



# **MINUTES**

## **Special Council Meeting Wednesday, 18 December 2019**

**Time: 6.00pm**

**Location: The Pavilion Room, Darley Civic and Community  
Hub, Darley**

**Order Of Business**

<b>1</b>	<b>Opening of Meeting and Prayer .....</b>	<b>3</b>
<b>2</b>	<b>Acknowledgement of Country .....</b>	<b>3</b>
<b>3</b>	<b>Present.....</b>	<b>3</b>
<b>4</b>	<b>Apologies .....</b>	<b>3</b>
<b>5</b>	<b>Disclosure of Conflicts of Interest.....</b>	<b>3</b>
<b>6</b>	<b>Presentations/Deputations.....</b>	<b>3</b>
<b>7</b>	<b>Community Planning and Economic Development Reports .....</b>	<b>4</b>
7.1	Parwan Industrial Precinct - Development Plan .....	4
7.2	PA2019124 - Application for Protein Recovery Facility - Parwan Industrial Estate, 3922 Geelong-Bacchus Marsh Road, Parwan .....	17
<b>8</b>	<b>Community Strengthening Reports .....</b>	<b>41</b>
8.1	Parking Fees.....	41
<b>9</b>	<b>Meeting Closure .....</b>	<b>44</b>

**1. OPENING OF MEETING AND PRAYER**

The Mayor opened the meeting with the Council Prayer at 6.06pm.

**2. ACKNOWLEDGEMENT OF COUNTRY**

We respectfully acknowledge the traditional owners of this land, their spirits and ancestors.

**3. PRESENT**

Cr David Edwards (Mayor)	East Moorabool Ward
Cr Jarrod Bingham	East Moorabool Ward
Cr Tonia Dudzik	East Moorabool Ward
Cr John Keogh	East Moorabool Ward
Cr Tom Sullivan	West Moorabool Ward
Cr Paul Tatchell	Central Moorabool Ward

**Officers:**

Mr Derek Madden	Chief Executive Officer
Ms Sally Jones	General Manager Community Strengthening
Mr Henry Bezuidenhout	Executive Manager Community Planning & Economic Development
Ms Yvonne Hansen	Manager Governance, Risk & Corporate Planning

**4. APOLOGIES**

Nil.

**5. DISCLOSURE OF CONFLICTS OF INTEREST**

Nil.

**6. PRESENTATIONS/DEPUTATIONS**

Nil.

## 7. COMMUNITY PLANNING AND ECONOMIC DEVELOPMENT REPORTS

### 7.1 PARWAN INDUSTRIAL PRECINCT - DEVELOPMENT PLAN

#### PURPOSE

This report considers an application for approval of a *Development Plan - Parwan Industrial Precinct* (Ricardo; October 2019), to facilitate the first stage of development including a Protein Recovery Facility (PRF), an abattoir and a cold storage facility, as well as future stages of development on the land at 3922 Geelong-Bacchus Marsh Road, Parwan.

#### EXECUTIVE SUMMARY

Parwan and Co. (the proponent) has submitted a *Development Plan – Parwan Industrial Precinct* (the *Development Plan*) (Ricardo; October 2019) for Council’s consideration and approval as required by Schedule 1 to Clause 43.04 Development Plan Overlay. A Development Plan must be approved before any planning permit is approved for development or subdivision on the site. Any planning permit application must demonstrate compliance with the approved Development Plan.

The *Development Plan* applies to 190.9 hectares of land at 3922 Geelong-Bacchus Marsh Road, Parwan (the subject site). The subject site is within the Industrial 1 Zone but is currently used for farming.

The *Development Plan* has been assessed in accordance with the Development Plan Overlay Schedule 1 (‘Moorabool Agribusiness Industrial Area’) that applies to the subject land. The *Development Plan* (see Attachment 1) is considered suitable for Council’s approval.

#### RESOLUTION

**Moved:** Cr Paul Tatchell

**Seconded:** Cr John Keogh

That Council approves the *Development Plan – Parwan Industrial Precinct* (Ricardo; October 2019) in Attachment 1.

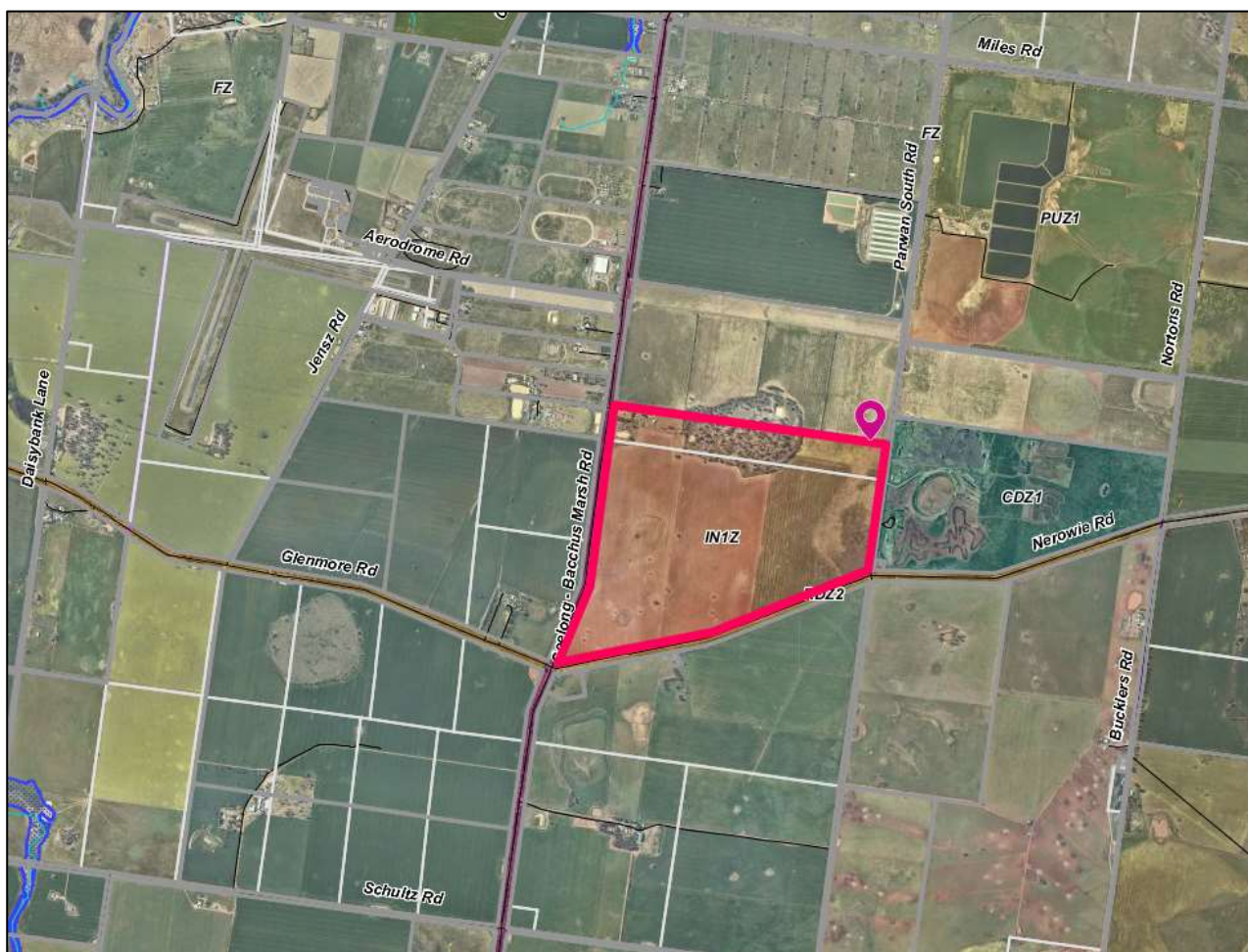
**CARRIED**

---

#### BACKGROUND

##### Subject Site and Surrounds

The subject site is known as 3922 Geelong-Bacchus Marsh Road, Parwan (described as Lots 1 and 2 on TP188461) (refer to Figure 1) and is located within the Parwan Employment Precinct (PEP).



**Figure 1:** The subject site is shown delineated in red.

The site is highly accessible and located approximately 5.5 kilometres south of the Bacchus Marsh urban area. The land has a total area of 190.9 hectares and has frontages to the Geelong-Bacchus Marsh Road, Nerowie Road and Parwan South Road, of 1.54 kilometres, 1.90 kilometres and 0.76 kilometres respectively.

The land is within the Industrial 1 Zone (IN1Z) and is affected by the following overlays:

- Development Plan Overlay Schedule 1 (DPO1) ('Moorabool Agribusiness Industrial Area');
- Design and Development Plan Overlay Schedule 2 (DDO2) ('Visual amenity and building design'); and
- Environmental Significance Overlay Schedule 4 (ESO4) ('Wetland areas'; applies to the northern portion of the land only).

The land is currently used for farming and contains an old weatherboard dwelling and sheds which are located in the north-western corner. The topography is mildly undulating with a number of depressions which contain remnant wetlands.

The surrounding land is generally within the Farming Zone (FZ) and used for agriculture, with the exception of the following:

- Bacchus Marsh Aerodrome (FZ) – located to the west of Geelong-Bacchus Marsh Road;
- Sir Jack Brabham Park (speedway) (Comprehensive Development Zone Schedule 1) – located immediately to the east of the subject site (east side of Parwan South Road);

- Parwan Recycled Water Plant (Public Use Zone 1) – located to the north-east of the subject site (east side of Parwan South Road);

Geelong-Bacchus Marsh Road is an arterial road within the Road Zone Category 1. Nerowie Road is within the Road Zone Category 2.

#### Moorabool Planning Scheme Amendment C76

Amendment C76 (gazetted on 21 December 2017) resulted in 3922 Geelong-Bacchus Marsh Road, Parwan (i.e. the subject site) being rezoned from FZ to IN1Z (refer to Figure 2) and an updated DPO Schedule 1 being applied to the subject land. The amendment also rezoned land to the immediate north of the subject site (PC362391Y) from IN1Z to FZ and deleted the DPO1 from this land. The updated DPO Schedule 1 seeks to facilitate the development of the subject site for industrial uses associated with agribusiness.

The amendment also made the following changes to the planning scheme:

- Updated Clause 21.01 to introduce the Moorabool Agribusiness Industrial Area as a key economic development opportunity for Bacchus Marsh.
- Updated Clause 21.04 to insert the Moorabool Agribusiness Industrial Area as a new strategy to achieve Clause 21.04-4 – industry objective.
- Updated Clause 21.07 to insert the Moorabool Agribusiness Industrial Area as a new strategy for accommodating township growth and updated the Bacchus Marsh Framework Plan to show the Moorabool Agribusiness Industrial Area.

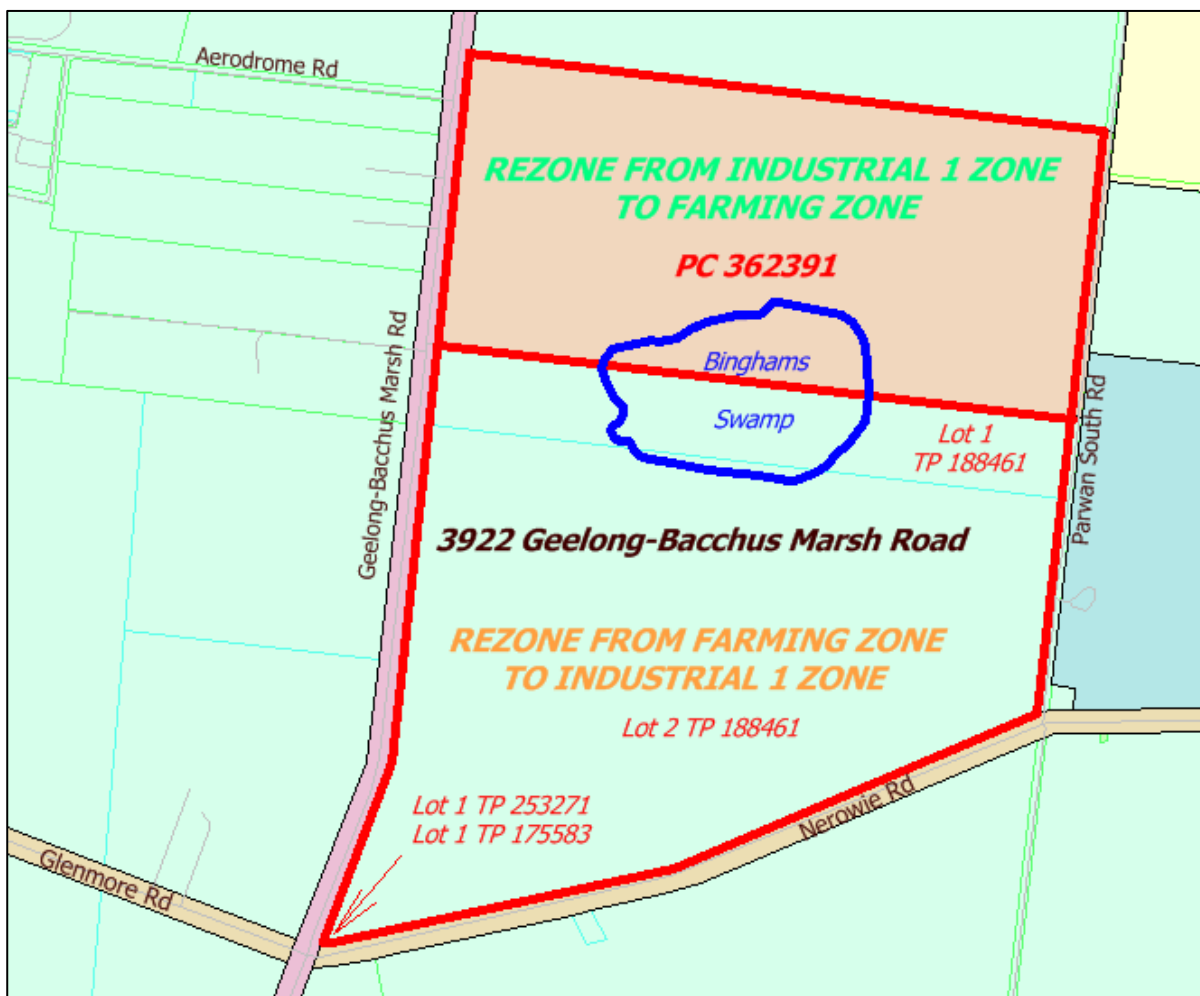


Figure 2: Land affected by Amendment C76 (delineated in red).

### Moorabool Planning Scheme Amendment C81

Amendment C81 (gazetted on 6 December 2018) implemented the Bacchus Marsh Urban Growth Framework (UGF), by updating the Local Planning Policy Framework. Amongst other changes, the amendment updated the Bacchus Marsh Framework Plan in Clause 21.07 (Bacchus Marsh), to show three residential growth investigation areas and the Parwan Employment Precinct (PEP).

Clause 21.04-1 (Economic Development and Employment) was updated to identify the significant employment generating potential of the PEP, as follows:

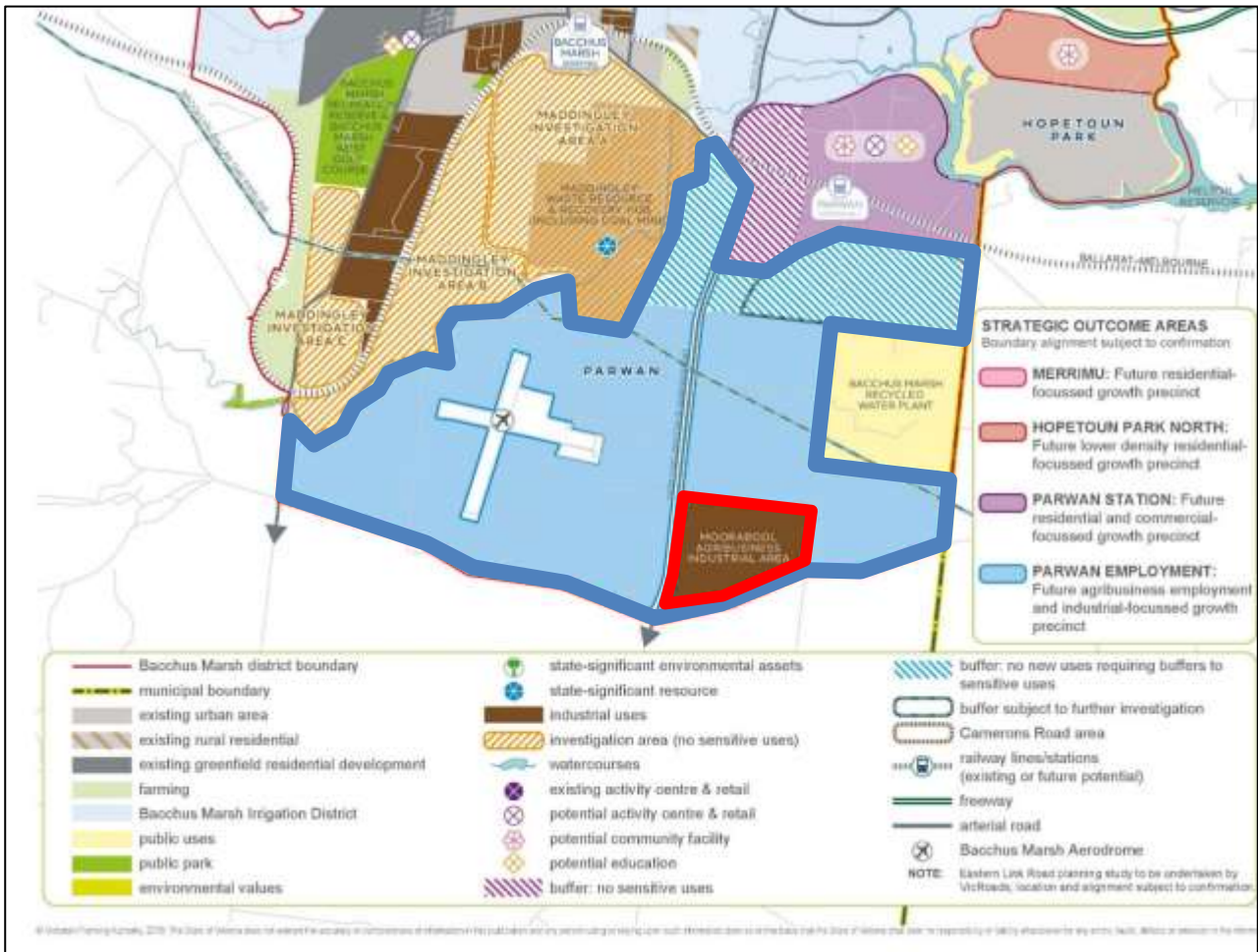
*“The clustering of employment generating land uses is a high priority within the Parwan Employment Precinct to the south of Bacchus Marsh, in order to provide for an increasing level of local employment. This precinct benefits from accessibility to the Western Freeway, the Melbourne-Ballarat rail corridor, significant separation from sensitive uses and larger landholdings. The Parwan Employment Precinct provides a range of opportunities for industrial and agribusiness investment, particularly value adding enterprises that are vertically or horizontally integrated with the local agricultural sector, and which export products beyond the Shire.”*

The UGF notes that:

*“The PEP holds significant economic and employment growth potential for Bacchus Marsh, with the ability to attract high levels of new industrial investment. To achieve this, it must be serviced, protected against residential encroachment and properly marketed. The PEP is beneficially located within the Bacchus Marsh food bowl, close to markets and away from residential land. It has the capacity to accommodate value-add and high amenity impact businesses, particularly those seeking to relocate to more affordable and unencumbered land close to the metropolitan (area).”*

The Parwan Industrial Precinct is located within the PEP (as shown in Figure 3) and will serve as a catalyst for future investment and development opportunities within the broader PEP, by assisting in the provision of essential infrastructure. The first stages of the Parwan Industrial Precinct will deliver a significant agribusiness related industrial hub, that will add significant value to the primary production occurring in the region. The first stages of the Parwan Industrial Precinct involve the proposed development of a large-scale protein recovery facility, followed by an abattoir and a cold storage facility, which are expected to create approximately 500 direct jobs over the next five years.

The Victorian Planning Authority, as planning authority for the PEP, has commenced technical studies which will inform the preparation of a Development Plan for the broader PEP. As part of the preparation of the PEP Development Plan, the VPA and Council Officers are working closely with the consultants for the *Development Plan – Parwan Industrial Precinct*, to ensure that the two Development Plans provide for a holistic and integrated planning framework for the broader PEP.



**Figure 3:** Extract of the Bacchus Marsh Framework Plan, showing the ‘Moorabool Agribusiness Industrial Area’ (delineated in red) located within the Parwan Employment Precinct (delineated in blue).

**Schedule 1 to Clause 43.04 - Development Plan Overlay (DPO)**

The purpose of the DPO is:

- To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.
- To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority.

A DPO is typically applied to land, as a means of ensuring a master planned development outcome, which considers and responds to the precinct’s constraints and opportunities.

A permit must not be granted to use or subdivide land, construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority (Council).

A development plan for the subject site must be prepared in accordance with the requirements of DPO Schedule 1.



**PROPOSAL**

The proponent has submitted the *Development Plan - Parwan Industrial Precinct* (Ricardo; October 2019), for Council’s consideration and approval. The *Development Plan* includes the following details:

- Vision;
- Site information and analysis;
- Physical constraints;
- Environmental and cultural heritage constraints and protection;
- Bacchus Marsh Aerodrome constraints and protection;
- Urban design masterplan;
- Integrated transport;
- Integrated water management;
- Landscape masterplan; and
- Infrastructure servicing.

The development plan includes an *Urban Design Masterplan* (see Figure 4) which depicts the overall development concept for the subject site.

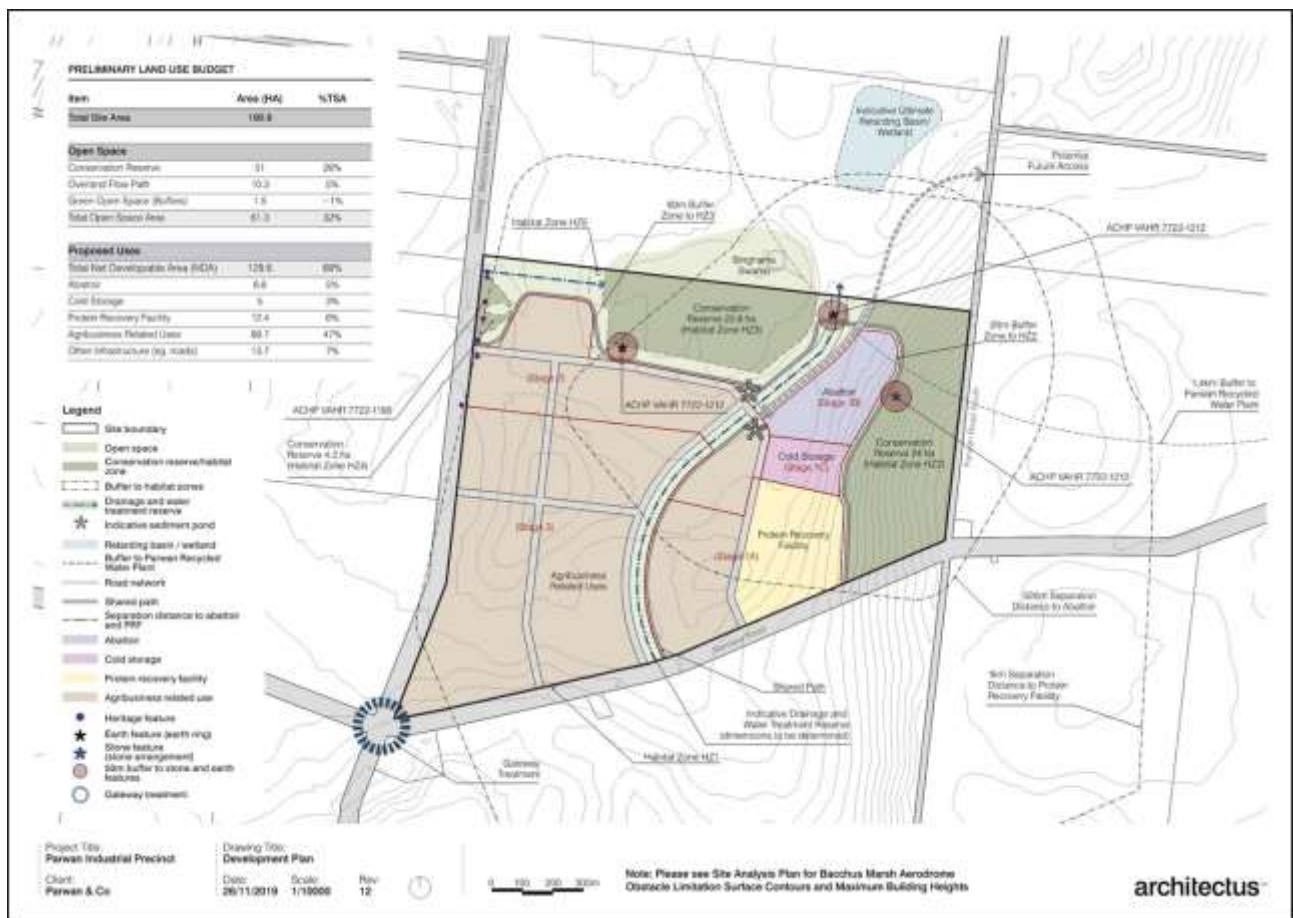


Figure 4: Urban Design Masterplan (for a larger version, refer to Figure 10 in the *Development Plan* [Attachment 1 to this report])

Development Plan Assessment

The following has been taken into account when assessing the development plan:

- The submitted information including the *Development Plan - Parwan Industrial Precinct* (Ricardo; October 2019) and associated technical reports, as follows:
  - *Ecological Assessment Report* (Nature Advisory; September 2019);
  - *Arboricultural Assessment* (Axiom Tree Management Pty Ltd; July 2018);
  - *Bacchus Marsh Aerodrome Impact Assessment Report* (To70 Aviation Australia; March 2019);
  - *Plume Rise Assessment Report* (To70 Aviation Australia; September 2019);
  - *Integrated Water Management Plan* (Alluvium; April 2019);
  - Integrated Water Management Plan Addendum (Reeds Consulting letter dated 30 September 2019)
  - *Integrated Transport Management Plan* (Traffix Group Pty Ltd; April 2019) and Traffix Group letter dated 31 October 2019;
  - *Infrastructure Servicing Plan* (Reeds Consulting letter dated 30 September 2019);
- Responses received from Council departments and government agencies, including Melbourne Water, Western Water, Regional Roads Victoria, Environment Protection Authority, Department of Environment Land Water and Planning, Civil Aviation Safety Authority and the Victorian Planning Authority;
- Compliance with the requirements included in DPO Schedule 1; and
- Any other relevant planning policies and controls.

Below is an assessment of the development plan against the requirements of DPO Schedule 1:

Development Plan Requirement	Officer Response
An Urban Design Masterplan	<p>The <i>Urban Design Masterplan</i> (see Figure 4) will inform the ultimate development layout for the Parwan Industrial Precinct. The masterplan is considered satisfactory, as it appropriately identifies the following features and details at a high level:</p> <ul style="list-style-type: none"> <li>• Proposed conservation reserves, to protect biodiversity values including Bingham's Swamp and patches of remnant native vegetation including Lignum Swamp (ecological vegetation class [EVC] 104), Plains Woodland (EVC 803) and Plains Grassland (EVC 132_63).</li> <li>• Aboriginal artefact sites and associated buffers;</li> <li>• Proposed road network;</li> <li>• Proposed shared path network;</li> <li>• Proposed drainage reserves, sediment ponds and retarding basin;</li> </ul>

	<ul style="list-style-type: none"> <li>• Proposed land uses;</li> <li>• EPA recommended separation distances to the proposed protein recovery facility and abattoir; and</li> <li>• Design objectives, to guide future planning decisions.</li> </ul> <p>The <i>Development Plan</i> is considered to include a satisfactory <i>Urban Design Masterplan</i>.</p>
<p><i>A Site Analysis Plan</i></p>	<p>The <i>Site Analysis Plan</i> is considered satisfactory, as it appropriately identifies the following:</p> <ul style="list-style-type: none"> <li>• Site context;</li> <li>• Natural surface contours;</li> <li>• Nearby sensitive land uses;</li> <li>• Existing road network;</li> <li>• Patches of remnant native vegetation;</li> <li>• Aboriginal artefact sites and associated buffers; and</li> <li>• Obstacle limitation surface contours associated with the Bacchus Marsh Aerodrome.</li> </ul> <p>The <i>Development Plan</i> is considered to include a satisfactory <i>Site Analysis Plan</i>.</p>
<p><i>An Ecological Assessment Report</i> prepared in consultation with the Department of Environment, Land, Water and Planning (DELWP).</p>	<p>The <i>Ecological Assessment Report</i> (Nature Advisory; Sep 2019) identified six patches of native vegetation on the subject site and adjoining road reserves, including three patches of Lignum Swamp (EVC 104), two patches of Plains Woodland (EVC 803) and a large patch of Plains Grassland (EVC 132_63). These patches cover an area of 42.3 hectares and include numerous large trees. In addition, the subject site includes 34 scattered trees, 26 of which are large.</p> <p>One ecological community listed under the Environment Protection and Biodiversity Conservation Act 1999 was recorded within the study area, namely a 24 hectare area of Natural Temperate Grassland of the Victorian Volcanic Plain, associated with the Plains Grassland in the eastern portion of the site.</p> <p>A number of listed threatened flora and fauna species were also considered to have potential to occur within the area of native grassland on the subject site.</p> <p>The assessment recommends the retention of the native vegetation as follows:</p> <ul style="list-style-type: none"> <li>• All five patches of native vegetation, except for a small area (0.476 hectares) of Plains Grassland; and</li> <li>• 27 scattered trees, including all trees assessed as being of ‘high’ retention value, most trees of ‘medium’ retention value and some trees of ‘low’ retention value;</li> </ul>

	<p>as per the Arboricultural Assessment (Axiom Tree Management Pty Ltd; July 2018).</p> <p>The <i>Development Plan</i> is considered to include a satisfactory response to the <i>Ecological Assessment Report</i>.</p>
<p>A <i>Bacchus Marsh Aerodrome Impact Assessment Report</i> that is consistent with the National Airports Safeguarding Framework.</p>	<p>The <i>Bacchus Marsh Aerodrome Impact Assessment Report</i> (To70 Aviation Australia; March 2019) identifies the obstacle limitation surface (OLS) contours associated with the Bacchus Marsh Aerodrome. The OLS is a series of imaginary 3-dimensional surfaces associated with each runway at an aerodrome, that sets the safe height of objects such as buildings. The assessment recommends</p> <p>The <i>Development Plan</i> is considered to include a satisfactory response to the <i>Bacchus Marsh Aerodrome Impact Assessment Report</i>.</p>
<p>An <i>Integrated Water Management Plan</i>, prepared in consultation with Melbourne Water, Western Water, the Environment Protection Authority and Council.</p>	<p>The <i>Integrated Water Management Plan Addendum</i> (Reeds Consulting letter dated 30 September 2019) outlines interim and ultimate stormwater drainage strategies to:</p> <ul style="list-style-type: none"> <li>• Convey external and internal catchment flows via proposed waterway drainage reserves;</li> <li>• Manage increases in developed peak stormwater outflows via a proposed retarding basin; and</li> <li>• Treat stormwater runoff to best practice.</li> </ul> <p>Melbourne Water, as the statutory drainage authority for catchments larger than 60 hectares, has provided conditional in-principle support for the development plan. Melbourne Water's conditions relate to the following matters and have been incorporated into the development plan:</p> <ul style="list-style-type: none"> <li>• Prior to commencement of the use of the protein recovery facility, the owner must enter into an agreement with Melbourne Water regarding drainage infrastructure servicing.</li> <li>• Prior to any development on the land to the west of the proposed north-south waterway corridor, an environmental flows assessment must be prepared and approved; to ensure the maintenance of environmental flows to Bingham's Swamp.</li> <li>• It is the responsibility of the developer/landowner to design and deliver the drainage infrastructure required to service development of the subject site.</li> </ul> <p>Western Water is primarily concerned with the provision of water supply and sewerage services to the subject site, and with the potential for stormwater flows from the precinct impacting on operations at the Parwan Recycled Water Plant (PRWP). Western Water has provided conditional</p>

	<p>in-principle support for the development plan. Western Water’s conditions relate to the following matters and have been incorporated into the development plan:</p> <ul style="list-style-type: none"> <li>• Trade waste: The developer must consult with Western Water regarding the development of a sewer and trade waste strategy in considering Stage 1 and the ultimate development site.</li> <li>• Water supply: The developer must work with Western Water to further investigate options for the use of Class C recycled water from the PRWP as an alternative supply.</li> <li>• Sewerage: The developer must consult with Western Water regarding the development of a sewer strategy.</li> <li>• Stormwater:             <ul style="list-style-type: none"> <li>○ The developer must ensure that the overall development site does not result in any increased stormwater flows into downstream properties in accordance with the Drainage Authority requirements, taking into account and meeting Western Water EPA licence conditions.</li> <li>○ The developer must ensure that stormwater discharge from the site will be treated for water quality to Best Practice in accordance with the Drainage Authority requirements.</li> <li>○ The developer must ensure that should any outfall drainage works impact on Western Water’s operations at its PRWP, the outfall drainage works will be designed to bypass the PRWP to the satisfaction of Western Water.</li> </ul> </li> </ul> <p>The <i>Development Plan</i> is considered to include a satisfactory response to the <i>Integrated Water Management Plan</i>.</p>
<p><i>A Landscape Masterplan</i></p>	<p>The <i>Landscape Masterplan</i> includes the following details:</p> <ul style="list-style-type: none"> <li>• Street tree species.</li> <li>• Native vegetation to be retained and removed.</li> <li>• Tree protection zone specifications for scattered native trees to be retained.</li> <li>• Cross-sections showing details of proposed landscape buffers adjoining the proposed conservation reserves.</li> <li>• Cross-sections showing details of proposed 7m wide landscape screens around the perimeter of the subject site, to ensure visual amenity at the interface with surrounding land uses.</li> </ul> <p>The <i>Development Plan</i> is considered to include a satisfactory <i>Landscape Masterplan</i>.</p>

<p>An <i>Integrated Transport Management Plan</i>, prepared in consultation with Regional Roads Victoria and Council.</p>	<p>The <i>Integrated Transport Management Plan</i> includes the following details:</p> <ul style="list-style-type: none"> <li>• A high level transport network, comprising: <ul style="list-style-type: none"> <li>○ Two east-west internal roads which intersect with Geelong-Bacchus Marsh Road; with left-in / left-out intersections, as consented to by RRV as the agency responsible for arterial roads.</li> <li>○ Three north-south internal roads which intersect with Nerowie Road; with standard T-intersections with designated turning lanes.</li> <li>○ Proposed roundabout at the intersection of Nerowie Road and Geelong-Bacchus Marsh Road.</li> <li>○ Standard internal road cross-section, providing for a minimum road reserve width of 25m and a minimum carriageway width of 12.5m, in accordance with Council's Infrastructure Design Manual.</li> <li>○ A shared path network, to provide pedestrian and cyclist access to the network of conservation and open space reserves.</li> <li>○ A potential future access road, connecting the north-east of the subject site to Parwan South Road. Prior to construction of this road, the proponent must commit to the provision of appropriate upgrade works to Parwan South Road and the intersection of this road with Nerowie Road, to the satisfaction of Council.</li> </ul> </li> </ul> <p>The <i>Development Plan</i> is considered to include a satisfactory response to the <i>Integrated Transport Management Plan</i>.</p>
<p>An <i>Infrastructure Servicing Plan</i>, prepared in consultation with relevant agencies and Council.</p>	<p>The <i>Infrastructure Servicing Plan</i> includes the following high-level details:</p> <ul style="list-style-type: none"> <li>• The provision, staging and timing of the stormwater drainage infrastructure.</li> <li>• The provision, staging and timing of reticulated water, sewerage, electricity, telecommunications and gas supply.</li> <li>• Identification of the responsible agencies for the infrastructure provision.</li> </ul> <p>The <i>Development Plan</i> is considered to include a satisfactory response to the <i>Infrastructure Servicing Plan</i>. It should be noted, however, that substantial infrastructure extension and augmentation works will be required to service industrial development on the subject site to the satisfaction of the relevant agencies.</p>

Based on the above assessment the *Development Plan* (in Attachment 1) is considered satisfactory, as it generally accords with Schedule 1 to the DPO and the Moorabool Planning Scheme more broadly. Importantly, it includes an appropriate level of detail to inform future planning decisions.

## **COUNCIL PLAN**

The Council Plan 2017-2021 provides as follows:

### **Strategic Objective 3: Stimulating Economic Development**

#### **Context 3A: Land Use Planning**

The proposal to approve the *Development Plan - Parwan Industrial Precinct* (Ricardo; October 2019) is consistent with the Council Plan 2017 – 2021, as it will provide a framework for a master-planned industrial precinct that will provide for employment opportunities.

## **FINANCIAL IMPLICATIONS**

Approval of the *Development Plan* will enable future planning permit applications to be considered by Council, for industrial use and development of the subject land. There is an existing section 173 agreement (under the *Planning and Environment Act 1987*) relating to the subject land, which requires the owner to:

- Pay a development infrastructure levy to Council towards road works to improve north-south freight movements through and around Bacchus Marsh; and
- Fully fund the design, supervision and construction of drainage works and infrastructure projects in the general vicinity of the subject land.

There is also a section 173 agreement relating to land described as PC362391Y, to the immediate north of the subject land, to ensure the provision of drainage works and drainage easements to service the subject land.

These agreements will be triggered via conditions on planning permits relating to the development of the subject land.

A development contributions plan will be prepared by the VPA for the Parwan Employment Precinct which will trigger the payment of development contributions for all other land within the precinct.

## **RISK & OCCUPATIONAL HEALTH & SAFETY ISSUES**

Approval of the *Development Plan* will not result in any risk or occupational health and safety issues.

## **COMMUNICATIONS & CONSULTATION STRATEGY**

Notably, Amendment C76 resulted in the subject land being rezoned from FZ to IN1Z, and DPO1 (including a concept plan) being applied. Amendment C76 underwent public exhibition in accordance with the *Planning and Environment Act 1987* and was subject to a planning panel process.

The *Development Plan* was not publicly exhibited, as there are no such requirements in either the Moorabool Planning Scheme or the *Planning and Environment Act 1987*. However, the *Development Plan* was informally referred to relevant government agencies and Council departments for consideration and comment.

**VICTORIAN CHARTER OF HUMAN RIGHTS & RESPONSIBILITIES ACT 2006**

In developing this report to Council, the officer considered whether the subject matter raised any human rights issues. In particular, whether the scope of any human right established by the Victorian Charter of Human Rights and Responsibilities is in any way limited, restricted or interfered with by the recommendations contained in the report. It is considered that the subject matter does not raise any human rights issues.

**OFFICER'S DECLARATION OF CONFLICT OF INTERESTS**

Under section 80C of the *Local Government Act 1989* (as amended), officers providing advice to Council must disclose any interests, including the type of interest.

*Executive Manager – Henry Bezuidenhout*

In providing this advice to Council as the Executive Manager, I have no interests to disclose in this report.

*Author – Rod Davison*

In providing this advice to Council as the Author, I have no interests to disclose in this report.

**CONCLUSION**

The *Development Plan* is consistent with the requirements of DPO Schedule 1 and the vision for the broader PEP, as it will provide for employment generating agribusiness land uses.

Approval of the *Development Plan* will provide an appropriate framework for industrial use and development of the subject site and will enable future planning permit applications to be considered by Council.



**7.2 PA2019124 - APPLICATION FOR PROTEIN RECOVERY FACILITY - PARWAN INDUSTRIAL ESTATE, 3922 GEELONG-BACCHUS MARSH ROAD, PARWAN****APPLICATION SUMMARY**

<b>Permit No:</b>	<b>PA2019124</b>
<b>Lodgement Date:</b>	<b>12 June 2019</b>
<b>Planning Officer:</b>	<b>Bronwyn Southee</b>
<b>Address of the land:</b>	<b>3922 Bacchus Marsh Road, Parwan.</b>
<b>Proposal:</b>	<b>Protein Recovery Facility &amp; Reduction in carparking</b>
<b>Lot size:</b>	<b>12.39ha</b>
<b>Why is a permit required?</b>	<b>33.01-4 Buildings and Works in Industrial 1 Zoned land. Absence of DPO1 – Moorabool Agribusiness Industrial Area Development Plan</b>

**RESOLUTION**

**Moved:** Cr Paul Tatchell

**Seconded:** Cr John Keogh

That Council, having considered all matters as prescribed by the *Planning and Environment Act 1987*, issues to Grant a Permit for the Development and Use of a Protein Recovery Facility and Reduction of Carparking on 3922 Geelong- Bacchus Marsh Road, Parwan.

Endorsed Plans:

1. Before the use and/or development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application or some other specified plans but modified to show:
  - a) Conservation reserve frontage: a minimum 20m wide landscape buffer, in accordance with figure 15 of the Development Plan – Parwan Industrial Precinct (DP-PIP).
  - b) Nerowie Road Frontage: A minimum of 7m wide landscape buffer in accordance with figure 16 of the Development Plan – Parwan Industrial Precinct (DP-PIP).
  - c) Internal road frontage: A minimum 5.0m wide landscape buffer, in accordance with the design objectives of the DP-PIP.
  - d) Northern site boundary: A minimum 2.0m wide landscape buffer, in accordance with the design objectives of the DP-PIP.
  - e) External fencing treatments, with semi-transparent fencing on the public realm interfaces, in accordance with the design objectives of the DP-PIP.
  - f) Nominated area of 8 square meter or less for advertising signage.
  - g) Landscape plan developed to the satisfaction of the responsible authority that shows:
    - How views to the site are being addressed from key approaches

- Planting palette including species
  - Tree size and densities
  - Typical planting details (including but not limited to staking, mulching etc)
  - Details of soil amelioration and importation
  - Indicative maintenance period (minimum of 24 months)
  - Pest plant and animal management
2. Unless otherwise approved in writing by the Responsible Authority, all buildings and works are to be constructed and or undertaken in accordance with the endorsed plans to the satisfaction of the Responsible Authority prior to the commencement of the use.
  3. Prior to the submission of any engineering plans for, and prior to the commencement of any road, traffic and drainage works on, Nerowie Road, a concept plan, developed to the satisfaction of the responsible authority, must be submitted that shows the ultimate upgrade for Nerowie Road from the intersection with Geelong Bacchus Marsh Road to Parwan South Road. As a minimum the concept plan must show the layout of all proposed intersection treatments in accordance with the Development Plan for the precinct; the layout of the road between all intersections; and, typical cross-sections at key locations with lane configurations and channelisation.
  4. Prior to the use commencing all servicing including water, sewerage, waste water management, power and gas must be installed, unless otherwise approved in writing by the Responsible Authority.
  5. The development as approved can only be undertaken in the area detailed in the endorsed plans until such time as the land is subdivided into a separate Title.

Development Plan Overlay:

6. The Use and Development is to be strictly in accordance with the endorsed Development Plan under the Development Plan Overlay, Schedule 1.

Amenity:

7. The amenity of the area must not be detrimentally affected by the use or development, through the:
  - a) Transport of materials, goods or commodities to or from the land;
  - b) Appearance of any building, works or materials;
  - c) Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;
  - d) Presence of vermin; or
  - e) Any other way.
8. All measures to be introduced (including, but not limited to, temporary fencing and signage) to ensure that construction activity on the land does not impact on any vegetation identified as retained on DP-PIP, with particular emphasis on conservation reserves.
9. Noise generated by mechanical plant equipment must not cause a nuisance by reason of noise to the occupiers of the subject land or surrounding land.

10. External lighting must be provided with suitable baffles and located so that no direct light is emitted outside the site. Street lighting and external security lighting must be designed to minimise negative impacts on nocturnal native fauna, in accordance with the design objectives of the DP-PIP.
11. The site shall be maintained in good order and appearance to the satisfaction of the Responsible Authority.
12. Prior to any works commencing on the land a "Construction Management Plan" (CMP) must be prepared to the satisfaction and approval of the Responsible Authority, detailing how the developer will manage the environmental and construction issues associated with the development. The plan must address, but not be limited to the following:
  - a) How the land is to be accessed during the construction period;
  - b) All measures to be introduced to ensure that construction on the land does not impact on any vegetation to be retained
  - c) All measures to be introduced to minimise soil erosion and runoff;
  - d) Details relating to the storage of all plant and equipment during the construction period; and
  - e) Measures to be implemented to ensure the containment of dust, dirt and mud within the site and method and frequency of clean up procedures in the event of build-up of matter outside of the site.
  - f) The plan must identify the protection of the conservation areas in the DP-PIP for all works.

The CMP is to comply with Standard W3 pursuant to Clause 53.18 of the Moorabool Planning Scheme.

13. No dangerous goods defined under the Dangerous Goods Act 1985 are to be kept onsite unless with the prior written consent of the Responsible Authority.
14. Outdoor storage areas are to be suitably screened to the satisfaction of the Responsible Authority.
15. Emission Stacks are to have appropriate safety measures installed, including to prevent conflict with air traffic.

Landscaping:

16. Before the use/occupation of the development starts or by such later date as is approved by the responsible authority in writing, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the responsible authority.
17. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the responsible authority, including that any dead, diseased or damaged plants are to be replaced.

Developer Contribution:

18. Prior to the issue of any Certificate of Occupancy, the owner must pay the Development Infrastructure Levy in accordance with the agreement pursuant to section 173 of the Planning and Environment Act 1987 registered on title under dealing number AQ 982928W.

## Servicing:

19. The site must be connected to reticulated services, including power, water, sewer for non-chemical materials, telecommunications infrastructure and gas.

## Environmental Protection Authority:

20. Odours offensive to the senses of human beings must not be discharged, emitted or released beyond the boundaries of the premises.
21. The permit holder must ensure that nuisance dust and/or nuisance airborne particles must not be discharged or emitted beyond the boundaries of the premises.
22. There must be no emissions of noise and/or vibrations from the premises which are detrimental to either of the following: a) the environment in the area around the premises; and b) the wellbeing of persons and/or their property in the area around the premises.
23. Surface water discharge from the premises must not be contaminated with waste.
24. A secondary containment system must be provided for liquids which if spilt are likely to cause pollution or pose an environmental hazard.

## Western Water:

25. The Owner/Developer must consult with Western Water regarding the development of a sewerage and trade waste strategy.
26. The Owner/Developer must consult with Western Water regarding the use of Class C recycled water from the Parwan Recycled Water Plant to provide an alternative to water supply.
27. The use and development must not result in any increased stormwater flows into downstream properties to the satisfaction of Western Water.
28. Stormwater discharged from the site must be treated to the Best Practice water quality standards in accordance with the Drainage Authority requirements and to the satisfaction of Western Water.
29. No outfall drainage works to occur on Western Waters land resulting from the use and development of this site.

## Melbourne Water:

30. Prior to the commencement of works, the Owner shall enter into and comply with an agreement with Melbourne Water Corporation for the acceptance of surface and storm water from the subject land directly or indirectly into Melbourne Water's drainage systems and waterways, the provision of drainage works and other matters in accordance with the statutory powers of Melbourne Water Corporation.
31. Prior to the development plans being endorsed and the commencement of works, an appropriate drainage strategy, specific to the use proposed by this application, must be prepared and submitted to Melbourne Water and Council for review and approval. The developer/land-owner must arrange and fully fund the design and construction of all drainage works required to service this site.

32. Pollution and sediment laden runoff shall not be discharged directly or indirectly into Melbourne Water's drains or waterways. Prior to the commencement of works, a Site Management Plan detailing pollution and sediment control measures is to be submitted to Melbourne Water for our records.
- a) Stormwater runoff from the subdivision must achieve State Environmental Protection Policy (Waters of Victoria) objectives for environmental management of stormwater as set out in the 'Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO) 1999'.

VicRoads:

33. Before the use of the development starts, swept path analysis for all relevant vehicles proposed to use the Geelong-Bacchus Marsh/Nerowie Roads intersection must be submitted to the Roads Corporation for assessment to determine any upgrade works required.
- a) Should upgrade(s) be required:
- i. Those works must be undertaken prior to use of the development commencing, to the satisfaction of, and at no cost to, the Roads Corporation.
  - ii. The applicant must enter into a works agreement with VicRoads, confirming design plans and works approvals processes, including the determination of fees and the level of VicRoads' service obligations.  
Contact: southwestworks@roads.vic.gov.au

Infrastructure:

34. Prior to the commencement of the use, the intersection of Nerowie Road and the internal road must be provided with a type CHR/AUL intersection on Nerowie Road, and a divided carriageway and splitter island on the internal road, in accordance with the traffic management plan, constructed in accordance with the IDM, to the satisfaction of the responsible authority.
35. The internal road must be constructed from Nerowie Road to the Northern boundary of the PRF site to the standard specified in the Traffic Management Plan, in accordance with the Infrastructure Design Manual, to the satisfaction of the responsible authority.
36. Prior to the commencement of the use, a road reserve vested in Council must be created on a plan of subdivision to the satisfaction of the responsible authority. The dimensions of the road reserve must generally conform to the requirements of the Infrastructure Design Manual, Standard Drawing 620 "Industrial Street" and contain the extent of the roadworks, footpaths and provision for a temporary turning area at the northern end.
37. Urban industrial standard vehicle crossings must be provided to all access/egress points from the internal road to the satisfaction of the Responsible Authority. The crossing must be designed and constructed to facilitate the operation of B-Doubles into and out from the site.
38. Design computations for all road pavement construction, based on a geotechnical investigation of the site, must be prepared and submitted to the Responsible Authority for approval.

39. Plans and specifications of all road, traffic and drainage works must be prepared and submitted to the responsible authority for approval prior to the commencement of such works and all such works must be carried out in accordance with the approved plans to the satisfaction of the Responsible Authority.
  40. An Environmental Management Plan for the road construction works must be submitted to the Responsible Authority for approval prior to the commencement of construction. All works must be performed in accordance with the approved Environmental Management Plan. The plan must identify the protection of the conservation areas in the DP-PIP for all works.
  41. Traffic management treatments must be provided in the form of line marking, signage and pavement markers at intersections and vehicle turning areas, to the satisfaction of the Responsible Authority.
  42. Prior to the commencement of the use, street lighting must be provided in accordance with the requirements of AS1158 – Lighting for Roads and Public Places, to the satisfaction of the Responsible Authority. All lighting fittings must be “Standard” fittings maintained by the electricity network provider at no additional cost to Council. All lights must utilise LED type luminaires where available.
  43. Prior to the commencement of the use, the developer must pay:
    - a) 0.75 % of the total estimated cost of works for the checking of engineering plans for the road and drainage works associated with the development.
    - b) 2.50 % of the total estimated cost of works for the supervision of the road and drainage works associated with the development
  44. Prior to the commencement of the use, after all engineering works pertaining to the development have been completed, the following “as constructed” details must be submitted in the specified format to the Responsible Authority:
    - a) Drainage construction details in “D-Spec” format.
    - b) Roadworks construction details in “R-Spec” format.
    - c) Subject to the consent of the responsible authority, the data may be provided prior to the end of the maintenance period for the relevant stage of the subdivision.
  45. All road and drainage works must be maintained in good condition and repair for a minimum of 3 months after completion of the works, to the satisfaction of the Responsible Authority.
  46. Prior to the commencement of the use, a security deposit of 5% of the total value of engineering works for that stage as approved by the Responsible Authority must be lodged with the Responsible Authority, to cover the maintenance of all works. The deposit will be returned after the final inspection of works, 3 months after the completion of works, subject to the satisfactory completion of all required maintenance and rectification works.
  47. Management of the stormwater runoff from the subject land must be undertaken in accordance with an approved stormwater management plan. The SWMP must be prepared in accordance with the requirements of Clause 53.18 of the Moorabool Planning Scheme.
  48. Prior to the development and use commencing, engineering drainage plans and computations must be submitted to the Responsible Authority for approval and shall incorporate the following:
-

- a) The development as a whole must be self-draining and must be connected to an approved point of discharge in an approved manner to the satisfaction of the Responsible Authority.
  - b) Underground piped drainage for the whole development shall cater for 10% AEP storm.
  - c) Overland 1% AEP flow path(s) for the development must be shown on layout plans and shall ensure that no property is subject to inundation by such a storm to the satisfaction of the Responsible Authority.
49. Storm water drainage from the proposed buildings and impervious surfaces must be directed to the legal point of discharge to the satisfaction of the Responsible Authority. A Stormwater Point of Discharge permit must be obtained from the responsible authority prior to the commencement of the works associated with the permit.
50. Sediment discharges must be restricted from any construction activities within the property in accordance with relevant Guidelines including Construction Techniques for Sediment Control (EPA 1991).
51. Unless otherwise approved by the Responsible Authority there must be no buildings, structures, or improvements located over proposed drainage pipes and easements on the property.
52. Prior to the commencement of the development and post completion, notification including photographic evidence must be sent to Council's Asset Services department identifying any existing damage to council assets. Any existing works affected by the development must be fully reinstated at no cost to and to the satisfaction of the Responsible Authority.
53. Prior to the use commencing, the car park areas must be constructed with a sealed surface, line-marking and drainage to the satisfaction of the responsible authority, and shall incorporate the following:
- a) Parking bays and aisle widths of the car park shall comply with Australian Standard AS 2890.1:2004 Off-Street car parking. Disabled Parking bays shall comply with Australian Standard AS2890.1:2009 Off-Street Parking for People with Disabilities.
  - b) Designated loading areas shall be shown on layout plans.
  - c) There must be a minimum of 45 designated car parking bays supplied.
  - d) The parking areas shall be provided with an asphalt or concrete surface and associated drainage.
  - e) Concrete kerb of a minimum height of 150mm must be provided between landscaped areas and areas provided for parking and the passage of vehicles.
  - f) The car park must provide sufficient space for a service truck to enter and exit the site in a forward direction. The service truck shall comply with the medium rigid vehicle detailed in AS2890.2 section 2.2. Turning templates shall be submitted for approval.

#### Permit Expiry

54. This permit will expire if one of the following circumstances applies:
55. The development is not started within two years of the date of this permit;

56. The development is not completed within six years of the date of this permit.

Permit Note:

Other approvals

Should the installation for services off site require vegetation removal further planning approval may be required. Such service installation must avoid the areas of conservation referred to in the DP-PIP.

Environmental Protection Authority (EPA):

This permit is not an EPA works approval or licence.

Before the use or development authorised under this permit starts, the permit holder must ensure that any obligations or duties that arise under the Environment Protection Act 1970 are met. This may include obtaining a works approval or licence.

Country Fire Authority (CFA):

CFA would recommend that any landscaping and planting out of vegetation on the site reflects good bushfire practice (CFA publication Landscaping for Bushfire – Garden Design and Plant Selection).

CFA would also recommend that an Emergency Management Plan (which includes bushfire) is developed for the site. The plan should satisfactorily address the following matters:

- a) The Fire Danger Rating triggers for the closure of the facility if applicable.
- b) Monitoring and notifying staff and visitors of forecast Fire Danger Rating and any consequential actions.
- c) Details of the location/s for emergency assembly, evacuation and shelter-in place (in the event that evacuation from the site is not practicable).
- d) Transport arrangements for staff and visitors.
- e) The need for any additional arrangements for persons with special needs.
- f) Training of staff, visitors on emergency procedures.
- g) The nature and frequency of emergency procedure exercises.
- h) Emergency procedures (bushfire action statements) including the assignment of roles and responsibilities to staff. This must include assigning responsibility for the:
  - i) Management and oversight of emergency procedures.
  - j) Training of employees in emergency procedures.
  - k) Reviewing the effectiveness of emergency procedure exercises and implementing procedure improvements.
  - l) Accounting for all persons during the emergency procedures.
  - m) Monitoring and review of the Emergency Plans at least annually.

**CARRIED**



<b>PUBLIC CONSULTATION</b>	
Was the application advertised?	No. The application is exempt from the advertising process.
Notices on site:	No.
Notice in Moorabool Newspaper:	No.
Number of objections:	Nil.
Consultation meeting:	No.

### **POLICY IMPLICATIONS**

The Council Plan 2017-2021 provides as follows:

#### **Strategic Objective 3: Stimulating Economic Development**

##### **Context 3A: Land Use Planning**

The proposal for a Protein Recovery Facility is consistent with the Council Plan 2017 – 2021.

### **VICTORIAN CHARTER OF HUMAN RIGHTS & RESPONSIBILITIES ACT 2006**

In developing this report to Council, the officer considered whether the subject matter raised any human rights issues. In particular, whether the scope of any human right established by the Victorian Charter of Human Rights and Responsibilities is in any way limited, restricted or interfered with by the recommendations contained in the report. It is considered that the subject matter does not raise any human rights issues.

### **OFFICER'S DECLARATION OF CONFLICT OF INTERESTS**

Under section 80C of the *Local Government Act 1989* (as amended), officers providing advice to Council must disclose any interests, including the type of interest.

*General Manager – Henry Bezuidenhout*

In providing this advice to Council as the General Manager, I have no interests to disclose in this report.

*Author – Bronwyn Southee*

In providing this advice to Council as the Author, I have no interests to disclose in this report.

### **EXECUTIVE SUMMARY**

Application referred?	Yes – CFA, DEWLP, EPA, Melbourne Water, Southern Rural Water, VicRoads, Western Water, Strategic Planning, Infrastructure.
Any issues raised in referral responses?	Yes, the first round of referral responses came back raising concerns that the Development Plan (as required under Development Plan Overlay – schedule 1) is yet to be endorsed & prior to this happening further information on servicing, water management and environmental considerations must be clarified.
Preliminary concerns?	There are concerns regarding how not only this site

	would be serviced by reticulated water, sewer, drainage and electricity supply but the remainder of the Parwan Employment Precinct (PEP). Melbourne Water and Western Water each expressed concerns about the provision of water supply, sewerage and trade waste services. Both agencies have since provided conditional consent to the development plan and planning permit. The other major concern is the formalisation of the Development Plan occurring in conjunction with the permit being issued.
Any discussions with applicant regarding concerns?	Various joint discussions have been held between Council Officers and the Applicant, primarily relating to servicing requirements for the site and consistency with Development Plan requirements.
Any changes made to the application since being lodged?	A Request for Further Information was sent to the applicant requiring further information on the operational aspects of the site and servicing requirements. Throughout the planning permit process, no major changes were made to the proposal.
Brief history.	The site was subject to a rezoning CO76 gazetted in December 2018. This site would be the first development within Moorabool Agribusiness Industrial Area. The applicant is concurrently running this application alongside the approval of the Development Plan for this site. The Development Plan must be approved prior to this application.
Previous applications for the site?	Nil.
General summary.	This application cannot be considered until the Development Plan for the Moorabool Agribusiness Industrial Area is approved by Council. This application is for a Protein Recovery Facility (PRF), commonly referred to as a Rendering Plant which is proposed to be the first development within the agribusiness precinct and future Parwan Employment Precinct. The subject application covers approximately 12.39ha with approximately 6ha of this hardstand. It is considered that this application will synergise well with the future intended land uses for this area. The Cultural Heritage Management Plan has been assessed by Officers. It is considered that this application does not have any negative impact to Cultural Heritage within this area.

**Summary Recommendation**

That, having considered all relevant matters as required by the *Planning and Environment Act 1987*, Council issues a Permit for the Development and Use of a Protein Recovery Facility and Reduction of Carparking on 3922 Geelong- Bacchus Marsh Road, Parwan.

**SITE DESCRIPTION**

The subject site is known as 3922 Geelong- Bacchus Marsh Road, Parwan (described as lots 1 & 2 on TP188461). The subject site is approximately 190 hectares in total, however, this proposal relates to a 12.39ha area located within the Industrial Zone 1 land and is subject to further strategic planning consideration in the form of the Development Plan Overlay, Schedule 1 (DPO1) for the Moorabool Agribusiness Industrial Area. The PRF is the first stage of the Parwan Industrial Precinct.

The subject site is located 7 kilometres south of Bacchus Marsh railway station and abuts Geelong Bacchus Marsh Road. The subject site is bordered by roads on three sides; to the west is Geelong-Bacchus Marsh Road, access to the site would be provided by Nerowie Road to the south., Parwan South Road is to the east and vacant rural land to the north. The site is located in the middle of two large pieces of infrastructure, which are Sir Jack Brabham Raceway. To the east, of the site is the Sir Jack Brabham Raceway and the Bacchus Marsh Aerodrome to the west and the Parwan Wastewater Treatment Plant to the north east. The surrounding land aside from the aerodrome and raceway is typically of rural nature, with some dwellings adjacent to the site, but would be approximately 1300 meters away from the area of development. The subject site is located 7 kilometres south of Bacchus Marsh railway station. Further to the east is the boundary between Moorabool and Melton Shires.

The land is currently vacant grazing land with several scattered trees and native vegetation patches which have been assessed under the Development Plan Overlay, Schedule 1. There are a number of depressions where water contributes to a wetland area, into known as the Bingham Swamp. The land is currently not connected to reticulated services and would require a holistic upgrade to the infrastructure that is for required for services; gas, power, water, drainage, sewer etc.

The site area is partly subject to within an Area of Aboriginal Cultural Heritage Sensitivity however no part of this proposal encroaches within the sensitive area.

Figure 1 shows the subject site and the area where development would be located and the as-before-mentioned Bingham Swamp



Figure 1 Site Context Plan

## PROPOSAL

The application is proposing to establish a Protein Recovery Facility/Rendering Plant (PRF) for animal by-products to be processed on site. The site is proposed to operate 24/7, however Sundays are to be used for routine maintenance of the facility. There are approximately 12 staff proposed to operate the site.

The first stage of the development would be to process ovine and bovine (lamb and beef), the second stage subject to further approval would be for fish and poultry by-products. The process of a PRF is to process animal by-product which comprises of offal, bones and other by-products (to be sourced off site). The raw materials would be delivered by trucks and received in the designated unloading areas. An elevator will then send the material to a pre-crusher/processor. All animal material will then go down a material pipe system to the boiler house. The crushed material will be treated through a drying process.

No material would be stored outside the facility. Bovine and ovine streams would be processed separately. The bovine material is processed in high temperature batch cookers, ovine at higher temperatures. Approximately 80% of animal blood is processed off site, the remaining blood is gradually included into the process. A Protein Recovery Facility converts these animal products into tallow, an animal fat product that is used for a range of products, including candles, soaps and cosmetics amongst other uses.

The development is broken into 3 stages;

**Stage 1** - would comprise of development of the southern portion of the site including the administration office, on-site car park, building one (Ovine/Bovine), Boiler House and associated structures; Stage 1 Building Floor areas – 2856.2m<sup>2</sup> & 2896.6m<sup>2</sup>, a workshop 280.8m<sup>2</sup>, a boiler house 262.2m<sup>2</sup> and an administration office 160m<sup>2</sup>. The total floor area of Stage 1 is 6456.2m<sup>2</sup>.

**Stage 2** - would involve the development of the northern portion of the site for poultry/feathers -2856.2m<sup>2</sup> & 2896.6m<sup>2</sup>, office 160m<sup>2</sup> and broiler house 2 262.6m<sup>2</sup>, totalling an area of 6175.4m<sup>2</sup>.

**Stage 3** - building for fish processing 2896.6m<sup>2</sup>, office 165m<sup>2</sup> and broiler house 3 134m<sup>2</sup>, totalling an area of 3195.6m<sup>2</sup>.

The total building floor area for all stages being 16,173m<sup>2</sup> with a maximum building height of – 16.62 meters to the eaves and 19.26 meters to the ridge.

The buildings are to be constructed of reinforced pre-cast concrete panel walls with Colourbond wall cladding and aluminium cladding feature walls. There is proposed 45 car parking bays to be provided, with a request for a carparking dispensation, which will be discussed later in the report.

In addition, a gatehouse and weighbridge are proposed on site immediately south of the administration building. This is a two-storey building with a height of 6.85m, walkways would be constructed on the second story to allow inspections of trucks with incoming material to ensure it complies with the works approval from EPA. There are two tank farms proposed which are 9m high cylinders which are filled with tallow for transportation off site. The Environmental Protection Authority requires a 1000m separation buffer around this use.

Traffic and odour impact assessments have been undertaken as part of this application. The odour control system proposed is a split system facility which captures 90% of the air/odour. The rendering air would pass through a dedicated biofilter system which is designed to remove all foul/rendering odour character form the airstreams prior to atmospheric discharge. This is subject to further approval from the Environmental Protection Authority through a separate works approval.

### **Proposed Site Servicing Information**

#### Traffic

The applicant has supplied a Traffic Engineering Assessment which details the following;

The site is designed to accommodate up to 26-metre-long B-double trucks, there are 5 plants proposed to be onsite, which will be serviced with the following breakdown of vehicle movements:

Product being bought in to the site:

300 tonnes/day per plant bringing in approximately 1,500 tonnes per day	
Vehicle Type	Maximum Number of movements in a 24 hour period
B – Doubles (40 Tonne per load)	40
Semi-Trailers (20 Tonnes per load)	40

Product being removed from site

150 tonnes/day per plant removing approximately 750 tonnes per day	
Vehicle Type	Maximum Number of movements in a 24 hour period
B – Doubles (40 Tonne per load)	40
Semi-Trailers (20 Tonnes per load)	40

Other vehicle movements:

Vehicle Type	Maximum Number of movements in a 24 hour period
Light vehicles (staff vehicles)	40

Total floor area of buildings proposed is 16,173m<sup>2</sup> requiring 469 carparking spaces in accordance with Clause 52.06. The applicant is proposing 45 car spaces (the proposed dispensation will be discussed later in the report) and 17 bicycle parking bays (16 are required under Clause 52.34). Vehicle access is proposed from a new road created off Nerowie Road which would provide access at top of this site.

### Water

Potable water – serviced by Western Water, due to limited availability in the current system the development would be serviced through an upgrade extension from existing water main located 8.7km from the site.

Recycled water has been considered as a secondary option to support operations for this site, with further exploration of this has been requested by Western Water as a condition.

### Waste water

The proposal is required to manage waste water through two main streams:

Raw sewage will be connected to the existing sewer network. The sewerage connection point is approximately 1.7km from the subject site.

Any chemically polluted wastewater will be required to be managed through pre-treatments systems prior to any discharge into the outfall sewer.

**Gas**

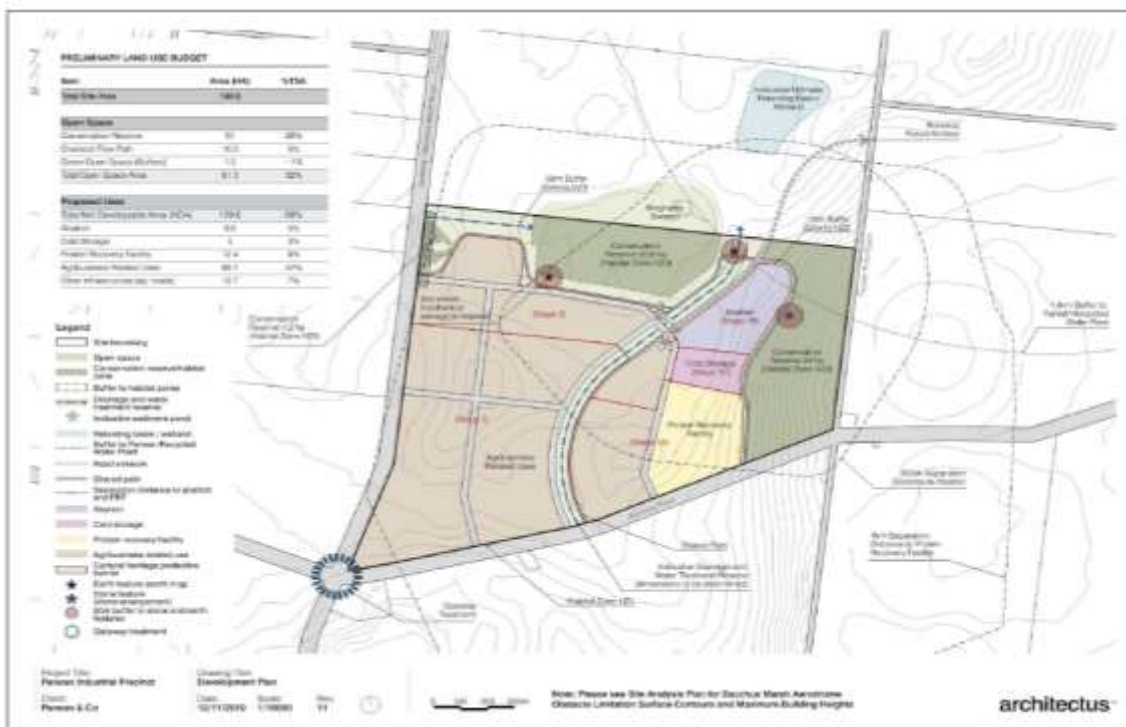
Gas is proposed for the site and its surrounds through a new proposed ‘City Gate’ connection to the high-pressure gas main. The applicant has consulted AusNet for the delivery and management of this service. Any proposed system provided by Ausnet should be capable of servicing this development in addition to the greater industrial area. The applicant has advised that they will be dedicating land for the ‘City Gate’ infrastructure on adjoining land to this proposal.

**Power**

PowerCor have advised there is no existing electrical infrastructure within the vicinity of this site and therefore the applicant has proposed two upgrade options from existing sub stations located 10.3km and 11.8km from the site with the most likely option being to connect and extend power from the existing Kerrs Road sub-station.

**BACKGROUND TO CURRENT PROPOSAL**

Amendment C76 to rezone the site and its surrounds from Farming Zone to Industrial 1 Zone was gazetted on 21 December 2018. As part of this rezoning Development Plan Overlay – Schedule 1 was created requiring a Development Plan to be supplied to and approved by Council prior to any permits being approved on site. The development plan for this site was submitted and has been assessed concurrently to this application. The subject landowners of this land own Westside meats currently located on the corner of Woolpack Road and the Avenue of Honour.



**HISTORY**

As specified above amendment C076 was gazetted over the site. This is the precursor to this application and the development plan.

## PUBLIC NOTICE

The application was exempt from public notice in accordance with 43.04-3. Which stipulates that; if a Development Plan has been prepared to the satisfaction of the Responsible Authority, Planning Permits are exempt from public notification. In addition to this, as CO76 was notified to the public it is considered (in accordance with the Planning and Environment Act) that public notification has been satisfied through an earlier process.

There are no sensitive uses located within the 1000m buffer area, external to this buffer the closest sensitive receptor is a dwelling located 1300m from the proposed development. There was a local church located on Nerowie road opposite to the site, this has recently been purchased by the landowner to ensure any possible land use conflict is mitigated.

Independent of Council processes, the applicant is required to obtain a works licence/approval which prior to obtaining requires the applicant to consult with the community. The applicant is currently undertaking community consultation drop in sessions and providing information on this application in the local newspaper and on its website.

## SUMMARY OF OBJECTIONS

NIL.

## LOCALITY MAP

The map below indicates the location of the subject site and the zoning of the surrounding area.



Figure 2 Location and Zoning Plan



**PLANNING SCHEME PROVISIONS**

Council is required to consider the Victoria Planning Provisions and give particular attention to the Victorian Planning Provisions (VPPs), the Local Planning Policy Framework (LPPF) and the Municipal Strategic Statement (MSS).

The relevant clauses are:

VPPs:

Clause 11 Settlement

Clause 12 Environmental Risks and Amenity

Clause 14 Natural Recourse Management

Clause 15 Built Environment and Heritage

Clause 17 Economic Development

Clause 18 Transport

Clause 19 Infrastructure

LPPF:

Clause 21.01 Municipal Context

Clause 21.01.2 Key Issues

Clause 21.01.3 Vision and Strategic Framework

Clause 21.02 Natural Environment

Clause 21.03 Settlement and Housing

Clause 21.04 Economic Development and Employment

Clause 21.05 Development and Community Infrastructure

Clause 21.06 Heritage

Clause 22 Local Policy

The proposal complies with the relevant sections of the SPPF and VPPs

**ZONE**

The subject site is zoned Industrial Zone 1, the objectives of the zone are as follows;

- 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.

The proposed application is consistent with the objectives of this zone once the Development Plan is approved by Council. Buildings and Works within the Industrial 1 Zone is the planning permit trigger. There are a number of planning permit conditions proposed to manage the amenity for neighbouring farming and industrial land holders.

**OVERLAYS****Development Plan Overlay – Schedule 1 (DPO1)**

The purpose of this overlay is to:

- Implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which require the form and conditions of future use and development to be shown on a Development Plan before a permit can be granted to use and develop the land.
- To exempt an application from notice and review if a Development Plan has been prepared to the satisfaction of Council.

The applicant has provided a development plan with specific design guidelines for the development within. An assessment of the development has been undertaken in accordance with the development plan the requirements of the development plan overlay.

**Design & Development Overlay Schedule 2 (DD02)**

The subject site is in the Design & Development Overlay Schedule 2. The purpose of the overlay is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To identify areas which are affected by specific requirements relating to the design and built form of new development.

A planning permit is required under Clause 43.02-2 for building and works consisting of reflective building materials. The subject development does propose zincalume cladding, however due to location and siting of the proposed development it is considered the proposal will not cause detriment.

**Environmental Sensitive Overlay – Schedule 4 (ESO4) Wetland Areas**

This overlay is applicable to the subject site and its surrounds. The purpose of this overlay is to acknowledge the environmental significance of local Wetlands as follows:

- A number of important wetlands exist within Moorabool Shire. These wetlands are significant in terms of wildlife habitat and due to the existence of important species of flora. Often the wetlands are home to rare species of flora and fauna. The wetlands are important and unique landforms within the region. The wetlands are often surrounded by agricultural land and offer refuge for many types of animals. The vegetation within the wetlands is in some cases the only remaining remnant vegetation in the area.
- Applications within this overlay must detail any proposed clearing of vegetation within this area.

**RELEVANT POLICIES****Aboriginal Cultural Heritage regulations**

The Cultural Heritage Management Plan (CHMP) has identified a substantial number of scattered and sub-surface artefacts throughout the site and its surrounds. It is proposed to seek a single registration called Bingham's Swamp Cultural Landscape which will merge existing artefact sites with new ones. The CHMP requires protection of certain Aboriginal Cultural Heritage Places and establishes a number of management conditions that must be met prior to commencement of the proposed activity.

The Standard and Complex Assessment of the PIP resulted in the identification of three Aboriginal Cultural Heritage Places (ACHP): VAHR 7722-1212 (Binghams Swamp Cultural Landscape) and VAHR 7722-1205 (Parwan South Road, Parwan LDAD1) and VAHR 7722-1190 (Geelong-Bacchus Marsh Road Section 3 LDAD1).

The subject site is not subject to either of these critical locations for cultural heritage and therefore, does not impact this development being approved.

#### Development Plan Overlay – Schedule 1 (DPO1)

The land is within the Development Plan Overlay Schedule 1 – a development plan has been submitted as per DPO1 and upon approval by Council will allow the proposed development to proceed.

#### **Particular Provisions**

##### Clause 52.06 Carparking

The application proposes 45 car spaces. The required amount in accordance with Clause 52.06 is 2.9 spaces per 100m<sup>2</sup>. As the subject proposals floor area is 16173m<sup>2</sup> the applicant requires a total of 469 spaces meaning they are requesting a dispensation of 424 car parking bays, clearly not meeting the required amount in accordance with the scheme.

When undertaking a more detailed assessment, it is considered that this building is highly unlikely to ever be repurposed in the future due to its very specific structural and internal fit out requirements. Therefore, should the site be purchased in the future for another use it is likely that the site would need a complete redesign. This is due to the fact that there are only 13 staff proposed for the whole establishment with ample room should additional parking ever be required in the future it is considered this dispensation is acceptable.

##### Clause 52.17 Native Vegetation

The native vegetation on site has been assessed in an ecological report in conjunction with the Development Plan Overlay, Schedule 1

##### Clause 52.34 Bicycle Facilities

The subject site falls under the classification of Industry. The industry bicycle parking requirement for employees is 1 to each 1000m<sup>2</sup> of net floor area, with no visitor bicycle bay requirements therefore requiring a total of 16 bays. The application proposed 17bays, which meets the scheme requirements.

##### Clause 53.10 Uses with Adverse Amenity Potential

This clause requires the subject proposal to have a 1000m buffer threshold from the point of use to the nearest sensitive receptor. In addition, to providing the appropriate buffer, the applicant has also supplied specific odour modelling to confirm that the proposal will meet the requirements of EPA guidelines for this use – they are also required to obtain a works licence and approval from the EPA to manage any possible environmental risk or nuisance. The closest dwelling to this proposal is in excess of 1300m from the proposal.

##### Clause 53.18 Stormwater Management

The objectives and standards relating to stormwater management were assessed by Councils engineers, who have consented to the application subject to condition. A Construction Management Plan (CMP) is to be provided in accordance with Standard W3 and is addressed by permit conditions.



Figure 3 Buffer Plan

## DISCUSSION

This application would effectively be the first development within the Parwan Employment Precinct, more specifically the first within the Moorabool Agribusiness Industrial Hub. The subject site is the first of three planned stages which includes;

Stage 1 – The Protein Recovery Facility (3 stages within approx. 12.39ha)

Stage 2 – Westside Meats Abattoir (8.8ha)

Stage 3 – Cold storage (5ha)

The subject development would be the first of many industrial builds within the area and with an approximately 20-metre-high roof pitch, rendering plume height of 31m, floor areas in excess of 16000m<sup>2</sup> combined and hardstand areas in excess of 5.6 hectares in area, this development will appear overly bulky and large in isolation until surrounding development catches up. Saying this, this is the strategic plan for the region and this planning proposal is consistent with the objectives of Development Plan and Development Plan Overlay – schedule 1.

## Servicing

A critical focus of this application and the future precinct is ensuring the appropriate provision of infrastructure to supply this and its surrounds.

### *Gas*

The applicant has consulted AusNet as the responsible authority for the provision of gas. It is confirmed that a new CityGate is required for the proposal and a 3.5km extension from the existing main gas supply for this proposal and its surrounds and intends on applying for the infrastructure in the coming weeks. The subject gas infrastructure will support at minimum half of the PEP area. It is considered gas should be required prior to commencement of operations.

### *Waste Water*

The waste water management proposed would be a combination of sewer for human waste and trade waste would be isolated in a separate treatment unit and managed through a trade waste agreement. An Integrated Water Management Plan (IWMP) was supplied with this proposal. The first stage of this application will divert all stormwater off site into the depression abutting the site.

### *Water*

Potable water connection would need to be extended to the site from the nearest source points. It is acknowledged that water supply to the area is limited and may require secondary catchment solutions for future development. The applicant has stipulated that it is open to recycled water supplied through the local Western Water Treatment Plant, this would require an extension of existing infrastructure of approximately 3.7km.

### *Drainage*

The application originally proposed a combination of vegetated swales and kerbed and channel drainage. This application will be managed through two methods stormwater is proposed to be channelled into a low lying depression abutting this site until the formal construction of the central drainage corridor occurs.

### *Power*

Is to be supplied through the upgrade of a local sub-station on Kerrs Road. It is considered Council should be open to new renewable technologies as they arrive to support the operations of this development and the Industrial area further.

### *Traffic*

A comprehensive traffic management plan was supplied with this application and the parent development plan. There is a shared path and a new crossover accessway proposed for access of Nerowie Road, the PRF site would be accessed off this new internal road. In addition to this Regional Roads Victoria have three new roundabouts proposed on Geelong Bacchus Marsh Road in Parwan that will improve flow and access around the greater area. The whole area's traffic management has been reviewed to comprehensively determine the upgrade requirements for this site and its surrounds. It is critical that Council ensure that roads are constructed to the highest width and pavement quality to ensure when we inherit maintenance of these future roads they are of sufficient standards and specifications to maintain industrial traffic.

### Odour Mitigation

A statement of Proposed Odour Impact and Management Assessment Process was supplied with the application confirming that the proposed odour treatment unit is a hybrid unit which would capture and treat odour to the required standards of the Environmental Protection Authority. Detailed design is subject to a detailed works approval. However, based on modelling, the system proposed, referral response from EPA and the 1000m buffer requirement it is considered odour will be effectively mitigated from the use and surrounds.

### Development Plan

In accordance with DPO1 the applicant was also required to submit a comprehensive development plan which addressed the subject Moorabool Agribusiness Industrial Hub (approx. 190ha) which includes the subject site. The applicant has requested to run the Development Plan process and this application concurrently on the understanding that Council must support the Development Plan prior to this application being considered and determined. As mentioned above servicing has been addressed for the site.

The other critical elements of the development plan that are crucial to the assessment and determination of the appropriateness of this application are the Environmental Assessment/Requirements, Cultural Heritage Management and compliance with the Development Plan design requirements.

### Environmental Considerations

There are a number of important environmental aspects to this site, including the retention of federally protected native species, there have been a number of comprehensive assessments supplied with the application which pertain the whole 190ha site. The result of the study is 3 large vegetation conservation areas, one of which abuts this application area. The conservation areas are not to be developed on. There are a number of scattered trees on this site, however the trees to be retained are located outside of the site, trees to be removed are not considered significant. The application was referred to Department of Environment, Land, Water and Planning (DEWLP) as a section 52 referral body under the *Planning & Environment Act 1987* during the application process. The application was originally referred in June 2019, after a second referral and follow up email, DEWLP replied requesting further information regarding any possible clearing requirements for proposed utility service corridors. It is considered that this is an excessive request by the authority as majority or utility corridors are determined at more detailed development design and are likely to be subject to separate approval processes, therefore, due to the time this authority took (way in excess of 28 days) and the nature of its request being unreasonable Council Officers have determined to progress this application to Council in the absence of this additional information being supplied to DEWLP.

### Cultural Heritage Management

There are two major sites located within the Development Plan area, however not subject to this site. It is considered that the development does not pose any threat to the protection of cultural heritage.

### Design Requirements

As part of the Development plan Council has approved incorporated design requirements which primarily address the development appearance of structures located within the Development Plan area.

The site design includes generous landscaping across the front of the site and rear, with buildings setback central on the lot allowing for minimal carparking in the front and buildings with less visual bulk being located towards the front. The manoeuvrability of the site is fluid with truck access entering from newly created road off Nerowie, the trucks (either B-double or semi with a maximum length of 26m) navigate through the weigh bridge and screening area around the perimeter road to the offloading area, off load and then continue anti clockwise around the perimeter of the site to exit, most of these movements will eventually be screened by landscaping.

The physical design of the buildings is a concrete tilt slab with Colourbond and Zinalume feature cladding. The buildings are proposed to be articulated at points in an attempt to soften the visual bulk. The sites rear perimeter is bound by land allocated for Conservation Reserve as specified above. The application proposes to hardstand an area of 5.6 hectares which includes all building footprints, internal roads and carparking. The carparking dispensation proposed whilst inconsistent with the scheme is considered acceptable as the development cannot be repurposed for other industrial uses without building modifications and a likely changes to the use which would trigger a permit. Signage has not been proposed as part of this application

### GENERAL PROVISIONS

Clause 65 – Decision Guidelines have been considered by officers in evaluating this application.

Clause 66 – stipulates all the relevant referral authorities to which the application must be referred.

### REFERRALS

Authority	Response
Western Water	Consent with Conditions.
Southern Rural Water	Consent.
Melbourne Water	Consent with Conditions.
VicRoads	Consent.
AAV	Pending with an approval expected by 8 December prior to this report going to Council.
EPA	Consent with Conditions.
DEWLP	Requesting Further Information outside of referral timeframes.
CFA (for info referral)	Consent permit note advice.
Infrastructure	Consent with Conditions.
Strategic Planning	Consent subject to Development Plan endorsement.
Environmental Health	

### FINANCIAL IMPLICATIONS

Nil.

### RISK & OCCUPATIONAL HEALTH & SAFETY ISSUES

The recommendation of approval of this development does not implicate any risk or OH&S issues to Council.

**COMMUNICATIONS STRATEGY**

Notice was except for this application in accordance with 43.04.3, however the applicant provided a detailed consultation strategy which is required of them under the Environmental Protection Act. The applicant is currently undertaking community consultation sessions and providing information in the local newspaper.

**OPTIONS**

Council has the following options it could consider:

- Issue a permit in accordance with the recommendation of this report.
- Issue a permit with amendments to conditions within the recommendation of this report.
- Should Council wish to consider refusal of the application, Councillors need to explore reasons based on the proposal not complying with the Moorabool Planning Scheme.

**CONCLUSION**

The proposed development accords with the Development Plan approved by Council on 18 December 2019. The proposal is consistent with the planning scheme provisions, zone and overlay controls that apply to the Moorabool Agribusiness Industrial Hub. The proposed development will fundamentally help shape the future Parwan Employment Precinct, based on all of the above should be supported by Council subject to a number of recommended conditions.



## 8. COMMUNITY STRENGTHENING REPORTS

### 8.1 PARKING FEES

#### PURPOSE

The Road Safety (General) Regulations have been remade. This report seeks a Council resolution to fix the fee for several offences under the Road Safety (General) Regulations 2019 to 0.5 penalty units (\$83) rather than the stipulated 0.2 penalty units (\$33).

#### RESOLUTION

**Moved:** Cr Paul Tatchell

**Seconded:** Cr Tom Sullivan

That Council resolves to set the penalty infringement fee (Column 4) for items 1 – 11 in Schedule 6 Road Safety (General) Regulations 2019 at 0.5 Penalty Units.

**CARRIED**

---

#### BACKGROUND

The Road Safety (General) Regulations 2009 (RSGR) were remade on 24 September 2019 for commencement on 27 September 2019. The General Regulations are substantially the same with no change to Schedules 6 which deals with Parking Infringements.

As part of the remake a Council needs to pass a new resolution for any penalties where they fix a penalty for parking infringements that is greater than the 0.2 prescribed in Schedule 6 – Parking Infringements but not more than 0.5 penalty units.

The legislation states:

#### **Section 87 Road Safety Act 1986**

(4) Despite subsection (3)—

(a) a municipal Council may, by resolution; or

(b) a relevant public authority may, with the approval of the Minister—

fix a penalty for a parking infringement in contravention of a regulation under this Act, that is a regulation in respect of which regulations under this Act prescribe a penalty, if the penalty to be fixed is not more than 0.5 penalty unit and is not more than the penalty prescribed by the regulations.

Council currently does not issue any infringement notices under 0.5 penalty units. The RSGR in schedule 6 (Attachment 1) has a number of offences that have a set infringement penalty of 0.2 penalty units including parking longer than indicated.

The most frequently issued parking infringement notice by Council is for parking longer than indicated (Council issued 249 in 2018/19). Council currently issue infringement notices for 0.5 penalty units for this offence.

Councils adjoining our Shire have been contacted and they also have a 0.5 penalty infringement penalty for the parking longer than indicated.

To maintain the current compliance system, it is recommended that Council resolve to set the penalty unit offence (column 4) level for item numbers 1 to 11 of Schedule 6 Road Safety (General) Regulations 2019 at 0.5 penalty units.

### **PROPOSAL**

That Council under its powers under Section 87 *Road Safety Act 1986* resolve to set the infringement penalty amount (column 4) of Schedule 6 Road Safety (General) Regulations 2019 at 0.5 penalty units for items 1 -11.

### **COUNCIL PLAN**

The proposal is not specifically provided for in the Council Plan 2017-2021. Maintaining positive parking practices which encourage the movement of traffic (compliance is part of this service) ensures positive outcomes to our community including increased customer turnover for retail areas, improved accessibility to shopping precincts and improved satisfaction for those utilising parking within an area. All these factors work positively for the economic activity within the Shire and customer satisfaction levels.

### **FINANCIAL IMPLICATIONS**

Council issued 249 infringements for parking longer than indicated in 2018/19. With the introduction of a new Community Safety Officer, where their main role is to ensure parking provisions are maintained, it is likely that, at least in the short term as drivers become aware of the stricter and more targeted enforcement of parking within the Shire, an increased number of infringement notices will be issued. A reduction in the income from each individual infringement notice will have a significant impact upon the revenue collected by Council through this parking enforcement process.

The current penalty unit amount is \$165.22. If the same amount of penalty infringements were issued for parking longer than indicated in 2019/20 compared to 2018/19 (249), the income is likely to reach \$20,570 for 0.5 penalty units and \$8,228 for 0.2 penalty units. The introduction of a new Community Safety Officer is likely to result in an increase in infringement levels due to increased patrolling in the area. If Council were to set the infringement offence level at 0.2 penalty units, the revenue derived from parking enforcement activities with regard to parking longer than indicated would be 40% of that than if the infringement level were set at 0.5 penalty units.

### **RISK & OCCUPATIONAL HEALTH & SAFETY ISSUES**

Community Safety Officers are at risk when they are within the public domain. This is especially true for officers undertaking parking patrols. The level of penalty unit enforced is, however, unlikely to cause any increased risk to Community Safety Officers.

### **COMMUNITY ENGAGEMENT STRATEGY**

If Council resolves to continue with the infringement levels at 0.5 penalty units, this will be stipulated on our website to ensure that the public are aware of Council's position.

### **VICTORIAN CHARTER OF HUMAN RIGHTS & RESPONSIBILITIES ACT 2006**

In developing this report to Council, the officer considered whether the subject matter raised any human rights issues. In particular, whether the scope of any human right established by the

Victorian Charter of Human Rights and Responsibilities is in any way limited, restricted or interfered with by the recommendations contained in the report. It is considered that the subject matter does not raise any human rights issues.

#### **OFFICER'S DECLARATION OF CONFLICT OF INTERESTS**

Under section 80C of the *Local Government Act 1989* (as amended), officers providing advice to Council must disclose any interests, including the type of interest.

*General Manager – Sally Jones*

In providing this advice to Council as the General Manager, I have no interests to disclose in this report.

*Author – Andy Gaze*

In providing this advice to Council as the Author, I have no interests to disclose in this report.

#### **CONCLUSION**

In response to the new Road Safety (General) Regulations 2019, Council are required to resolve new infringement fees if they wish to maintain the current penalty infringement regime. This will entail resolving that numerous offences under the Road Safety (General) Regulations 2019 that are set at 0.2 penalty units are endorsed by Council to be set at 0.5 penalty units.

**9. MEETING CLOSURE**

The Meeting closed at 6.18pm.

**Confirmed**

.....

**CHAIRPERSON**