfall gains tax liability until the next dutiable transaction occurs, or 30 years after the rezoning event, whichever occurs first. The payment will be indexed during the deferment period.

Medium to long term residential, industrial, or commercial growth will most likely be to take place through rezoning farmland. This will result in significant economic uplift and a subsequent levying of WGT. This will act as a significant disincentive for Council to undertake its strategic planning scheme review and subsequent rezoning to make provision for future growth and development. This will create an unacceptable current impost on affected landowners for an uplift in land value that they had not sought.

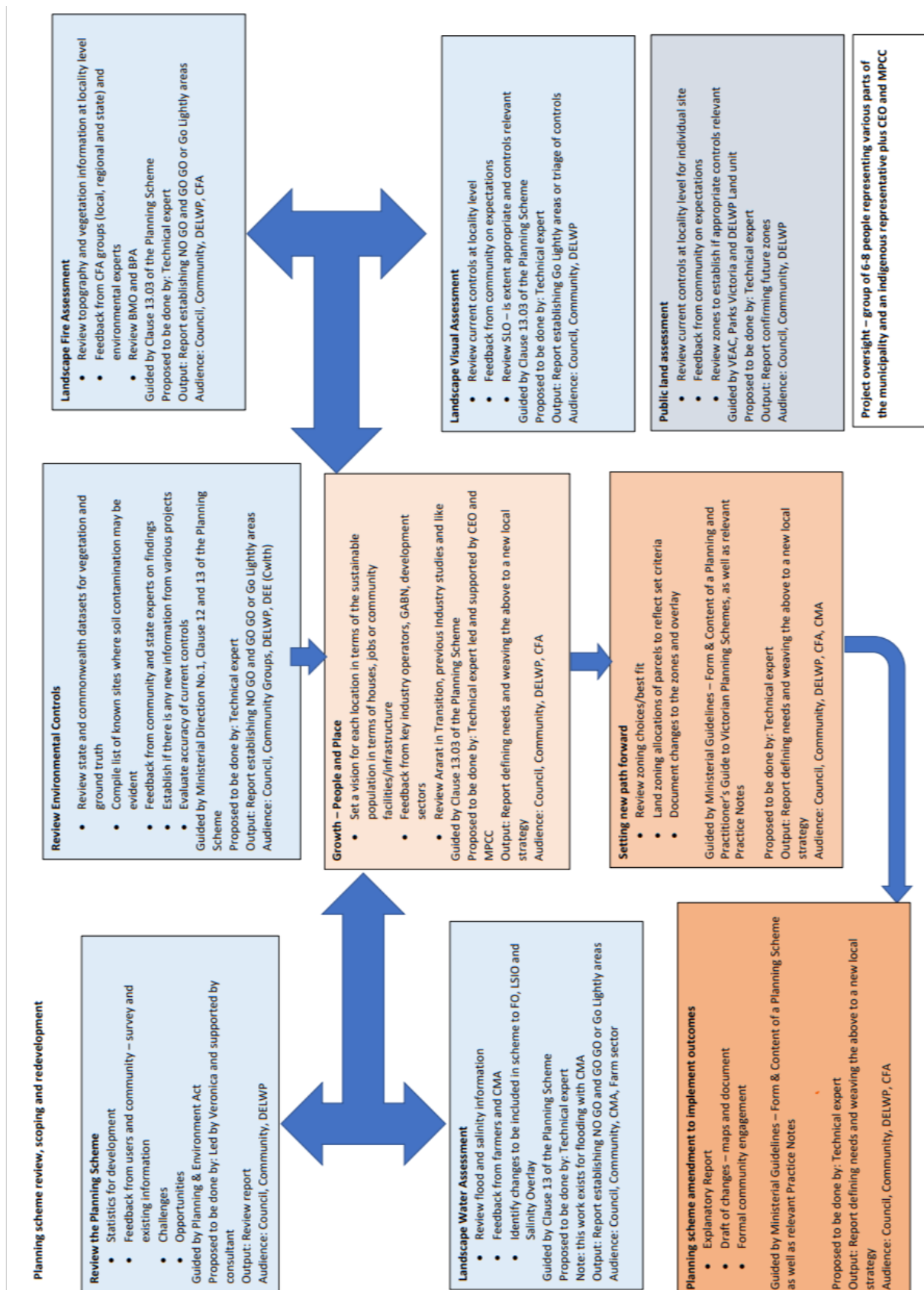


Figure One

A path forward...

Regardless of the impact of WGT and the other issues leading to a delay in finalising the reframing of the planning scheme there is a need for Council, as far as is reasonable and practicable, to undertake and complete a strategic planning project to:

- provide long term surety of land use
- implement outcomes of key planning studies, including the Aradale Development Strategy
- make provision for sustainable development of the municipality, including ensuring identification of suitable land to support residential, commercial, and industrial development
- implement the recommendations of the Planning Scheme Review
- ensure a strategic planning process underpinned by broad based community engagement
- engage the Eastern Maar Aboriginal Corporation and Barengi Gadjin Land Council Aboriginal Corporation as project partners

It is believed that this can be achieved largely within the framework provided in Figure One above. It is proposed that this framework be utilised, with the exception of, finalising the rezoning recommendations. This will provide a strategic framework to support future sustainable growth while rezoning land. This shortcoming of the process is regrettable but unavoidable given the adverse impacts of the WGT on development in rural communities.

It is proposed that a detailed plan be provided to the September 2023 Council meeting that will restart the *Reframing the Planning Scheme* project, provide a detailed project plan with revised timeframes and provide a revised budget.

KEY CONSIDERATIONS

Alignment to Council Plan Strategic Objectives

The review and reframing of the Planning Scheme advances the following objectives and strategies:

- 1 **Growing Our Place**
We will create the settings to support growth across our municipality through an improved planning scheme, actively pursuing new housing options and exploring models for in-migration.
- 1.1 Develop a new planning scheme for Ararat Rural City that is clear in its intention, supports growth and builds confidence and certainty around land use.
- 1.2 Work directly with asset users to manage and develop new and existing assets.
- 2 **Building Robust Local Economies**
We will develop strong relationships to build and strengthen a diverse local economy, focused on creating jobs and wealth through adding value to existing strengths in agriculture, manufacturing, tourism and hospitality.
- 3 **Preserving Our Environment**
We will take pragmatic approaches to ensuring that Ararat Rural City Council takes a regional lead in responsible environmental management and engagement with the circular economy.
- 4 **Developing and Maintaining Key Enabling Infrastructure**
We will ensure that we plan, fund and develop new infrastructure in ways that delivers strong public value. Existing infrastructure will be managed, renewed, and maintained to ensure that it continues to serve identified public needs.
- 4.3 Deliver infrastructure outcomes that support economic growth, promote community wellbeing and safety, and align with Council's financial sustainability.
- 6 **Strong and Effective Governance**
We will work hard to build models of governance that place delivering public value at the centre through effective financial management; well measured risk management; and implementation of effective community engagement practices.
- 6.3 Continuously improve Council's community engagement process and practices in line with deliberative engagement practices, while acknowledging the need for a range of different techniques to ensure effective engagement.

Budget Implications

A revised budget for completing the project will be provided to the September 2023 Council meeting. There is existing unexpended budget from allocations to the project in 2021/2022 and 2022/2023.

Policy/Relevant Law

The *Planning & Environment Act* sets out objectives in Section 4. The proposed approach supports the objectives to:

- *provide for the fair, orderly, economic and sustainable use, and development of land;*
- *secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria; and*
- *balance the present and future interests of all Victorians by facilitating the renewal of surplus government land.*

Sustainability Implications

The review has highlighted that financial, social, and environmental sustainability are not adequately managed through the current planning process. The development and implementation of the *Reframing the Planning Scheme* project act to overcome these challenges.

Risk Assessment

As outlined above, the planning scheme review has identified a range of thematic, as well as individual risks, in the designation of zones, overlays and other policy controls. The proposed approach seeks to work from current data and include a cross section of the community in the process for developing the new scheme to ensure it reflects more than the voices of technical staff and state agencies that do not have a direct interest in the outcome.

Innovation and Continuous Improvement

Amending the planning scheme is a process of continuous improvement to build and shape controls on individual sites and areas and reflect changing community values as well as fortunes. The review of the scheme has highlighted extensive changes in the last five years by both the Council and the state across a broad range of areas.

Stakeholder Collaboration and Community Engagement

The process to review the Planning Scheme and make changes will include both formal and informal stakeholder collaboration with key elements proposed to be as follows:

- Recruitment of a Community Reference Group to ensure the project is grounded in the needs of existing and future residents and businesses
- engage the Eastern Maar Aboriginal Corporation and Barengi Gadjin Land Council Aboriginal Corporation as project partners
- Formal notification of any proposed changes as they are developed and agreed
- Information going out to the entire community through the *Engage Ararat* platform and promotion of the project through various media channels as work is available for review
- Inclusion of input of those state agencies commonly referred to in planning application as outlined in Clause 66 of the current planning scheme as work progresses

RECOMMENDATION

That:

- 1 *Council endorses the exclusion of land rezoning from the Reframing the Planning Scheme project outcomes to ensure that landowners are not impacted by unintended consequences of the Windfall Gains Tax; and*
- 2 *That Council request that the CEO present a revised Reframing the Planning Scheme project plan to the September 2023 Council meeting for endorsement. This project plan will include a plan to restart the Reframing the Planning Scheme project, revised timeframes, and an amended budget.*

MOVED CR BEALES
SECONDED CR BURRIDGE

That:

- 1 Council endorses the exclusion of land rezoning from the *Reframing the Planning Scheme project* outcomes to ensure that landowners are not impacted by unintended consequences of the Windfall Gains Tax; and
- 2 Council request that the CEO present a revised *Reframing the Planning Scheme project* plan to the September 2023 Council meeting for endorsement. This project plan will include a plan to restart the *Reframing the Planning Scheme project*, revised timeframes, and an amended budget.

CARRIED 4855/23

ATTACHMENTS

There are no attachments in relation to this item.

SECTION 4 – INFORMATION REPORTS

4.1 CONTAINER DEPOSIT SCHEME

RESPONSIBLE OFFICER: CHIEF EXECUTIVE OFFICER
DEPARTMENT: CEO'S OFFICE
REFERENCE: 11314

OFFICER DIRECT OR INDIRECT CONFLICT OF INTEREST:

Officers providing advice to Council must disclose any conflict of interest.

No person involved in the preparation of this report has a conflict of interest requiring disclosure.

EXECUTIVE SUMMARY

A container deposit scheme (CDS) is part of the Victorian Government's over \$515 million investment to deliver the biggest transformation and reform of Victoria's waste and recycling industry. This includes \$380 million to deliver Recycling Victoria: A new economy which will fundamentally reduce waste, boost jobs, and establish a recycling system Victorians can rely on.

The CDS will complement the new household waste collection system and is one of many ambitious reforms that's making recycling easier and more effective

The Victorian Container Deposit Scheme (CDS) starts on 1 November 2023.

This new recycling program will increase the recycling of drink cans, bottles and cartons and reduce Victoria's litter by up to half.

Victoria's CDS will be easy to use and accessible with a variety of locations including shopping centres and drive through collection depots, mobile drop off points for events and community festivals as well as reverse vending machines in public places to return cans, bottles and cartons to.

All charities, community and sports groups will be able to benefit from Victoria's CDS as they do in every other state. The CDS will give charity, community, and sports groups a range of new ways to fundraise by receiving donations from the community, initiating collection drives, and the option of operating container collection points

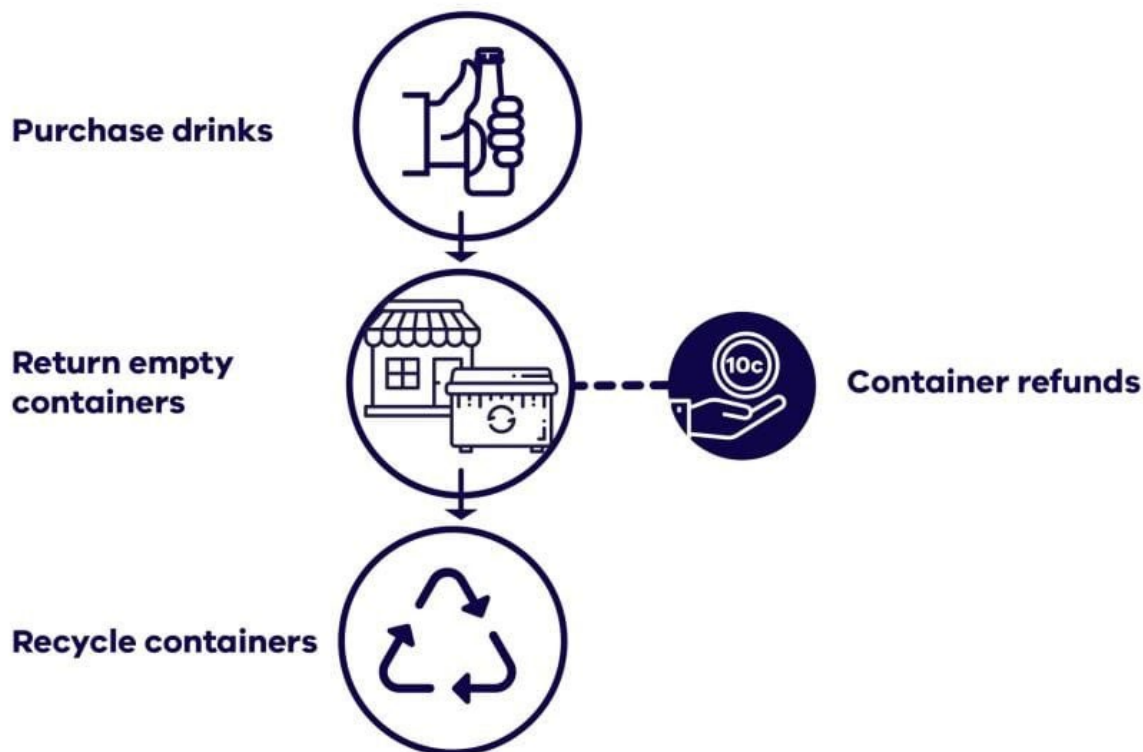
DISCUSSION

From 1 November 2023, you will earn 10 cents when you return any eligible can, carton or bottle through the Victorian Container Deposit Scheme.

This financial incentive serves as a reward for responsible waste disposal and actively encourages recycling while reducing littering. By returning eligible containers, participants contribute to a cleaner environment and earn money while doing so.

As well as promoting and encouraging recycling, this scheme will create fundraising opportunities for local businesses, community organisations and sporting groups.

By becoming registered collection points groups can actively participate in the scheme and generate revenue to raise funds for their activities, initiatives, and projects through the collection of eligible containers.



The above image outlines the process which will occur to form part of the Container Deposit Scheme. How it will work:

- Purchase a drink.
- Return your empty drink container to a refund point. With 600 refund points planned across Victoria, you can choose a location that is convenient for you.
- Receive a 10-cent refund for every eligible container you return. You can choose to keep the funds or donate to a participating charity, community group, environmental group, educational organisation or sports group.
- The returned container is then given a new lease on life. The material is recycled and remanufactured into a new product, saving it from landfill or littering the environment.

To explore the fundraising opportunities offered by the Victorian Container Deposit Scheme and to register your interest to become a collection point, interested businesses, community organisations, and sporting groups must [register](#).

The registration process will provide further information on the requirements and benefits associated with participating in the scheme as a collection point.

For further information on the scheme such as:

- Which containers are eligible for refund
- Who will run the scheme
- Where you can take your drink containers
- How your organisation, charity, community group, or educational organisation can express their interest in participating in the scheme

Organisations, community groups, sporting clubs etc. can visit the Container Deposit Scheme website: <https://www.vic.gov.au/container-deposit-scheme>

TOMRA Cleanaway has been confirmed as the Container Deposit Scheme network operator for Ararat Rural City Council.

If you are interested in hosting a CDS refund point; becoming a donation partner; or charity and community group fundraising, please visit the TOMRA Cleanaway website: <https://www.cleanaway.com.au/>

A Container Deposit Scheme has the opportunity to reduce recycling costs for council, reduce litter and share the responsibility for waste management with the community. Council has expressed its support for a CDS and will continue to do so in this regard.

Alignment to Council Plan Strategic Objectives

The Container Deposit Scheme strongly aligns with the thrust of the Council Plan 2021-2025, particularly the following:

3 Preserving Our Environment

We will take pragmatic approaches to ensuring that Ararat Rural City Council takes a regional lead in responsible environmental management and engagement with the circular economy

- 3.1** Position Ararat Rural City Council as a prime mover in driving circular economy policy in waste management, including local processing and management of recyclables, and in use of renewable energy for Council purposes.

Budget Implications

The proposed motion has no impact on Council's 2023/2024 Budget.

Policy/Legal/Statutory

Nil.

Sustainability Implications

This report does not raise any sustainability implications. The introduction of the Container Deposit Scheme, as of 1 November 2023, will provide a clean stream of materials that can be recycled.

Risk Assessment

Failure to support the Container Deposit Scheme and educate the community on the importance of this system carries a high level of risk for Victorian councils, as pollution and waste may continue to increase.

Stakeholder Consultation and Communication

When collection points are established, Council will list details about the Container Deposit Scheme on their website to ensure community groups, sports clubs, schools, and not-for-profit organisations have readily available information about hosting collection points.

As well as providing information on where the community can dispose of their drink cans, bottles, and cartons.

RECOMMENDATION

That Council receives the Container Deposit Scheme and reiterates its support for the introduction of scheme within Victoria.

MOVED CR BEALES
SECONDED CR WATERSTON

That Council receives the Container Deposit Scheme and reiterates its support for the introduction of scheme within Victoria.

CARRIED 4856/23

ATTACHMENTS

There are no attachments in relation to this item.

SECTION 5– INFORMAL MEETINGS

5.1 INFORMAL MEETINGS

AUTHOR'S TITLE: CHIEF EXECUTIVE OFFICER
DEPARTMENT: CEO'S OFFICE
REFERENCE: 13039074

OFFICER'S DECLARATION OF INTEREST

Officers providing advice to Council must disclose any conflict of interest.

No person involved in the preparation of this report has a conflict of interest requiring disclosure.

EXECUTIVE SUMMARY

The Governance Rules state that if there is a meeting of Councillors that:

- 1 is scheduled or planned for the purpose of discussing the business of *Council* or briefing Councillors;
- 2 is attended by at least one member of Council staff; and
- 3 is not a *Council meeting*, *Delegated Committee* meeting or *Community Asset Committee* meeting, the *Chief Executive Officer* must ensure that a summary of the matters discussed at the meeting

are:

- a) tabled at the next convenient *Council meeting*; and
- b) recorded in the minutes of that *Council meeting*.

DISCUSSION

As a requirement of the Governance Rules, a summary of matters discussed at the Council Briefings held since the last Council Meeting are presented to Council and will be recorded in the minutes.

INFORMAL MEETINGS
Council Briefing held on 8 August 2023
Council Briefing held on 15 August 2023

Issues discussed at the briefing:

- Local Government Mayoral Taskforce Supporting People Seeking Asylum
- IBAC Operation Sandon
- Barengi Gadjin Land Council (BGLC) Recognition and Settlement Agreement (RSA)
- Membership of Rail Freight Alliance
- Capital Works Program 2023/2024
- Council Electrification Policy
- GAIA EnviroTech Service Agreement
- New models for passenger fleet ownership
- Container Deposit Scheme
- Enrolment for the 2024 Council Elections
- Transmission line development in ARCC
- New customer service approach
- Future of the planning scheme review
- Reporting on planning and building data
- Adoption of individual asset strategies

KEY CONSIDERATIONS

Alignment to Council Plan Strategic Objectives

The report supports the strategic objective of the Council Plan 2021-2025:

- 6.3** Continuously improve Council's community engagement process and practices in line with deliberative engagement practices, while acknowledging the need for a range of different techniques to ensure effective engagement.

Financial

There are no financial impacts for the receiving of Informal Meetings of Councillors.

Policy/Relevant Law

Reporting of Informal Meetings is in line with the requirements of the Governance Rules.

Risk Assessment

Following the requirements of the Governance Rules will ensure that Council meets its legislative requirements.

Stakeholder Collaboration and Community Engagement

A summary of matters discussed at the Council Briefings are presented for community information.

RECOMMENDATION

That the Informal Meetings of Councillors Report be received.

**MOVED CR R ARMSTRONG
SECONDED CR WATERTSON**

That the Informal Meetings of Councillors Report be received.

CARRIED 4857/23

ATTACHMENTS

The Summary of Council Briefings are provided as Attachment 5.1.

Councillor Briefing



Date: Tuesday 8 August 2023
Commencement: 5.00 pm
Location: Council Chamber, Shire Offices

Present

Councillors: Cr Jo Armstrong
Cr Rob Armstrong Cr
Gwenda Allgood
Cr Henry Burridge
Cr Bill Waterston

CEO, Dr Tim Harrison

Officers: Cr Peter Beales
Apologies: Cr Bob Sanders

Disclosure of Conflict of Interests

Disclosure of Interests are to be made immediately prior to any relevant item being discussed
(*Local Government Act 2020 - Section 131 and Chapter 5, Section 6 of the Governance Rules*).

Absence from Room			
Item No.	Councillor	Before Discussion	During Discussion
		Yes / No	Yes / No

Matters Considered:

1	Mayor's roundup
2	Local Government Mayoral Taskforce Supporting People Seeking Asylum
3	IBAC Operation Sandon
4	Barengi Gadjin Land Council (BGLC) Recognition and Settlement Agreement (RSA)
5	Membership of Rail Freight Alliance

Dr Tim Harrison

Councillor Briefing



Date: Tuesday 15 August 2023
Commencement: 5.00 pm
Location: Council Chamber, Shire Offices

Present

Councillors: Cr Jo Armstrong
Cr Rob Armstrong
Cr Gwenda Allgood
Cr Peter Beales
Cr Henry Burridge
Cr Bill Waterston

Officers: CEO, Dr Tim Harrison

Apologies: Cr Bob Sanders

Disclosure of Conflict of Interests

Disclosure of Interests are to be made immediately prior to any relevant item being discussed
(*Local Government Act 2020 - Section 131 and Chapter 5, Section 6 of the Governance Rules*).

Absence from Room			
Item No.	Councillor	Before Discussion	During Discussion
		Yes / No	Yes / No

Matters Considered:

1	Mayor's roundup
2	Capital Works Program 2023/2024
3	Council Electrification Policy
4	GAIA EnviroTech Service Agreement
5	New models for passenger fleet ownership
6	Container Deposit Scheme
7	Enrolment for the 2024 Council Elections
8	Transmission line development in ARCC
9	New customer service approach
10	Future of the planning scheme review
11	Reporting on planning and building data
12	Adoption of individual asset strategies

Dr Tim Harrison

SECTION 6 – NOTICES OF MOTION

A *notice of motion* must be in writing signed by a Councillor and be lodged with or sent to the *Chief Executive Officer* no later than 12.00pm (noon) and at least six (6) days prior to the Council Meeting to allow sufficient time for the *Chief Executive Officer* to include the *notice of motion* in agenda papers for a *Council meeting*.

There were no Notice of Motion items received.

SECTION 7– URGENT BUSINESS

Items cannot be admitted as urgent business other than by resolution of *Council* and only then if it:

- 1 relates to or arises out of a matter which has arisen since distribution of the *agenda*; and
- 2 cannot safely or conveniently be deferred until the next *Council meeting*.

There were no Urgent Business items received.

SECTION 8 – CLOSE SESSION (CONFIDENTIAL)

In accordance with section 66(2)(a), 3(1) *Confidential Information* (a) of the Local Government Act 2020, the following agenda items are listed for consideration in the confidential section:

- Item 8.1 – Digital Twin – Ararat Rural Information Network
- Item 8.2 – Contract No. 667 – Provision of Environmental Health Services
- Item 8.3 – Gaia Waste processing agreement – Gaia Envirotech

6:53 PM CLOSURE OF COUNCIL MEETING TO THE PUBLIC

The Open Council Meeting will now be closed, but members of the public are welcome to rejoin the Council Meeting following the recommencement of the meeting.

RECOMMENDATION

That the meeting be closed to members of the public pursuant to section 66(2)(a) of the Local Government Act 2020 to consider confidential reports.

MOVED CR BEALES
SECONDED CR SANDERS

That the meeting be closed to members of the public pursuant to section 66(2)(a) of the Local Government Act 2020 to consider confidential reports.

CARRIED 4858/23

7:18 PM OPEN COUNCIL MEETING RECOMMENCEMENT

RECOMMENDATION

That the Open Council Meeting recommence.

MOVED CR BURRIDGE
SECONDED CR SANDERS

That the Open Council Meeting recommence.

CARRIED 4862/23

Gallery invited to return to Council Chamber.

LIFTING OF CONFIDENTIALITY OF CLOSED SESSION RESOLUTIONS

RECOMMENDATION

That the:

- 1 *Decision in relation to Confidential Agenda Item 8.2 be lifted;*
- 2 *Report of Confidential Agenda Item 8.2 not be lifted; and*
- 3 *The confidentiality of the report and decision in relation to 8.1 and 8.3 not be lifted on adoption of the motion*

MOVED CR BEALES
SECONDED CR BURRIDGE

That the:

- 1 Decision in relation to Confidential Agenda Item 8.1 and 8.3 be lifted;
- 2 Report of Confidential Agenda Item 8.1 and 8.3 not be lifted; and
- 3 The confidentiality of the report and decision in relation to 8.2 not be lifted on adoption of the motion

CARRIED 4863/23

8.1 DIGITAL TWIN- ARARAT RURAL INFORMATION NETWORK

MOVED CR BEALES
SECONDED CR R ARMSTRONG

That:

- 1 Council endorse the procurement relating to the purchase and installation of 12 x R11 Multi Sensor Weather Station Units and 12 x R11 Multi Sensor Weather Station Units, including monitoring, for a period of three years from Attentis Pty Ltd for the price of \$ 713,520.00 on the associated terms and conditions as outlined in the Statement of Work;
- 2 The confidentiality of the decision be lifted on adoption of motion; and
- 3 The confidentiality of the report not be lifted on adoption of motion.

CARRIED 4859/23

8.3 GREEN WASTE PROCESSING AGREEMENT – GAIA ENVIROTECH

MOVED CR BEALES
SECONDED CR R ARMSTRONG

That:

- 1 Council accept the renewed research and development agreement with Gaia Envirotech and delegate the Mayor and CEO to execute an agreement document as required;
- 2 The confidentiality of the decision be lifted on adoption of motion; and
- 3 The confidentiality of the report not be lifted on adoption of motion.

CARRIED 4861/23

I HEREBY CERTIFY THAT PAGES 7398 TO 7523 INCLUDING PAGES 549 TO 580 OF THE CLOSED SESSION ARE CONFIRMED AND ARE A TRUE AND CORRECT RECORD.

MAYOR – CR JO ARMSTRONG

Meeting closed at 7:19pm.