

MINUTES

ORDINARY MEETING OF COUNCIL

TUESDAY, 25 JUNE 2019

7.00PM

COUNCIL CONFERENCE AND RECEPTION CENTRE
CITY HALL
LITTLE MALOP STREET, GEELONG

COUNCIL:

Cr B Harwood (Kardinia Ward)

Mayor

Cr S Asher (Bellarine Ward)

Cr J Mason (Bellarine Ward)

Cr T Sullivan (Bellarine Ward)

Cr E Kontelj (Brownbill Ward)

Cr S Mansfield (Brownbill Ward)

Cr P Murrhy (Brownbill Ward)

Cr R Nelson (Kardinia Ward)

Cr P Murnane (Kardinia Ward)

Cr A Aitken (Windermere Ward)

Cr K Grzybek (Windermere Ward)

3. AMENDMENT C372 HAMS ROAD, WAURN PONDS – CONSIDERATION OF SUBMISSIONS

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

Purpose

1. To consider submissions to Amendment C372 and Permit Applications 662/2017 and 663/2017 and refer them to an independent Panel appointed by the Minister for Planning.

Background

2. The proposal is a combined rezoning to General Residential Zone, a Design and Development Overlay and two planning permit applications to allow multi lot subdivision of 35 & 69-93 Hams Rd, Waurn Ponds. The land is the last Farming Zone site inside the Ring Road/Anglesea Rd in this part of the municipality.
3. Strategic justification for rezoning is provided by the Armstrong Creek Urban Growth Plan, the G21 Regional Growth Plan and the Settlement Strategy.
4. A subdivision masterplan was submitted with the two planning permit applications and includes: linear open space along the creek with shared pathways, a large 0.9 ha park, upgrades to Hams Rd and a new roundabout at the Hams Rd/Ghazeepore Road intersection. The exhibited plan shows 258 residential lots (plus 2 medium density superlots which could yield 40 lots) - a total of around 300 lots.
5. On 11 December 2018 Council resolved to support the public exhibition of the amendment and draft permits. It was exhibited from 21 March to 26 April 2019.
6. A total of 164 submissions were received. Of these 159 submissions objected and 5 submissions either supported, did not object or provided comments.

Key Matters

7. The two key issues raised in submissions are traffic and housing density.
8. Traffic concerns include problems with the main road in the area – Ghazeepore Road - which in recent years has seen increases in traffic volumes due to Armstrong Creek development and the opening of the Waurn Ponds Railway Station. Housing density concerns centred on the small lots when compared to the adjoining Grange Park Estate which has very large residential lots.
9. Other concerns raised in submissions include: potential for student housing, socio-economic issues, crime and safety, servicing, environmental impacts, flooding, drainage, noise and air quality, the buffer from the Boral quarry land and the consultation process.
10. A number of submitters did not oppose rezoning of the site or development but objected to the masterplan due to it being perceived as high density and having small lot sizes.
11. The proponents have provided a statement in response to the submissions and, as a way forward, have offered \$0.5M as a contribution to improvements in Ghazeepore Road and a new masterplan which reduces the density of the proposed subdivision by:

- 11.1 Removal of the two medium density sites capable of producing 40 dwellings.
- 11.2 Removal of all lots less than 300 sq m and replace with lots of at least 400 sq m.
- 11.3 Add an additional minimum of 30 lots that are at least 800 sq m through the removal of approx. 50 lots that are in the range from 300 to 400 sq m.
12. Under the *Planning and Environment Act 1987*, Council must now either: change the Amendment in the manner requested by the submitters; refer the submissions to an Independent Panel; or abandon the Amendment or part of the Amendment.
13. Officers recommend referring the submissions to a Panel and accepting “in principle” the proposed changes put forward by the proponents.

Cr Nelson moved, Cr Murnane seconded -

14. **That Council having considered all submissions to Amendment C372 and related planning permit applications resolves to:**
 - 14.1 **Request the Minister for Planning to appoint an Independent Panel under Part 5 of the *Planning and Environment Act 1987* to consider submissions relating to the amendment;**
 - 14.2 **Refer all submissions to the Panel; and**
 - 14.3 **Submit to the Panel its response to the submissions generally as outlined in this report.**

Carried.

Attachment 1

Financial Implications

1. There are no significant financial implications to Council beyond that usually associated with the planning scheme amendment process. State Government fees associated with an independent panel hearing will be passed on to the developer. Council officer time and costs to review submissions are covered by a substantial statutory fee of \$39,405 that Council is entitled to charge as the Planning Authority under the *Planning and Environment (Fees) Regulations 2016*.

Community Engagement

2. Nearby landowners and occupiers, prescribed Ministers and other relevant agencies were directly notified during the public exhibition period. The broader community were notified through notices in local newspapers and the City of Greater Geelong website.
3. The developer held its own information session separate to the Council process.
4. Submitters will be able to engage in the planning process further by appearing at an independent panel hearing in the event that Council decides to refer submissions to a Panel.

Social Equity Considerations

5. The amendment addresses social equity by potentially providing further housing choices to the Geelong community. The exhibited plan shows a range of lot sizes which would suit different homebuyers and demographics ranging from small conventional house lots to larger allotments of 850 square metre plus along Hams Rd. The revised plan has less diversity of housing due to the proposed removal of smaller lots and medium density sites. The site is well located close to public transport (train station and bus stop), Deakin University and the Epworth Hospital.

Policy/Legal/Statutory Implications

6. The amendment is consistent with the following clauses of the Greater Geelong Planning Scheme Planning Policy Framework including:
 - 6.1 Clause 11.01-1S Settlement - The amendment supports this policy as it will facilitate residential growth in an orderly manner located close to educational, transport and community services.
 - 6.2 Clause 11.01-1R Settlement Geelong (G21) - The amendment supports this policy as the area is identified to support planned growth and optimises the use of existing infrastructure and services.
 - 6.3 Clause 15.01-1S Urban Design – The proposed rezoning, subdivision layout and open space are considered to meet the objective: “To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.”
 - 6.4 Clause 21.06 Settlement and Housing discusses the importance of urban consolidation. The proposal supports this policy by locating development in an area that is well serviced and has the capacity to accommodate sustainable development.

7. The land is also within the proposed permanent settlement boundary in the Settlement Strategy adopted by Council on 9 October 2018.

Alignment to Council Plan

8. The Amendment supports the Sustainable Built and Natural Environment strategic direction of the Council Plan 2018-22 and is consistent with the strategic direction of community wellbeing and the priority of connected, creative and strong communities.

Conflict of Interest

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

Risk Assessment

10. There are no notable risks associated with implementing the recommendations contained in this report.

Environmental Implications

11. There are a range of environmental implications including stormwater and creek management, native vegetation and wildlife, buffers to the quarry land and noise from roads, the railway and the electricity substation. These issues are addressed in draft planning permit conditions and the proposed Design and Development Overlay.

5. The overall subdivision masterplan proposed for exhibition is provided in **Attachment 3**.
6. A summary of the development as detailed in the exhibited masterplan includes:
 - 6.1 A total of 258 residential lots;
 - 6.2 21 larger 'interface' lots on Hams Rd with an average of 850 square metres approx.;
 - 6.3 Two medium density 'superlot' sites (capable of approximately 40 medium density lots in total);
 - 6.4 A 0.9 ha local park central to the site to be delivered across the two developments;
 - 6.5 A creek reserve with an average width of 30m either side of the creek;
 - 6.6 Traffic treatments to discourage increased use of Grange Park Drive;
 - 6.7 Drainage retarding basins on each title; and
 - 6.8 A sewer pump station for the development.
7. Draft planning permits, a Design and Development Overlay and a Section 173 Agreement were prepared by Council officers.
8. At its meeting on 11 December 2018 Council resolved to exhibit the amendment and permits subject to Ministerial authorisation which was granted on 20 February 2019.
9. The amendment and permits were placed on public exhibition between 13 March and 26 April 2019.

Summary of Submissions

10. A total of 164 submissions were received as part of the public exhibition process. Five submissions either supported, did not object or provided comments and 159 submissions were objections (of which 77 submissions were a "Pro Forma Letter" meaning they were the same submission).
11. A full summary of all the submissions is in **Attachment 4** and a copy of the Pro forma letter is in **Attachment 5**.
12. The proponent was provided with a copy of the submissions and invited to make a response to inform and assist Council officer's response to submissions. The proponent's consultant forwarded a statement in response to the submissions (see **Attachment 6** for a full copy) and a draft revised Masterplan (**Attachment 7**).
13. The issues raised can be grouped under the following themes: traffic, housing density, student housing, socio-economic issues, crime and safety, servicing, environmental impacts, flooding, drainage, noise and air quality, the buffer from the Boral quarry land and the consultation process. A description of the issues raised and a Council officer response is provided below.

Submission Themes and Council Officer Responses

Traffic - Ghazeepore Road

14. The vast majority of submissions identified traffic impacts as the key issue. Many submissions commented on the current condition of Ghazeepore Road and the impact that additional traffic from the proposed development would have. Submitters pointed out the increases in traffic as a result of new housing estates in Armstrong Creek and Torquay and the opening of the Waurn Ponds Train Station. Access to the station is off Ghazeepore Road into Sugargum Drive which is also the intersection of Hams Rd and Ghazeepore Road. Submitters also referred to traffic coming from the south to access Colac Road, Deakin University and Waurn Ponds Shopping Centre. Issues raised include:
 - 14.1 Ghazeepore Road is too narrow, can't handle current traffic volumes and is difficult to navigate when cars are parked on the road;
 - 14.2 Safety issues if bike lanes were added;
 - 14.3 Difficulty entering and exiting streets off Ghazeepore Road at peak times;
 - 14.4 Lack of implementation of Council's 2015 transport report on the area;
 - 14.5 Railway upgrades and access to the station from the south need to occur before more development is allowed; and
 - 14.6 Difficulties with pedestrians crossing the road to access bus stops and train station.

Officer Response

15. Many of the issues raised are existing issues and it is acknowledged that Ghazeepore Road has experienced increased traffic volumes due to residential development in Torquay and Armstrong Creek and the opening of the Waurn Ponds Train Station.
16. The proponents refer to this in their statement, saying: "*Since the opening of both Baanip Boulevard and the Waurn Ponds Train Station (WPTS), Ghazeepore Road usage, particularly between Hams Road and Burgundy Drive has increased. The increase in usage from before and after the opening of Baanip Boulevard and the WPTS has almost doubled based on additional traffic counts recently undertaken by the proponent.*"
17. Council traffic engineers consider the most pressing issues on Ghazeepore Road are the impact to traffic caused by on-street parking and the two bus stops (between Oakwood Cr and Acacia La), and the operation of the Ghazeepore Road/Hams Road/Sugargum Drive intersection. Other issues include illegal parking on nature strips, speeding and lack of on-road bike lanes.
18. The offer by the developers of a contribution of \$500,000 to improvements on Ghazeepore Road is welcomed by Council officers. This is a tangible way to help address exiting issues and to offset the impact of increased traffic volumes from the proposed development. This offer is in addition to upgrades to the Hams Road intersection.
19. Potential improvements could include: indented car parking bays within the nature strips, indented bus stops and on-road bike lanes. An example of indented parking is provided below (Horseshoe Bend Road). Collation of data as to what the resident's current parking demands are would need to occur and officers would need to consult with all residents and stakeholders and undertake design and construction work.

20. Council officers recommend that this contribution could be included in the Section 173 Agreement that accompanies the amendment and permits.



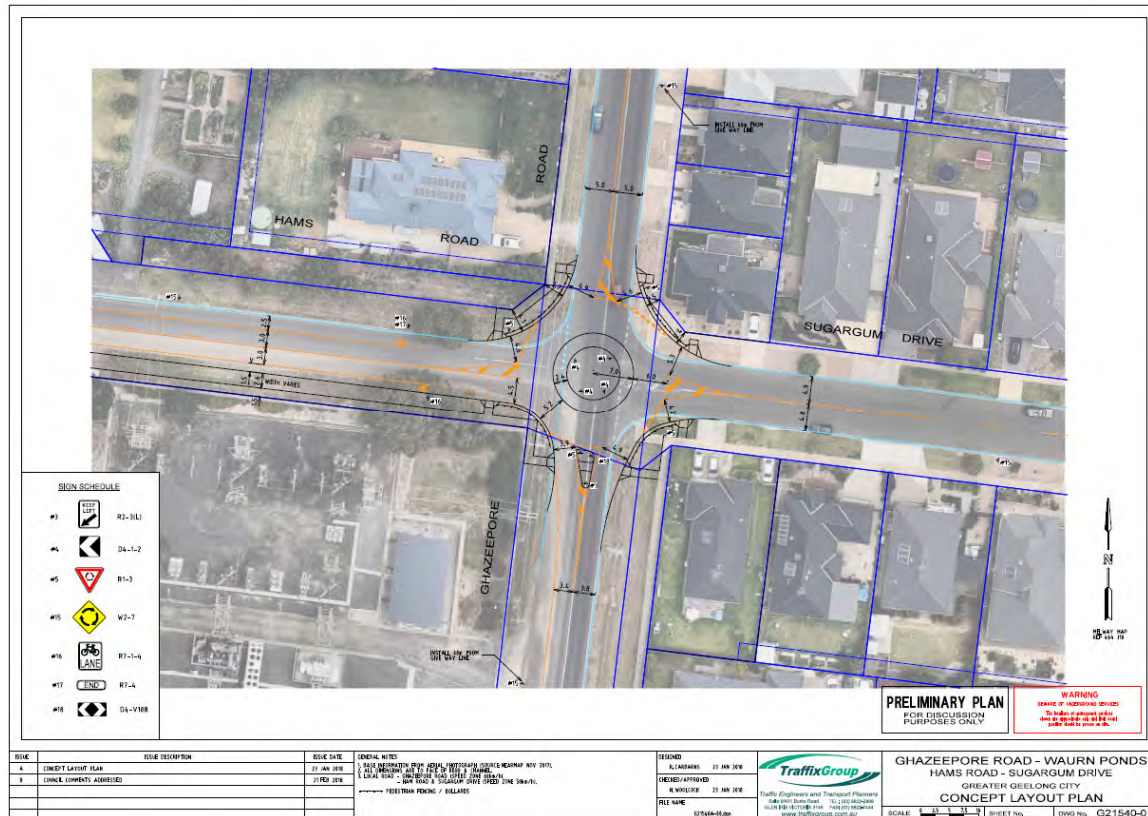
Fig. 1 Example of indented parking bays in Horseshoe Bend Rd, Torquay that can be proposed for Ghazeepore Rd

Traffic - Intersection of Hams Rd, Ghazeepore Road and Sugargum Drive

21. Several submitters commented on this intersection with issues including its inability to cope with additional traffic, comments for and against a new roundabout (as proposed as part of the C372 development) and requests for traffic lights rather than a roundabout.

Officer Response

22. The proponent's traffic engineers and Council officers have discussed this issue and further traffic counts and movement analysis has been undertaken at the intersection.
23. It is considered that either a roundabout or traffic lights would be a good solution to safely control traffic flows at this intersection. Traffic lights provide a safe pedestrian crossing, however the analysis shows that vehicle queues would be longer. It is considered that a roundabout would allow better flow of traffic, make east-west through movement much safer and slow down speeds in Ghazeepore Road. A safe crossing with a pedestrian refuge in the road centre would be provided as part of the roundabout. A copy of the concept plan for the roundabout is provided below.



Traffic – Grange Park Drive

24. Submissions have been received for and against the “no left turn” restriction proposed at the intersection of Hams Rd and Grange Park Drive to limit motorist short cutting down Grange Park Drive to access Ghazeeepore Road. Submissions also raised concerns with additional traffic down this street which has no footpaths and is used by families and children.

Officer Response

25. It is recommended that the permit and DDO continue to include requirements to make Grange Park Drive difficult to access from the proposed Hams Road development. This will minimise impacts on this street and neighbourhood. Planning permit conditions includes Local Area Traffic Management measure which could also include require offsite works to limit speeds down Grange Park Drive.

Traffic – Traffic report

26. A number of submissions criticised the traffic report that was submitted by the proponents and pointed out the traffic surveys are out of date being at least 2 years old.

Officer Response

27. The Traffic Engineering Assessment of October 2018 prepared by Traffix Group provides traffic counts from October 2016. More recent counts have been undertaken (referred to in **Appendix 5**) and a revised traffic report will be prepared by the developers.

Traffic – Single point of entry / Emergency vehicle access

28. Submitter criticism of the proposal include comments that a 258 lot subdivision which will be entirely reliant on just one road in and out is inappropriate, especially considering

Grange Park Drive will not be accessible from Hams Road. Other submitters are concerned about access in an emergency and that emergency vehicles may not be able to move down some of the narrower streets in the proposed estate.

Officer Response

29. The upgrade of Hams Road and the proposed roundabout at the intersection with Ghazeepore Road will mean that the road will have much more capacity than required for the volume of traffic generated by the development. Hams Road will be improved with footpaths, cycle paths etc. If Hams Road was blocked in an emergency vehicles could still travel up Grange Park Drive. The CFA was referred the application and provided no objection on this issue.

Cycling

30. The Department of Transport (DoT) made a submission commenting on cycle paths in and around the proposed subdivision. DoT supports removal of the 1.5m on road cycle lane on the condition the 3m wide shared user path in southern verge of Hams Road has adequate signage and markings. It also requests appropriate treatments at the western end of Hams Road for transition to and from shared path under Princess Freeway, requests the shared path along linear open space reserve to be 3.5m minimum for its entirety and suggests wayfinding signage to encourage pedestrian and cycling movements.

Officer Response

31. The support for the removal of the 1.5m lane is noted. Council officers will further consider what treatment would be appropriate at the western end of Hams Road and the comments on shared path width and signage.

Housing Density - Lot sizes / Neighbourhood Character

32. Many submissions were concerned at the density of the proposed subdivision, relatively small lot sizes and the two proposed medium density superlots. There is also widespread concern in submissions about the subdivision not being consistent with the character and density of the adjoining Grange Park Estate. Comments from submitters include:
- 32.1 Not in keeping with surrounding area;
 - 32.2 Increased block size would reduce traffic volumes;
 - 32.3 Out of character with the existing surrounding residences which is one of larger homes on larger allotments (2000 sq m and above);
 - 32.4 Grange Park Estate has its own identity and the existing community would like it preserved;
 - 32.5 Tiny block sizes take the rural feel away from Waurm Ponds; and
 - 32.6 Super lots – an overdevelopment and unnecessary within this neighbourhood.

Officer Response

33. Council officers were supportive of the exhibited masterplan as it would potentially provide further housing choices to the Geelong community. There are a range of lot sizes proposed which would suit different homebuyers and demographics ranging from medium density sites and small conventional house lots to larger allotments of 850 square metre plus along Hams Road. Officers consider the density and lot layout in the exhibited plan is in accordance with State and Local planning policies and is supportable on planning grounds.
34. However, in response to the submissions and community sentiment the proponent has stated it wishes to alter the plan as follows (from statement in **Attachment 6**):
35. *“The proponent has attempted to acknowledge the neighborhood character and improve the interface with the Grange Park Estate through the provision of large lots on Hams Road of 800sq.m. or larger. The proponent acknowledges the concerns raised in some submissions with reference to the unknown – medium density housing sites and townhouse lots which are perhaps not common in the local area of Waurm Ponds and could be seen as a conflict to character. The proponents therefore propose to amend the plan of subdivision to find a balance between respecting local character and achieving development density objectives. The proposed changes include:*
- 35.1 *Removal of the two medium density sites that were capable of producing 40 dwellings.*
 - 35.2 *Removal of all lots less than 300sq.m. and replace with lots of at least 400sq.m.*
 - 35.3 *Add an additional minimum of 30 lots that are at least 800sq.m. (primarily in the western end of the development away from the WPTS) through the removal of approximately 50 lots that are primarily in the range from 300 to 400sq.m.*

36. *The net result of the above changes is a reduction of 50 dwellings from the subject site and the encouragement of larger lots as opposed to smaller lots. The total number of lots following the changes above is 245. It is noted that restrictions on title will stop these lots from being able to be further subdivided."*
37. The proponent has also marked up the exhibited Masterplan to show the proposed changes (see **Attachment 7**).
38. Council officers accept this revised position and, subject to Council resolution, will amend the planning permit and DDO to reflect the changes in the lead up to a Panel hearing.

Socio Economic/Crime

39. Some submissions fear that the perceived high density of the development will create socio-economic problems. Submitters raise concerns that a "ghetto" will be created, others describe potential for an isolated, congested enclave. Crime and safety are also raised as issues. Comments from submitters include:
 - 39.1 Very small blocks...creating high density housing and higher risk of lower socio-economic housing;
 - 39.2 Increase in crime to the Grange Park Estate due to a significant price drop in housing between Grange Park Estate and proposed subdivision housing;
 - 39.3 Amendment could be responsible for creating an overcrowded pocket of ghetto living- small allotments, overcrowded, and unfavourable living situations;
 - 39.4 Stacking houses so close together is going to cause social issues on a large scale;
 - 39.5 Are we trying to cheapen Geelong with this type of development cheaper blocks, cheaper housing similar to Corio and Norlane.

Officer Response

40. Council officers do not agree with these submissions and the proposition that smaller lot sizes or medium density housing will necessarily result in increased social issues, crime or creation of ghettos. There are many areas across Geelong and cities such as Melbourne with thriving communities living in mixes of townhouses, apartments and conventional dwellings on small and medium sized lots.

Student Housing

41. A number of submitters are concerned that either the super lots could be developed for student housing or students could rent out houses in the new subdivision. Concerns relate to potential social issues, traffic and parking problems.

Officer Response

42. Students are entitled to buy or rent out houses built in the proposed subdivision and the planning system does not discriminate against this. It would only be if the houses contained excessive numbers of rooms or were turned into boarding houses that there may be a need for further approval. Car parking and traffic issues that may arise would be managed by Council as with any other residential area.

Flooding and Drainage

43. Local residents have commented that the land is a flood plain and "who would want to build in a creek and the lowest area of land in the vicinity". Another criticised the Surface

Water Management Strategy as being flawed as it's based on the 2014 C276 application not current application.

44. Vic Track and DoT objects to the design of the storm water drainage system in the planning permit application. Vic Track states it does not usually permit drainage from new development into the rail corridor and this is reflected in the standard conditions it commonly recommends to Responsible Authorities. The issue relates to the C372 site draining into a culvert under the railway line which is blocked with sediment.
45. Vic Track seeks more information and details on the culvert and design details of the proposed retarding basin and requests conditions be placed on permit (see submission 164 in **Attachment 4**)

Officer Response

46. Council officers believe that Vic Tracks' issues can be resolved and will arrange a meeting with the key stakeholders to reach a solution.

Servicing

47. Some submitters are concerned that servicing infrastructure in the area cannot cope with additional population. Concerns include low water pressure and the lack of consideration of natural gas infrastructure strategic planning in the Armstrong Creek West PSP.
48. Barwon Water submitted that the development can be supplied with water and sewerage services and it was satisfied with the permit conditions. It suggested that the site of the proposed sewerage pump station be rezoned to Public Use Zone 1 – Service & Utility.

Officer Response

49. The proposal was referred to all relevant servicing authorities and their requirements are included as conditions in the draft planning permits.
50. Council officers agree with Barwon Water that the pump station site should be rezoned to PUZ1, however it would be preferable to do this later as part of a tidy up amendment as a separate land title is required to determine the boundaries of the zone.

Environmental impacts, open space

51. Submitters are concerned at potential impacts of the development on the environmental values of the site in particular the creek. A submitter considers the site would be better served as a reserve for wetlands and trees for carbon capture. Concerns were raised over the fauna and flora of the creek which a submitters believes has a special species of frog that are primal to this area. Another submitter is concerned about the removal of remnant 'Grassy Woodland' mature native vegetation on Hams Road.
52. A submitter suggests the land should be a mixed passive and active open space reserve that celebrates natural wildlife and water qualities - a linear park/link from the Armstrong Creek corridor to the Waurin Ponds landscape. Lack of open space in Waurin Ponds was also raised.

Officer Response

53. Officers consider the proposed linear open space along this tributary of Armstrong Creek is an excellent outcome and when fully established would add to the environmental values of the area. The linear reserve will continue the treatment that has occurred along the creek in the Armstrong Creek Growth Area. The creek reserve, 0.9 hectare park and new pathways will help address the lack of open space reserves in Waurin Ponds and add to the recreation options for existing and future residents of the area.

Noise Impacts

54. Submitters consider the proposed estate would have “unfavourable living situations” with Geelong Ring Rd and Baanip Boulevard traffic noise, railway line noise and the power sub-station. The EPA submitted that Council will need to consider noise from the pump station in their assessment of the application which did not appear to have been included in the noise assessment. Another submitter queried “is there not a duty of care allowing a subdivision so close to the power substation?”
55. Powercor has objected due to acoustic impacts from the existing Waurm Ponds Zone Substation (WPRZ). It considers the current Overall Subdivision Masterplan and associated technical reporting do not adequately address noise impacts from the WPZS. It has requested changes to the Amendment, draft Permits and Master Plan to address these impacts (see submission summary in **Appendix 4**).

Officer Response

56. Condition 6 of the two draft planning permits requires acoustic treatment of dwellings in proximity to the railway line and Geelong Ring Road to address noise impacts.
57. The issues raised by EPA and Powercor in relation to noise from the substation will be addressed by the Powercor suggested changes to the amendment and permit which Council officers accept.
58. It is also noted that the developer’s propose to delete the medium density superlots next to the substation from the master plan. Conventional lots will be provided and will need appropriate buffers, restrictions and treatments to address noise issues.

Air Quality

59. EPA submits that the health impacts of traffic related air pollution near major roads are significant and widely recognised. In view of this, EPA advises the Responsible Authority to consider traffic air emissions from the Geelong Ring Road and other major roads when assessing this application. It says the Responsible Authority should satisfy itself that the application provides a suitable response to this localised source of poor air quality.

Officer Response

60. The proponent has previously undertaken air quality reports in relation to potential dust and emissions from future quarrying on the Boral land. Council officers will discuss this issue further with the EPA and will request a response to this issue from the proponent which may include another air quality report.

Boral Quarry Buffer

61. The EPA submission states that the Boral quarry (land) is located to the west and south of the subject site. EPA’s recommended separation distances for industrial residual air emissions (EPA Publication 1518) can be met for the cement clinker grinding, cement manufacturing and quarry (with blasting) operations. However parts of the land being rezoned fall within the recommended 250m quarrying (without blasting) separation distance. A reduced buffer (as per GHD Buffer Study March 2018) is not supported by EPA.

Officer Response

62. Council officers worked closely with the Department of Jobs, Precincts and Regions – Earth Resources Regulation Branch on the 250m buffer from the Boral land. The following condition is placed on the planning permits to address this issue:

62.1 All Lots contained within stages 6,7,8 & 9 (whether wholly or partially) affected by the 250m extractive industry buffer as shown on the endorsed plan shall not be developed without the further written agreement of the Department of Jobs, Precincts and Regions.

Public Consultation

63. Some submitters expressed that there was a lack of consultation and consideration given to the existing community. One submitter believes the process appears to have been deliberately misleading and would appear to be biased toward the developer.

Officer Response

64. The amendment and permit application were subject to the usual public exhibition as required by the Planning and Environment Act. The developer did conduct its own information session but this was completely separate to the formal Council run process. Submitters will be able to engage in the planning process further by appearing at an independent panel hearing in the event that Council decides to refer submissions to a Panel.

Attachment 4 – Summary of Submissions

No.	Surname	First name	Address	Suburb	Summary
1					<p>Objection due to:</p> <ul style="list-style-type: none"> • Impact of high density housing on traffic in Ghazeepore Rd - not built for amount of current traffic. 2000+ car movements per day will bring stress to current households. • One road providing access - construction will cause considerable traffic issues. • Development density totally out of step with Waurn Ponds area.
2					<p>Pro forma letter and Objection due to:</p> <ul style="list-style-type: none"> • Not a suitable area for the planned subdivision. • Flood plain – who would want to build in a creek and the lowest area of land in the vicinity? In a flood those on the south side of the creek would be trapped, with the only exit, across it. • Development prevents wildlife access to water in creek , reject c372 proposal, area better served as reserve for wetlands, trees for carbon capture, leave a buffer zone for native wildlife. • Capacity of Ghazeepore Rd to handle extra traffic. • If housing development required it should be south of Baanip Blvd.
3					<p>Objection due to traffic related issues:</p> <ul style="list-style-type: none"> • Increase in traffic from planned development. Difficulty turning right onto Ghazeepore Rd. Could turn left down Grange Park drive to get to proposed new roundabout. • House blocks need to be larger to reflect opposite side of Hams Rd & lessen traffic. • Proposed roundabout not enough to prevent accidents - prefers traffic lights. • Traffic report from 2 years ago doesn't reflect current traffic conditions.
4					Pro forma letter.
5					<p>Support</p> <ul style="list-style-type: none"> • Barwon Water has reviewed Amendment C372 and raises no objections. • Development can be supplied with water and sewerage. Barwon Water servicing advice provided for C276 in 2014 and the general servicing advice remains unchanged. • Conditions on draft Permits PP662 & 663/2017 are satisfactory. • Masterplan - a sewerage pump station and rising main is required to service this development. Overall subdivision masterplan shows pump station on east side adj Ghazeepore Rd. Consider rezoning this site Public Use Zone 1 – Service & Utility as part of C372.
6					Pro forma letter.

No.	Surname	First name	Address	Suburb	Summary
7					Pro forma letter.
8					Objection due to traffic issues: <ul style="list-style-type: none"> • Concerned at through traffic along Grange Park Drive. • Traffic report is outdated. • Ghazeepore Rd isn't able to account for increased traffic of 2500+ cars per day. The inter - section at top of Ghazeepore will become a nightmare for residents.
9					Objection due to traffic issues: <ul style="list-style-type: none"> • Concerned at through traffic along Grange Park Drive. • Traffic report is outdated. • Ghazeepore Rd isn't able to account for increased traffic of 2500+ cars per day. The inter - section at top of Ghazeepore will become a nightmare for residents.
10					Objection due to traffic issues: <ul style="list-style-type: none"> • Already experiencing high volumes of traffic along Ghazeepore into Grange Park Dve. Cars speeding along Grange Park, lots of families, young children, fear of an accident happening. • Proposed subdivision will add to the already congested roads in and around Ghazeepore, road is unsealed and unsafe for extra cars...recipe for disaster. • No problems with the subdivision if the infrastructure e.g extra road and in good maintenance. • Road is also used by residents in other areas like Torquay, Anglesea adds to the congestion.
11					Pro forma letter.
12					Pro forma letter.
13					Pro forma letter.
14					Objection mainly due to traffic issues: <ul style="list-style-type: none"> • Reps of the overseas company wishing to develop the Hams Road area advised they had not informed Vic Roads etc. • Massive extension to the Waurm Ponds railway station car park is about to be made. • Ghazeepore Rd would be swamped with vehicles, trucks used to develop. • Already problems turning off this road left or right, slowing the traffic, and as a consequence, inconvenience to their annoyance other road users. • Vehicles parked in Ghazeepore Rd slow or stop the public and private vehicles. • Accidents have already happened on this road. Children in danger of crossing the road. • Hams Road area would be better as a public park or Community Centre
15					Pro forma letter.

No.	Surname	First name	Address	Suburb	Summary
16					Pro forma letter.
17					Objection due to traffic and density & Pro forma letter. <ul style="list-style-type: none"> Doesn't fit with larger blocks north of Hams Rd, should be minimum 1000sq meters Increased traffic on Ghazeepore Rd will need upgrading.
18					Pro forma letter.
19					Objection due to traffic and density & Pro forma letter. <ul style="list-style-type: none"> Proposal doesn't meet community standards or address additional traffic on Ghazeepore Rd Development would be acceptable with larger blocks meaning less traffic movement.
20					Objection due to traffic and density: <ul style="list-style-type: none"> Have lived in Hams Rd last 10 years already had street truncated by a freeway. With proposed plan we will also have no access to exit the area via Grange Park Dve. Out of 3 previous exit points we will now only have one, which is already a traffic problem in the mornings with exiting onto Ghazeepore Rd. Problem will be impacted by huge increase in traffic from proposed subdivision. Recent developments in Armstrong Ck mean Ghazeepore busier drivers more impatient New subdivision will lead to dangerous traffic problems and unrealistic wait times. House blocks are also too small which is not in line with the style of the area
21					Pro forma letter.
22					Objection: <ul style="list-style-type: none"> C372 is developer greed, not in best interest of current or future residents. No issue with the decision to rezone the area as general residential, matters are with DDO Development should not be allowed to take place in its current form, would like to see the requirements included in Design and Development overlay *DDO) <ul style="list-style-type: none"> Lots must be a minimum of 450m2 in the entire development Convert medium density to nature/tree reserves or strict density, parking provisions Pedestrian pathway spanning the entire southern border of the development
23					Objection due to traffic and density: <ul style="list-style-type: none"> Increase of traffic coming out on Hams Rd, the idea of a roundabout will increase the noise and traffic accidents, hold ups at the railway crossing, trucks unable to get onsite as no trucks allowed on Ghazeepore Rd. Concerned about the dirt and dust caused by massive development. Property will go down in value.
24					Pro forma letter.

No.	Surname	First name	Address	Suburb	Summary
25					Pro forma letter.
26					<p>Objection due to traffic concerns.</p> <ul style="list-style-type: none"> Turning onto Ghazeepore from Hams increasingly difficult due to increased traffic from Armstrong Creek and station. Approving a 258 lot subdivision entirely reliant on just one road in and out is ludicrous, especially considering Grange Park drive will not be accessible from Hams Rd. Is for developing the land but with alternate access or at least increased block sizes.
27					Support.
28					<p>Objection due to traffic, density, social economic:</p> <ul style="list-style-type: none"> High density housing means higher risk of lower socio-economic housing. Blocks should be no less than 600m² to allow more spacious and family friendly living. Low water pressure in the area may be worse with high density housing. Already traffic congestion on Ghazeepore Rd, when a bus stops or any vehicle needs to turn Right coming down Ghazeepore into Monterey Rd. Needs to be a turn in pick up point like at the bottom of Ghazeepore Rd at every bus stop and main road where cars turn right. This addition of high density housing will add hundreds if not thousands of cars per day to this ill thought out road ie Ghazeepore Rd. Huge safety issue if dedicated bike lanes were added down Ghazeepore Rd.
29					<p>Comments</p> <p>Quarry Interface:</p> <ul style="list-style-type: none"> The Boral quarry is located to west and south of the subject site. EPA's recommended separation distances for industrial residual air emissions (EPA Publication 1518) can be met for the cement clinker grinding, cement manufacturing and quarry (with blasting) operations. However parts of the land being rezoned fall within the recommended 250m quarrying (without blasting) separation distance. Reduced buffer (as per GHD Buffer Study March 2018) is not supported by EPA. <p>Potentially Contaminated Land:</p> <ul style="list-style-type: none"> EPA has not undertaken a technical review of the Preliminary Site Assessment. Notes that the report concluded that the potential for contamination from the historical and current uses of the site is considered to be low. Council, as the Planning Authority, must ensure that the land is suitable for its intended use and Council should review the report and determine whether the assessment is appropriate. <p>Noise</p>

No.	Surname	First name	Address	Suburb	Summary
					<ul style="list-style-type: none"> EPA has not undertaken a technical review of the noise report. Notes that the report concluded that: <ul style="list-style-type: none"> Installation of boundary noise barriers 5 m high would enable compliance with the NIRV Recommended Maximum Noise Levels for the 'day' and 'evening' periods seven days per week. However, it would not be possible to achieve compliance with the NIRV 'night' period Recommended Maximum Noise Level over the full extent of the subject land by the use of boundary noise barriers of reasonable dimensions. Council will also need to consider noise from the pump in their assessment of the application which did not appear to have been included in the noise assessment. <p>Proximity to the Geelong Ring Road:</p> <ul style="list-style-type: none"> The health impacts of traffic related air pollution near major roads are significant and widely recognised. In view of this, EPA advises the Responsible Authority to consider traffic air emissions from the Geelong Ring Road and other major roads when assessing this application. The Responsible Authority should satisfy itself that the application provides a suitable response to this localised source of poor air quality.
30					<p>Objection due to traffic and density:</p> <ul style="list-style-type: none"> Development out of character with low density development of Grange Park Dve area. Ghazeepore Rd already busy & narrow with traffic crossing centre to avoid parked cars. Will need widening and traffic management btw Waurm Ponds Drive – Baanip Blvd. Hams Rd will need widening and foot paths. Currently foot traffic along Hams Rd is less than safe, increased vehicle traffic will make it more dangerous. Grange Park Drive will need to be closed at its south end not just left turn only to stop Grange Park Drive becoming used as an alternative to Ghazeepore road. A lower density development more in keeping with adjacent properties far more acceptable to those living nearby and put less strain on already congested roads.
31					Pro forma letter.
32					Pro forma letter.
33					Pro forma letter.
34					Pro forma letter.
35					<p>Objection due to traffic, emergency services and environmental impacts:</p> <ul style="list-style-type: none"> Concerned at over development of this land, small block sizes and lack of access. Troubled by the unacceptable massive increase this will mean to traffic in the area. Knows from experience how hectic the intersection of Hams, Ghazeepore & Sugergum Drive can be waiting up to 5 minutes to turn, cars banked up at train line. Ghazeepore Rd so busy now and unsafe with many buses and traffic congestion.

No.	Surname	First name	Address	Suburb	Summary
					<ul style="list-style-type: none"> Proposed roundabout at the intersection will not be adequate to cope with the 3,000+ increase in traffic and unsafe being near the train line potentially a deadly bottleneck. Concerned at unsustainable traffic volume it would create through Grange Park Drive . No additional infrastructure concerning regarding emergency services access. The removal of native vegetation will affect the wild life that rely upon it.
36					Pro forma letter.
37					Pro forma letter.
38					Objection due to traffic and drainage issues: <ul style="list-style-type: none"> Presently Ghazeepore Rd carrying large amounts of traffic on narrow road not designed to do so. Residents forced to park on nature strips to avoid side swiped and make it safer for cyclists. Developments south of railway line = more residents using Ghazeepore to access station. Another 700 cars to a congested roundabout a short distance from a level crossing can only spell disaster. Can't believe all your traffic modelling does not make this perfectly clear. Why can't there be access to Ghazeepore Rd south of the railway line? Is there not a duty of care allowing a subdivision so close to the power sub station? Has looked at land over many years- wet and boggy with natural springs. Can developers be 100% sure homes wouldn't be subject to movement or moisture problems?
39					Pro forma letter.
40					Pro forma letter.
41					Pro forma letter.
42					Objection: <ul style="list-style-type: none"> Concerns about traffic down Grange Park, Hams and Ghazeepore Rds. Too much potential traffic funnelled into 1 roundabout Hams Rd-Ghazeepore Rd intersection, compounded by level crossing within a short distance of this intersection. Safety concerns about emergency vehicles having access as roads are too narrow. Concerns over the amount and size of allotments as they don't fit into current trends of allotment sizes being average 2000Sqm or larger. Issues with car parking space as its located close to Deakin University. Concerns over no plans for extra infrastructure to cater for 3000 extra cars. No foot paths or extra bicycle lanes so people (Children) are forced onto the road. Concerns at fauna and flora of the creek - special species of frog primal to this area.
43					Objection due to safety, traffic and lack of infrastructure:

No.	Surname	First name	Address	Suburb	Summary
					<ul style="list-style-type: none"> • Concern for safety of community due to lack of existing infrastructure, increase in traffic levels due to train station in last 2 years and failure to upgrade roads and infrastructure. • Unsafe crossing and travelling down Ghazeepore Rd due to narrow poorly maintained road busy with buses, trucks and cars. • No footpaths in Grange Park estate, forced to walk down roads, increasing traffic extremely unsafe for all residents. • Understand Geelong is getting busier but no excuse to put the community and lives in danger with ensuring the appropriate safety measures are in place. • Access and exit to proposed new estate very limited and bottleneck or disaster will mean safety vehicles have restricted access. • Does not align with current environs and neighbourhood overlay and not adequately supported from infrastructure perspective. • Upgrade the infrastructure to support new estate which has reasonable sized blocks.
44					<p>Objection due to impacts on neighbourhood identity and character:</p> <ul style="list-style-type: none"> • Neighbourhood identity is evident in other parts of Geelong. • Moved to Grange Park because of its uniqueness on the outskirts of Geelong with a distinct rural feel. (Larger blocks, no footpaths, open sky etc...). It has its own identity and the existing community would like to preserve it. • developers in their haste to earn a large return on their investment have presented a plan which is at odds with the existing homes. • Council is to ensure affordable and varied housing options for our growing population; however, another may be to protect and enhance significant environmental, landscape or neighbourhood character areas. • urge Council and planners to look closely at the current neighbourhood character and consider the impact of Taylors plan on existing residents.
45					Pro forma letter.
46					<p>Objection due to traffic:</p> <ul style="list-style-type: none"> • Lives in Peppertree Rise and exit onto Ghazeepore Rd from Grange Park Dve in mornings a very long wait to be able to turn right to take children to school. • Lot of traffic coming up and down Ghazeepore Rd. How will all the traffic from this subdivision get out? Ghazeepore Rd is already busy. • Going down Baanip to Torquay Rd is not an option in the mornings either because Torquay Road is already jammed. • Current roads don't have the capacity to add that much traffic to.

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47					<p>Objection due to student housing, traffic, community infrastructure:</p> <ul style="list-style-type: none"> • Current experiencing of living in a cul-de-sac in Waurm Ponds. • Student housing may be built in future leading to lower standard of upkeep by residents, more cars per household and more traffic. • Traffic access and egress to the development: Proposed roundabout will be restricted access for emergency services and residents. • Traffic survey out of date. • Impact on local community infrastructure: Waurm Ponds suburb does not have any community shops, halls or other areas which could be considered hubs. • Lack of consultation and consideration given to the existing community.
48					<p>Objection due to traffic and potential student accommodation:</p> <ul style="list-style-type: none"> • Increased traffic on Grange Park Drive. • Concerned for potential student accommodation with 7 or 8 cars per household.
49					<p>Objection & Pro forma letter:</p> <ul style="list-style-type: none"> • Only one exit onto Ghazeepore Rd seems ludicrous for the volume of vehicles. • Concerns about the additional rail line added to Waurm Ponds that will create more traffic from Sugargum Road. • Small house blocks and narrow roads will equate to ghetto in the near future. • Aging residents of Ghazeepore Rd have already seen a significant increase in traffic volume since the train station and Baanip Boulevard completed. • Finding it very difficult to exit the property by car and dangerous crossing the road to access bus stops and train stations. • Traffic flow reduces on Ghazeepore Rd during school times and many uses this road as a 'speedway' at other times and overnight.
50					<p>Objection due to character, traffic, noise and flooding:</p> <ul style="list-style-type: none"> • Out of character with the existing surrounding residences which is one of larger homes on larger allotments (2000 sq m and above). • Traffic chaos will compromise the safety and ability of "free flow" of traffic up and down Ghazeepore Rd, to future residential developments in the COGG's Armstrong Creek. • COGG amendment could be responsible for creating an overcrowded pocket of ghetto living- small allotments, overcrowded, and unfavourable living situations, with Geelong Ring Rd and Baanip Blvd traffic noise, Railway Line noise and the power sub-station. • Land is so low lying, the possibility of flooding for many of the allotments. • A more appropriate use of this land, is for allotments of 2000 sq m plus.

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51					<p>Objection due to density and traffic:</p> <ul style="list-style-type: none"> Proposed development is not sympathetic with the nearby area. Proposed 300 sq m blocks, compared to existing 2000 sq m blocks. Ghazepore Rd traffic will be horrendous, 2500 plus cars from sub-division will try to access Ghazepore, competing with growing traffic to the Waurm Ponds Train Station.
52					<p>Conditional support:</p> <ul style="list-style-type: none"> Supports amendment if active transport infrastructure is improved in the area. In 2015 there was a transport infrastructure in Waurm Ponds report stating Ghazepore Rd needed cross section improvements, traffic calming works, complete the gaps in footpath network and install bicycle lanes. These need to be done as soon as possible. Crossing of Ghazepore Rd - for traffic calming suggests wombat crossings, especially near the Waurm Ponds Creek path and the train station as pedestrian islands not good enough, they still give full priority to motor vehicles. Amendment will be great for people wanting to live close to the train station or the university if they can get to these safely and easily with active transport.
53					<p>Objection due to amenity impacts and traffic:</p> <ul style="list-style-type: none"> Lives in Chablis Court - nice, quiet and lovely place to live. Doesn't support such a high density new development in this area as it is not a local norm. May create problems such as heavy traffic that affects emergency service, reduce sense of place, etc.
54					<p>Objection due to traffic, character, superlots:</p> <ul style="list-style-type: none"> Proposed development will create significant increase to traffic and use of Ghazepore Rd which is already used above a safe capacity. Proposed lot sizes are not consistent with existing properties at adjacent Grange Park . The proposed development does not respect the character of the neighbouring estate. Proposed super lots would be a detrimental overdevelopment of the area and seem unnecessary within this neighbourhood.
55					<p>Objection due to density, crime and traffic:</p> <ul style="list-style-type: none"> The Grange Park Estate as advertised by selling agents as a 'sort after area' currently comprises of an average block size of 2000m2 with restrictive covenants. Blocks in new estate down to 250m2 therefore do not conform with the estate. Increased traffic flow on Ghazepore and Hams Rds. Without any added infrastructure will cause traffic delays and a higher volume of traffic accidents. Increase in crime to the Grange Park Estate due to a significant price drop in housing between Grange Park Estate and the new proposed subdivision housing.

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					<ul style="list-style-type: none"> • Medium Density Superlot has been placed on the corner of the Grange Park Estate which we can only assume will contain multi complex unit blocks (student accommodation and/or public housing) doesn't conform with Grange Park Estate and will increase crime and traffic to the corner of Hams Rd and Ghazeepore Rds.
56					<p>Objection due to lot size, rural feel impact:</p> <ul style="list-style-type: none"> • Proposed development of Hams Rd is completely un realistic with tiny block sizes they take the rural feel away from Waurrn Ponds. • Not opposed to development but the block sizes are just too small. • Ghazeepore Rd is already congested with people coming from Mt Duneed estate. • Lives next door to a uni occupied house and already 7 cars parked in our street.
57					<p>Objection due to density, traffic, safety:</p> <ul style="list-style-type: none"> • The proposal of more than 400 small, high density blocks is inconsistent with the areas current amenity e.g. 2000m2 + blocks. • Proposed subdivision would also create unmanageable increased traffic, environmental impact, construction traffic, 4 cars per home out of Hams Rd. • Would impact children, students who walk & catch daily buses, trains to school and crossing roads would become more dangerous for them & slow their daily commute. • No consideration to this area along with no planned additional infrastructure and serious concerns regarding emergency service access. • This subdivision would impact our safe neighbourhood community greatly.
58					<p>Objection due to amenity impacts and traffic:</p> <ul style="list-style-type: none"> • Lives in Chablis Court - nice, quiet and lovely place to live. Doesn't support such a high density new development in this area as it is not a local norm. • May create problems such as heavy traffic that affects emergency service, reduce sense of place, etc.
59					Pro forma letter.
60					<p>Objection due to density, traffic, flooding:</p> <ul style="list-style-type: none"> • Area will become a high-density residential zone - does not fit the value of properties. • With high-density residential, infrastructure will no longer be able to support entire suburb. Roads such as Ghazeepore Rd will suffer overflowing traffic. • Primary school and medical centres will also overflow if there is no more to be built. • Due to the high-density population and narrow roads, there will never be enough space for parking. • Flooding zone as shown on plan is also unreliable as the entire area can store water.

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					<ul style="list-style-type: none"> • Unless residential lot sizes are increased to 650-1200m2 instead of small residential lands such 180m2 will continue objecting this Amendment. • Disagree with the developer as they are reckless and only care about their own profits, ignoring the local residents' interest.
61					<p>Objection due to environmental impact, density, character, policy, traffic, stormwater:</p> <ul style="list-style-type: none"> • Suggests land should be a mixed passive and active open space reserve that celebrates natural wildlife and water qualities - linear park/link from the Armstrong Creek corridor to the Waurm Ponds landscape. Lack of open space in Waurm Ponds. • Suggests land be developed with comparable density to Grange Park Estate. • To claim this land is “a logical and orderly extension of the Armstrong Creek West Precinct” (Taylors 2018: 9), fails to recognise the integrity of different residential suburbs and landscapes, clear intent in the Henshall Hansen (1994) vision for Armstrong Creek to spatially, physically and aesthetically ensure a separation from existing Waurm Ponds and Grovedale suburbs. • Proposed development is not ‘aligned with’ nor the current amenity of the area, an allotment <200m² cannot be found in the existing residential Waurm Ponds suburb. • During construction phase 3-6 vehicle and truck movements and parking arrangements per day will be required per house construction as per normal activities occurring per house construction in Armstrong Creek does not include the waste removal dumpster. • Ghazeepore Rd- provides detailed concerns about traffic reports, modelling and data. • If subdivision proceeds, Hams Rd bitumen surface west of Champagne Crt intersection be reduced from proposed 20.12m bitumen width to 16.0m. • The development proposal fails to address the natural gas infrastructure strategic planning in the Armstrong Creek West PSP. • Surface Water Management Strategy is flawed as it’s based on 2014 C276 application not current application. • Concerned about request to remove extant ‘Grassy Woodland’ mature native vegetation on Hams Rd, requests that Council re-state this request as a mandatory requirement through a new Planning Permit condition. • Cultural heritage report (Young & Barker 2018) fails to understand the post-contact heritage of this subject site.
62					Pro forma letter.
63					Pro forma letter.
64					Pro forma letter.

No.	Surname	First name	Address	Suburb	Summary
65					Pro forma letter.
66					Objection due to character and traffic: <ul style="list-style-type: none"> Lived in Grange Park Dve 16 years in quiet, spacious environment, able to walk, drive safely within neighbourhood. Subdivision would dramatically change this character. Not opposed to development in Waurn Ponds but opposed to overdevelopment. This road is used as a rat run from the growth of the south, making their way to Deakin University, Epworth Hospital and the Ring road. It is a popular route for cyclists.
67					Pro forma letter.
68					Pro forma letter.
69					Pro forma letter.
70					Comment on traffic: <ul style="list-style-type: none"> Not against the rezoning. However if it goes ahead traffic down Ghazeepore will get even busier. It is already bad in the mornings trying to cross with 2 kids on bikes! Some cars fly down Ghazeepore Rd! It's scary. The road down the bottom needs a proper shoulder. Needs to be bike lanes, footpaths and wombat crossings. People before cars.
71					Pro forma letter.
72					Pro forma letter.
73					Pro forma letter.
74					Objection due to traffic: <ul style="list-style-type: none"> Traffic is out of control now, adding 300 more blocks will be alarming. Living with small children riding and walking to school is a safety issue now, adding 3000 more cars to this area will be a nightmare, major safety concern for his children.
75					Objection due to traffic, amenity, safety, Settlement Strategy: <ul style="list-style-type: none"> Request that Council acknowledges over-development of this site will significantly increase traffic movement and congestion, decreasing safety and amenity. Significantly increased levels of traffic- 300+ dwellings within the development, refers to Council report 17 Nov 2015 on the port infrastructure needs for Waurn Ponds Decreased safety for pedestrians, cyclists and motorists. Impact on current amenity of the area: not maintaining neighbourhood characteristic or community expectations. Not aligned with the principles in the Geelong Settlement Strategy. Not physical or geographical connection to Armstrong Creek development.

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					<ul style="list-style-type: none"> Inadequate consultation process with residents.
76					Pro forma letter.
77					<p>Objection due to traffic and lot size:</p> <ul style="list-style-type: none"> Ghazeepore Rd won't be able to support the amount traffic that will be created by this proposed redevelopment. Already a struggle to enter Ghazeepore Rd from Bourbon Way, along with the traffic from this estate plus all the new traffic from Armstrong Creek it will be even worse. Entrance onto Colac Rd from Ghazeepore Rd already ridiculous . Block sizes don't fit with area. Blocks of under 700m2 should not be even considered.
78					<p>Objection</p> <ul style="list-style-type: none"> Traffic increase, environmental impact, impact on amenity of the area.
79					<p>Objection</p> <ul style="list-style-type: none"> Concerns regarding traffic on Hams Rd. Alternate access to development needs to be considered particularly if Grange Park is inaccessible from Hams Rd as plans suggest.
80					Pro forma letter.
81					<p>Objection</p> <ul style="list-style-type: none"> Lot sizes are far too small, proposal will lead to excessive population in Hams Rd area, too many vehicle movements onto/ along Ghazeepore Rd effecting the daily movements of all residents of Waurn Ponds who use Ghazeepore Rd. Design of the alternative access through Grange Park Drive is totally inadequate to cater for any increase in traffic in the residential area west of Ghazeepore Rd. Condition of subdivision of Hams Rd land should require lot sizes which generally accord with lot sizes in the adjoining subdivisions of approx.. 2000 square metres.
82					Pro forma letter.
83					<p>Objection due to traffic and safety, emergency service access:</p> <ul style="list-style-type: none"> Number of blocks not in line with current residential environment of the Grange Park estates, blocks very small compared to Grange Park. Large volume of blocks will result in gross increase in traffic on Hams & Ghazeepore. Waurn Ponds train station has brought exponential increase in traffic on Ghazeepore . Proposed roundabout will pose a serious safety hazard. Emergency vehicle access to the proposed development. Rushed through without proper community consultation.

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84					Pro forma letter.
85					Pro forma letter.
86					Pro forma letter.
87					<p>Objection due to traffic, safety, density:</p> <ul style="list-style-type: none"> • Traffic Management Concerns - layout will dramatically increase traffic flow along both Grange Park Drive and Brentwood Way, impacts on amenity. • Safety of Pedestrians in Grange Park Estate - absence of footpaths will enhance the exposure and risk of pedestrians to increased traffic flows. • Environmental Impact - will eradicate local fauna by removing access to nearby waterways and native vegetation. • Incompatibility of proposed development with existing development: The scale (300 lots) and design (200-400 sq. m.) incompatible with Grange Park (1200-3000 sq.m).
88					<p>Objection</p> <ul style="list-style-type: none"> • Traffic report is based on data that is over 2 years old and does not consider a fully functioning Waurn Ponds train station and additional residential development. • Traffic counts undertaken in middle of university inter-semester break leading to a very subjective “down” estimate of vehicle movements. • Queuing of traffic already occurs from the rail crossing. • A no left turn will not work on Grange Park Drive. • Suitable understanding of local traffic conditions not known or appreciated and a evidence based decision to proceed cannot be considered until independently verified. • Precedent set with construction traffic prohibited from Ghazeepore Rd with developments such as Baanip Boulevard – needs to be enforced for this development. • Development doesn’t align with amenity of adjoining estates, within 200 metres of 2500m2 blocks, blocks will be less than 10% of sizes within the adjoining estate. • Council have referenced that this development is consistent with the Armstrong Creek Plan, it is not. It is wrong to coat tail on this independent assessment. • Blasting zone overlay exists 500 metres from the edge of the Boral lease and yet it is proposed to place blocks in the zone. • Until Boral formally relinquish this lease under the Mines act and it is rezoned no dwelling can be constructed in this zone. • Biggest failing of this proposed development has been on the lack of factual and timely consultation with the stakeholders and community.

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89					Pro forma letter.
90					Pro forma letter.
91					Pro forma letter.
92					Pro forma letter.
93					Pro forma letter.
94					Pro forma letter.
95					Objection <ul style="list-style-type: none"> Excessive traffic with inadequate infrastructure. Fully functioning train station in Waurn Ponds, which has already seen a large increase in traffic volume in the area. Likelihood of student housing with number of people sharing one dwelling and increase the number of cars parked in the estate. No footpaths in grange park estate, traffic pose a danger to pedestrians/school children. A blasting zone currently exists where the developers propose to place blocks of land. Development on Hams Rd doesn't reflect existing areas charm, quiet, peaceful lifestyle.
96					Objection <ul style="list-style-type: none"> New subdivision plans C372 are not in keeping with lifestyle and housing in the area. Ghazeepore Rd/Sugar Gum Drive/Bodega St/Hams Rd, are inadequate as main feeder roads at present to deal safely and efficiently with current traffic/ bus routes. What will happen in times of emergency in C372 and surrounding streets with access only via 1 outlet/inlet at the east end of Hams Rd be safe? e.g. transformer explodes at the Substation at Hams Rd & Ghazeepore Rd, our only exit? Railway station upgrades and access from Sth need to be completed before any more development. Bikes and Pedestrians need to be separated from cars, busses & trucks to ensure safety for all users. Traffic Counts and movements used to model traffic are way out of date. Can garbage trucks turn at end of streets as there is no proper turn area for large units.
97					Pro forma letter.
98					Pro forma letter.
99					Objection due to density, traffic, train station access: <ul style="list-style-type: none"> Proposed development is for high density living in an area that cannot sustain it. Volume of traffic from Grange Park Drive onto Ghazeepore will be extreme. Emergency services will also be affected by these possible traffic jams.

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					<ul style="list-style-type: none"> Railway station upgrade and resulting road traffic as more rail commuters will create a bottleneck at the intersection of Hams Rd and Ghazeepore. Has consideration ever been given to constructing a walk-over across the rail line to a new car park on the other side? Space there for commuters from Waralilly, Torquay etc.
100					Pro forma letter.
101					Objection <ul style="list-style-type: none"> Overdevelopment of the area, the amount of traffic it will cause, the impact on the amenity of the area, the prospect of dangerous traffic flows, the environmental impact and the lack of consultation by the proponents.
102					Objection & Pro forma letter: <ul style="list-style-type: none"> Some blocks are ridiculously small, some blocks are 182 sq mts in size. No room for outside activities will create social issues. Area comes under Ghazeepore-Anglesea Rd- Baanip Bvd TRIANGLE, and should be all large blocks. Make the blocks big they will sell, not everybody wants small blocks. Traffic on this estate is all directed to the intersection of Hams Rd and Ghazeepore Rd, 250 blocks serviced by one road (Hams Rd) and then one intersection at Ghazeepore.
103					Pro forma letter.
104					Objection due to consultation, environment, traffic: <ul style="list-style-type: none"> Public Consultation Process: process appears to have been deliberately misleading and would appear to be biased toward the Developer. Environment: Existing remnant native Grassy Woodland vegetation, located within the Council Road Reserve along Hams Rd is earmarked for removal. Traffic: Concerns due to railway upgrade and will worsen with the development.
105					Objection & Pro forma letter: <ul style="list-style-type: none"> Traffic when the railway crossing gate is down. Smaller blocks and multi dwellings will increase traffic problem. Most households will have at least two cars, current trend of small blocks and narrow streets making it hard for emergency services to pass through.
106					Pro forma letter.
107					Pro forma letter.
108					Objection

No.	Surname	First name	Address	Suburb	Summary
					<ul style="list-style-type: none"> Area does not have the infrastructure to allow the amount of traffic to sustain so many houses Sizes of the blocks are ridiculously small and will not suit the area it is in. Has issues getting out of driveway because of the traffic moving down Ghazeepore Rd. Road meant for local traffic only yet seems to be a highway for those heading to Mt Duneed, Torquay.
109					Objection - Refer to summary of submission 108 (same submission)
110					Pro forma letter.
111					Pro forma letter.
112					Pro forma letter.
113					<p>Objection due to acoustic impacts from the existing Waurnd Ponds Zone Substation (WPRZ):</p> <ul style="list-style-type: none"> The Traffic Noise Assessment prepared by Marshall Day Acoustics does not address the potential noise impacts on the development from the WPZS. The noise levels emitted by the WPZS exceed the NIRV Recommended Maximum Noise Levels for the night time period by a significant margin over a large area of land proposed for residential development. The current Overall Subdivision Masterplan and associated technical reporting does not adequately address noise impacts from the WPZS. Powercor requested changes to the Amendment, draft Permits and Master Plan including: <ul style="list-style-type: none"> Design and Development Overlay (DDO45) - amend DDO45 reference the noise guidelines and stronger protection to the WPZS. Draft Planning Permit – 35 Hams Rd (Permit No: 662/2017) - amend Condition 6 to include noise attenuation treatments related to WPZS. Overall Subdivision Master Plan, Explanatory Report, Noise Assessments - update to address noise from WPZS and demonstrate how compliance will be achieved. Application of GRZ not appropriate adjacent to the WPZS and will result in a land use conflict. Existing Powercor electrical easement on the development site is required to be retained.
114					Pro forma letter.
115					Pro forma letter.
116					<p>Objection</p> <ul style="list-style-type: none"> Traffic: 2000 extra vehicle movement per day. Problems for emergency vehicles to travel through.

No.	Surname	First name	Address	Suburb	Summary
					<ul style="list-style-type: none"> Does not fit in current lot sizes, all lot sizes should be no less than 820sqm.
117					<p>Objection due to traffic:</p> <ul style="list-style-type: none"> Increase of small housing blocks will result in high demand on traffic infrastructure & increased traffic congestion on Ghazeepore Rd MUST be taken into consideration. No reason, except financial to do this subdivision, negative impact on our area. Ghazeepore Rd needs speed humps, more off street parking on nature strips needs to be allowed & encouraged from a safety aspect, road itself is too narrow.
118					Pro forma letter.
119					<p>Objection due to traffic, consultation, environmental and amenity:</p> <ul style="list-style-type: none"> Impact on traffic flow and increased safety concerns in adjoining roads and local area. Impact on traffic safety, car parking allocated, access for emergency services and number of exits in the sub-division. Lack of consultation associated with the rezoning proposal from Council and developer. Environmental impact potential flooding may arise for house built in the development. The proposed redevelopment does not take into consideration the amenity of the existing area. Blocks in Grange Park Drive are on average 2000m².
120					Refer to summary of submission 88 (same submission)
121					Pro forma letter.
122					<p>Objection</p> <ul style="list-style-type: none"> Development will have a major impact on residential peaceful living. Children ride and walk to school from the courts and this will either change how they get to school or create a unsafe environment. Obviously people making decisions on this development don't live in the area. Traffic chaos would be horrendous as it is a significant problem now, especially after the arrival of a train, and a round-about would not fix the problem. Children's bus pick up and drop off is opposite the transfer station. There's only room for one car to pass as the parents wait in their cars for their children to leave or arrive. With only two exits into Hams Rd from the new development and all have to feed into Ghazeepore Rd is a joke (it is already extremely busy). Emergency services entry and exit should raise significant concerns because of only one entry into Hams Rd leading to the development. Ghazeepore and Hams Rd would become high accident areas. Water holes and Dams will be polluted by run off from the house gardens .

No.	Surname	First name	Address	Suburb	Summary
123					<p>Objection due to traffic, block size, amenity, process, Boral land, environmental:</p> <ul style="list-style-type: none"> • The traffic report is 2 + years out of date, development in the area has been significant since last amendment with Waurn Ponds railway station and Bannip Bvd built. • The proposed 2500 car movements each day from C372 has only one way in and out as the land is locked in. • The current area is residential, with average block sizes around the 2000m2 mark. The proposed development is not aligned with the current amenity of the area. • The process has seemed to favour the developer. Being notified 1 week before the December council meeting (right before xmas) knowing that everyone was busy. • Construction of C372 will cause traffic chaos with only 1 road access in and out. • Significant problems with the overlay including not being able to build on a third of the block due to the Boral Blast Zone. • The land supports a wide and varied habitat for a variety of nature. The flooding in the area when we get high rain is significant.
124					Pro forma letter.
125					<p>Objection</p> <ul style="list-style-type: none"> • Overdevelopment on one parcel of land that's not consistent with Grange Park Estate. • Close proximity to Deakin University will lead to properties being rented to students leading to problems with parked cars and rubbish, weeds and uncared for gardens. • Ghazeepore Rd was not built to take the amount of traffic that uses the road now and will not be able to handle the amount of traffic the development brings.
126					Pro forma letter.
127					<p>Objection</p> <ul style="list-style-type: none"> • Only 1 access road in/out of the entire estate. • Train line duplication surely alters the proposal. • Blocking Grange Park Drive as an exit point, emergency vehicle access/access out for all people in the event of an emergency Fire/flood etc. • Block sizes less than 200sqm encourages a different socioeconomic population group. • It encourages student accommodation. • Car numbers have been estimated on 2016 figures, which does not take into account of the surround estates that have established. • Risk of flooding.

No.	Surname	First name	Address	Suburb	Summary
					<ul style="list-style-type: none"> Construction phase will have impact on our quality of life for a sustained period of time.
128					<p>Objection due to traffic, block size, amenity, process, Boral land, environmental:</p> <ul style="list-style-type: none"> The traffic report is 2 + years out of date, development in the area has been significant since last amendment with Waurn Ponds railway station and Bannip Bvd built. The proposed 2500 car movements each day from C372 has only one way in and out as the land is locked in. he current area is residential, with average block sizes around the 2000m2 mark. The proposed development is not aligned with the current amenity of the area. The process has seemed to favour the developer. Being notified 1 week before the December council meeting (right before xmas) knowing that everyone was busy. Construction of C372 will cause traffic chaos with only 1 road access in and out. Significant problems with the overlay including not being able to build on a third of the block due to the Boral Blast Zone. The land supports a wide and varied habitat for a variety of nature. The flooding in the area when we get high rain is significant.
129					<p>Objection due to safety, traffic, emergency service access:</p> <ul style="list-style-type: none"> What safety measures has the council made along the waterway for children and pets? Does a fully developed and occupied development place extra load on the sub-station creating additional noise levels, especially peak times of summer and winter? The access roads according to the traffic study are 7.3m wide, no room for a fire truck. High density of the development, limited parking and only two entry points to the development, does development meet emergency exit standards e.g.fire, gas leakage. Will Ghazeepore Rd be widened to cater for buses?
130					Pro forma letter.
131					<p>Objection due to traffic, safety, amenity:</p> <ul style="list-style-type: none"> Traffic - development plan shows 300 blocks, all of existing estate only 120 blocks in same footprint, traffic increase through Grange Park estate will be not only inconvenient but a real danger to residents and young children due to no footpaths. Developers own traffic study (TRAFFIX GROUP - Traffic Engineering Assessment), is not only outdated, but contains bus routes that no longer exist. Neighbourhood Amenity - reason his family invested in a larger size house block, in an estate with similar sized blocks, was for that exact reason.

No.	Surname	First name	Address	Suburb	Summary
					<ul style="list-style-type: none"> To now have this land chopped up into small blocks to maximise developers investment, with potentially 182m2 blocks, will destroy the amenity of this estate. Refers to child care centre Council refused in 2008 and previous Amendment C272.
132					<p>Objection</p> <ul style="list-style-type: none"> Amenity of such a large scale subdivision is inconsistent with the current amenity of the Grange Park estate, gross overdevelopment of a parcel of land this size. Traffic & Community Safety number of proposed lots goes hand in hand with huge increase in traffic expected expected to increase by 2700 vehicle movements per day. Traffic study 2 years old, doesn't take into account increase in traffic due to the upgraded Waurn Ponds train station, completion of Baanip Blvd and the bus routes on of which no longer exists there are now 2 bus routes 41 & 42 which service this area Proposed roundabout at the Ghazeepore Rd/Sugargum Dv/Hams Rd intersection will make this intersection even more dangerous although it may keep traffic flowing. Difficult for a CFA fire truck to access the houses. This would then also stand for a Waste Collection vehicle or a Bus. After a discussion with P.Smith from planning department, read the planning permits, nothing in the section referring to Powercor Conditions re noise from substation. Area within the 250m Boral Buffer Zone cannot be developed until Boral rescind their right to mine and this has not been done. Requests Council as the Responsible Authority to abandon C372 & Permit Apps 662/2017 & 663/2017 - Hams Rd, Waurn Ponds. If Council choose to review this application, the changes requested are: traffic lights at Ghazeepore/Sugargum/Hams intersection, min 1000m2 lots, requirement in Overlay that blocks over 600m2 must contain a restriction preventing more than one dwelling and being further subdivided. Cut back on residential lots and build a secondary school.
133					<p>Objection / Comments – lot sizes, student accommodation:</p> <ul style="list-style-type: none"> No objection to a development because it is inevitable. Must be limited to an absolute minimum block sizes of 900 m2 to fit with amenity, existing sizes of at least 2000m2. All blocks must accommodate vehicles within property and not on the street. Fear it will be ghetto like development at northern end of Grange Park estate Chablis crt, 2 storey rental houses, 6 bdrms for Deakin Uni students, 6 cars per house. This is a Family oriented area and should be preserved, block sizes as small as 187 m2 is not justifiable as it too small for camping on let alone a permanent dwelling on.

No.	Surname	First name	Address	Suburb	Summary
					<ul style="list-style-type: none"> Multiple small block opportunities in developments from Waurn Ponds - Torquay - Armstrong Ck supported by public transport to Deakin University for student accom.
134					Pro forma letter.
135					Objection <ul style="list-style-type: none"> Overdevelopment of the site. Average lot sizes proposed is 200sqm and is inconsistent with the current average lot size of 2000sqm, developer should create lots 1000sqm minimum.
136					Pro forma letter.
137					Pro forma letter.
138					Pro forma letter.
139					Pro forma letter.
140					Objection & Pro forma letter: <ul style="list-style-type: none"> Would be a very irresponsible council that would allow such High Density Housing in an area where the modern blocks are approximately 2000 square metres. Ghazepore Rd now at its limit for traffic, Hams Rd intersection needs Traffic Lights. Car parking at Waurn Ponds Railway Station is now overflowing. No Left Turn into Grange Park Drive will not work. Grange Park Dve not wide enough for existing traffic flow, if 2 cars are parked opposite, no room for emergency vehicles, children play in Grange Park Drive now. That would cease with this development. No footpaths or walking tracks on Hams Rd or Grange Park Drive. Are we trying to cheapen Geelong with this type of development cheaper blocks, cheaper housing similar to Corio and Norlane.
141					Pro forma letter.
142					Pro forma letter.
143					Objection due to traffic and amenity: <ul style="list-style-type: none"> Traffic: increase in vehicle movements on Hams Rd and safety concerns Mount Duneed bus pick-up and drop off site Hams Rd. Amenity: Grange Park Estate has average block size of 2000m2, the proposed development does not fit in with the amenity of the area.
144					Pro forma letter.
145					Pro forma letter.

No.	Surname	First name	Address	Suburb	Summary
146					<p>Objection due to density, student accommodation, traffic:</p> <ul style="list-style-type: none"> • Subdivision takes development of area to all time low, potential of high density living with minimal blocks creation of a 'slum' like area aimed at student accommodation. • Traffic has increased to the point that trying to get out of street is now more difficult. • Ghazeepore Rd traffic has increased greatly as through road to Surfcoast / Princes Hwys and Anglesea Road. • Traffic caused by the construction. • Planned changes to the Waurnd Ponds station, how area cope with commuters? • Subdivision sacrifices quality of life for residents for financial gain of a few people. • Need for traffic lights on Ghazeepore Rd at Monterey Rd intersection, need roundabout at Burgundy Drive / Ghazeepore intersection to slow hoon drivers.
147					<p>Concerns regarding Noise Assessment:</p> <ul style="list-style-type: none"> • Raises following concerns and questions regarding the Noise Assessment: • Assessment approach - unattended noise measurements undertaken at 3 locations near western boundary of site. Exposure of noise at 3 selected location would be different as freeway is at a gradient. Inappropriate to use average noise level of these 3 different locations, and use single number to project noise levels across entire site. • Assessment year – section 5.1 says traffic conditions for 2029 have been projected and adopted for traffic noise impact, VicRoads has following questions: <ol style="list-style-type: none"> 1. According to "<i>Requirements of Developers – Noise Sensitive Use</i>", adopted noise attenuation requirements should be met for 10 yrs after finalisation of development. Important to confirm the year by when the development is finalised as that determines the assessment year and design year of the noise mitigation. Section 5.1 indicates that 2029 will be the assessment year. This means the finalisation of the development will be in 2019. Consultant needs to clarify whether correct design year has been adopted. 2. Paragraph under Table 6 and descriptions in Table 7 indicate the prediction noise level is for 2028.. inconsistent with what has been described in Section 5.1. Consultant needs to clarify which year of traffic noise level has been predicted for. 3. Section 5.1 says an average growth 5% per annum from 2005 to 2016. The daily traffic volumes were calculated for 2028 (or 2029??) based on this growth rate. Following this assumption, it seems the traffic volumes predicted for 2029 would need to be reviewed. The figures as shown in Table 6 seem to be incorrect. • Report concludes that road traffic noise levels at site would be below noise objective of 63dB(A). However, due to above points VicRoads, has concerns over this conclusion.

No.	Surname	First name	Address	Suburb	Summary
148					Pro forma letter.
149					<p>Objection</p> <ul style="list-style-type: none"> Concerned by increase of traffic this proposal will bring 300 housed close to the Deakin Uni will mean houses to rent, 3 bedroom house will mean 3 extra cars and so on. No food paths in this area. What will become of the fresh green open space it will be packed full of small houses. Size of our blocks are not what you will be offering, the small homes don't fit this look. The wildlife...Yes frogs and Eagles will be effected by the move. The school bus that collects at the end of Hams rd will become a hazard. The roundabout won't help the residents of Hams rd who at the moment. Runs a family day care, home and my families will now struggle with parking as the opening to the new houses is opposite our house. Will make it a tight fit for emergency vehicles and the garbage trucks. The noise pollution will increase with it all. The respite centre in Champagne court will make the bus exit and entrance harder.
150					<p>Objection & Pro forma letter:</p> <ul style="list-style-type: none"> Would create significant vehicular movement to and from the area each day, intersection of Hams and Ghazeepore already extremely busy. Traffic issues would be compounded by the proposed increase in residential vehicles from the estate, and increase in train movements affecting the nearby level crossing. 'No Left Turn' sign in Hams Rd intersection with Grange Park - naïve to believe that this traffic control sign will prevent vehicles using this route, only way is blocking it. No footpaths on Grange Park Drive and Hams Rd – many walkers, children playing. Amenity - chose to live in this area due to the size of the blocks within the Grange Park Estate, proximity of proposed high density development will ruin the amenity. If lots consistent with Grange Park Estate (min 2,000 sq m) would not object.
151					<p>Objection due to traffic and lot size:</p> <ul style="list-style-type: none"> Increase in traffic on Ghazeepore Rd since Waurm Ponds Train Station and Bannip Bvd opened is significant additional traffic on this road would bring things to a standstill. A roundabout would not be sufficient to manage the large flow of traffic. Nor is the current setup of Ghazeepore Rd, people already travelling from Torquay, Mt Duneed, Charlemont, Armstrong Ck to access station, Epworth Hospital, Deakin Uni. Proposed average block size is also not in keeping with the surrounding properties.

No.	Surname	First name	Address	Suburb	Summary
152					Support from proponent <ul style="list-style-type: none"> Taylor continues to act for proponent Waurm Ponds Unit Trust for C372 applying to their land at 35 Hams Rd Waurm Ponds. Submission in favour of C372 and Planning Permits 662/2017 & 663/2017 being approved by Council. Should this matter progress to an independent hearing by Planning Panels Victoria requests opportunity to address the Panel directly.
153					Pro forma letter.
154					Pro forma letter.
155					Pro forma letter.
156					Objection <ul style="list-style-type: none"> The development as such will not create "pleasant residential neighbourhoods in close proximity to jobs, services and recreational facilities" or develop the land "in a manner that will be functional and pleasant into the future ...". Will create an isolated, congested enclave heavily affected by surrounding water risk and infrastructure noise as indicated by the applicants' own acoustics report. Proposal does not articulate how it relates to the use of Boral quarry land. The proposal is for a pocket of blocks the bulk of which are in the order of 350m2. Out of character with the existing residential area does not amount to a reasonable flow-on or interface with the areas to the north and east of the land.
157					Pro forma letter.
158					Pro forma letter.
159					Pro forma letter.
160					Objection due to safety, traffic: <ul style="list-style-type: none"> Concerned development will present a significant safety concern to residents due to the fact that the proposed plan only has one road access in and out. Proposed subdivision and corresponding numbers of people would have an extremely detrimental effect on local traffic flow. Ghazeepore Rd sign-posted as being 'local traffic' access only, not designed for current volume of traffic, edges in poor repair, impossible for cars to park either side of road without impeding traffic. Level train crossing close to the only access road from the proposed estate, would present another significant impact to local safety and traffic delays.

No.	Surname	First name	Address	Suburb	Summary
					<ul style="list-style-type: none"> The busier Waurn Ponds train station becomes - especially with plans to double the size of the station in future, greater number of trains, boom gates will be down more.
161					<p>Objection</p> <ul style="list-style-type: none"> Out of date traffic report does not take into account the development that has occurred in the area over the last 2 years, including Waurns Ponds Station and Bannip Bvd. With the current residential area of block sizes around 2000m², it would be most concerning if the council approved the block sizes of 180m² as proposed. Doesn't oppose a development just opposes an overdevelopment.
162					<p>Objection due to traffic and density</p> <ul style="list-style-type: none"> Traffic data is over 2 years old and out of date. Development in the Waurn Ponds/Armstrong Creek area has been significant and continues at a fast pace. Putting a further 2500 car movements in will create traffic issues in Hams Rd Ghazeepore/Sugar Gum. proposal on Hams Rd allows 2 entrance/exit points for subdivision will dramatically increase number of vehicle movements in area, force all vehicles to Ghazeepore Rd. Proposal doesn't blend with current amenity of the area which has larger blocks. Proposal to have 250 plus blocks in a 'landlocked' area with two exits is ridiculous.
163					<p>Objection due to drainage under railway line / comments on cycling:</p> <p>Cycling Movements</p> <ul style="list-style-type: none"> DoT supports removal of 1.5m on road cycle lane on the condition the 3m wide shared user path in southern verge of Hams Rd has adequate signage and markings. Requests appropriate treatments at western end of Hams Rd for transition to and from shared path under Princess Fwy. Shared path along linear open space reserve should be 3.5m minimum for its entirety. Suggest wayfinding signage to encourage pedestrian and cycling movements. <p>Rail</p> <ul style="list-style-type: none"> Comments in conjunction with Vic Track on stormwater flow being directed to the rail corridor and the existing 1500mm culvert which is blocked with sediment DoT does not support the proposed rezoning until such time that the drainage concerns are resolved to the satisfaction of DoT, VicTrack and the Accredited Rail Operator. Willing to meet to resolve this. Provides conditions for permits.
164					<p>Objection to design of stormwater drainage system</p> <ul style="list-style-type: none"> notes that the "relevant agency comments" on p. 7 of Taylor's Planning Report that accompanies the application does not include consultation with VicTrack. Seeks more information about proposed drainage design

No.	Surname	First name	Address	Suburb	Summary
					<ul style="list-style-type: none"> ○ More detailed drawing of location and alignment of the VicTrack culvert ○ Design details of the retarding basin. • VicTrack objects to the design of the stormwater drainage system in the planning permit application. VicTrack does not usually permit drainage from new development into the rail corridor and this is reflected in the standard conditions it commonly recommends to Responsible Authorities. • Refers to Clause 221ZI of the Transport (Compliance and Miscellaneous) Act 1983, (see extract) which states: "A person must not cause or permit drainage or sewage to flow or empty from any premises occupied by the person onto land or premises the property of Rail Track." • In other respects, VicTrack has no objection to the general layout of the subdivision, as 15 metre wide reserve for electrical lines provides buffer between site and rail corridor. • Request the following conditions be placed on permit: <ol style="list-style-type: none"> 1. Except with the written consent of VicTrack, no drainage or effluent must enter or be directed to VicTrack land and must be connected to the legal point of discharge. 2. No waste, soil or other materials from the works are to be stored or deposited on VicTrack land. 3. All works including hoardings must be undertaken within the subject land and must not encroach onto VicTrack land. 4. No entry onto railway land is permitted without the written consent of the rail operator. 5. No permanent or temporary ground anchors are permitted within VicTrack land.

Attachment 5 – Pro forma letter

The Coordinator
Strategic Implementation
City of Greater Geelong
PO Box 104, Geelong Vic 3220

CITY OF GREATER GEELONG
10 APR 2019
BROUGHAM ST

Planning Scheme Amendment C372 and Planning Permits PP662 & 663 / 2017

Who is making the submission:

First Name [REDACTED] Surname [REDACTED]

Mailing Address
(Street or PO Box) Suburb State Post Code
[REDACTED] [REDACTED] [REDACTED] [REDACTED]

Email [REDACTED] Contact Phone (optional) _____

Submission:

I object to the proposed Planning Scheme Amendment C372 and associated proposed rezoning of Hams Road Waurn Ponds and Design and Development Overlay for the following reasons:

Traffic

The traffic report is 2 + years out of date. The development in the area has been significant since the last amendment with the Waurn Ponds railway station being built and Bannip Bvd now fully complete and functional. The traffic report does not consider the proposed duplication of the railway line to Waurn Ponds and beyond to the new marshalling yards which will a. increase the boom gate 'down' time and b. further increase the traffic using Ghazeepore Rd. Ghazeepore Rd was not built for the amount of traffic that it currently has running up and down it, let alone another 2500 car movements per day from the new subdivision and more again for the duplication of the station.

Amenity

The current area is residential, with average block sizes around the 2000m2 mark. The proposed development is not aligned with the current amenity of the area. The majority of the proposed new blocks are between 300m2 and 400m2. This does not match with the current Grange Park Estate.

The proposed development is completely inconsistent with adjoining residential developments and in fact a <200m2 block could not be found in the region. Can the council please advise how this is consistent with amenity when usual sub division densities transfer over kilometres with density increasing at nodes not on "islands". The justification in light of no demand for additional land sub division is not supported by the developer's representative return justification.

The Developers idea that the proposed C372 development is a natural extension of the Armstrong Creek / Mount Duneed development is both totally incorrect and misleading. This parcel of land has no geographical or physical connection to any of the Armstrong Creek development. The land in question faces onto and is the last section of land in the Grange Park Estate. The fact is that this land is abutted by blocks that are typically 2000m2 and larger, and are physically closer and linked by a bike path to 2 acre blocks on the Western Side of the bypass road, than any Armstrong Creek land.

Process/Consultation – lack of

The process has seemed to favor the developer. Being notified 1 week before the December council meeting (right before Xmas) knowing that everyone was busy. We rallied the area and got 70 people to attend the council meeting on the 11th December. Then the developers held a community meeting on the 3rd April, however there was no presentation given at this, just a few posters on the wall, they did have representatives present however due to the volume of concerned residents present the room was very noisy and hard to hear. There are no signs up at the block of land to suggest there is even a planning permit underway like all other planning permits in the Geelong area. The development of this land would impact on many more people than just those properties adjoining the area, many people walk dogs, run, cycle etc along Hams Road because of its quiet, rural feel.

The community and residents must be given the opportunity to input into the developers plans, be part of a consultative community engagement program and allow the council/mayor / councillors time to actually visit the site and understand the issues. It is unfair and unreasonable in such circumstances for councillors / independent panel to make an informed decision on proceeding with this application given that no consultation has occurred, and baseline data is fundamentally flawed.

Construction

The construction of C372 will cause traffic chaos in the area with only 1 road access in and out. There are significant problems with the overlay including not being able to build on a third of the block due to the Boral Blast Zone. This is on the south third of the block. The houses closest to the highway and railway line according to the Traffic and Noise Assessment will need to have noise counseling provisions. This includes double glazing, no overhead air cons, high fence sound walls and more. Do you think someone buying a 300m² block will have the money to install all these extra things to their houses? I was under the impression that you cannot build on the land if it is below 59m above sea level. The lowest part of the block is 56m above sea level.

The Documentation provided to us, are mostly out of date. 2014 - flood model, 2013 – surface water management, 2015 – animal study, 2016 – traffic study, 2014 – safety management study and others. It would seem reasonable to expect that the models and documentation being used to make an informed decision were current and up to date.

Environment

The block of land in the proposal supports a wide and varied habitat for a variety of nature. There are 2 Wedge Tail Eagles that frequent the area. Parrots, finch's etc. What is going to happen when you start construction. The flooding in the area when we get high rain is significant. The local holding basin is too small that the water overflows across the road and into the creek. Peoples drains get backed up and flood their homes. Will these factors be taken into account if the extra houses are built as the development is likely to increase the probability of more flooding in these 1 in 100-year occasions.

Conclusion

I urge council to reject this proposed subdivision and rezoning of Hams Rd due to the overdevelopment of the area, the amount of traffic it will cause, the impact on the amenity of the area, the prospect of dangerous traffic flows, the environmental impact and the lack of consultation by the proponents.

Signature



Date



Attachment 6 – Statement from Proponents

STATEMENT FROM THE PROPONENT – RESPONSE TO SUBMISSIONS

There are a number of themes that emulate from the submissions received from Amendment C372.

Two themes that stand out from the rest are traffic conditions on Ghazeeopore Road and the character/density of the proposed development. These two items are discussed below:

Traffic on Ghazeeopore Road

Since the opening of both Baanip Bld and the Waurm Ponds Train Station (WPTS), Ghazeeopore Road usage, particularly between Hams Road and Burgundy Drive, has increased. The increase in usage from before and after the opening of Baanip Bld and the WPTS has almost doubled based on additional traffic counts recently undertaken by the proponent.

This marked increase in usage is evidenced in the vast majority of submissions received by Amendment C372. Local residents have noted substantial increases in usage coupled with increased waiting times at intersections, increased near misses and other safety concerns. These traffic changes and concerns were constantly referred to at the information session held with local residents and again throughout submissions.

While traffic consultant modelling (and even Council's own traffic engineers) will attest that development of the subject site and future growth in the area will not create unreasonable usage levels on Ghazeeopore Road and its intersections (based on daily volumes, queuing times, AM and PM peak projects etc); we note that local residents are not convinced. This seems to be because while Ghazeeopore Road is classified as a 'collector road', it is not operating at its collector status potential.

While Ghazeeopore Road has significant road pavement area, it has bus stops on the road pavement and also the ability for local residents to park either side of the road, narrowing the two-way passing traffic area of the road.

This situation could be dramatically improved by implementation one or a number of the following actions:

- Indented bus parking stops
- Line marketing allowing parking on one side or staggered parking alternating either side of the road
- Formalised car parking spaces on nature strips or staggered indented spaces

It has been made clear to the proponent that there are no current plans, briefs or budgets from Council to make any improvements to Ghazeeopore Road. The proponent is mindful that the proposed development will generate increased usage of Ghazeeopore Road (although that increased usage will not be perceptible in the context of current traffic volumes).

The proponent is eager to create and ensure improvements not only for existing residents but also for its future residents and it is therefore willing to make a contribution towards a traffic study and any rectification works recommended by that study that are necessary to improve the capacity, capability and safety of Ghazeeopore Road for the current and future community.

The proponent suggests that a significant investment of \$500,000 be made available via the development of the subject site to Council. The payment can be facilitated via the Section 173 agreement. While the development of the subject site will likely take some 7 to 8 years to reach completion, it is proposed that a time limit of 2 years is placed on the collection and expenditure of the funding, inclusive of a traffic study and any recommended subsequent capital works so they are completed well in advance of any increased usage of Ghazeepore Road.

Character & Density

A large number of submissions spoke to the local unique character of Waurm Ponds. While the majority of the suburb is characterised by standard residential sized lots between 300 and 600sq.m., there is one estate to the north of the Amendment C372 that has much larger lots of 800sq.m.+ being the Grange Park Estate, from which the vast majority of submissions have originated.

Large lot estates (800sq.m.+) are now extremely rare in Victoria due to environmental pressures and planning policy objectives which encourage maximizing limited urban land resources within township boundaries to minimise urban sprawl into more sensitive environments.

It is appreciated however, that new housing estates should complement and enhance their surrounding circumstances whilst acknowledging environmental pressures and good town planning principles that have been refined after many years of urban planning throughout Victoria.

The creation of a large lot estate (as suggested by many submissions) within the subject site is not good planning and contradicts local and state planning policies. The site is within close proximity to the Waurm Ponds Train Station and as such, urban planning should encourage density to maximise public transport usage, particularly when people can comfortably walk or ride to the station as is the circumstance with the subject site.

The proponent has attempted to acknowledge the neighborhood character and improve the interface with the Grange Park Estate through the provision of large lots on Hams Road of 800sq.m. or larger. The proponent acknowledges the concerns raised in some submissions with reference to the unknown – medium density housing sites and townhouse lots which are perhaps not common in the local area of Waurm Ponds and could be seen as a conflict to character. The proponents therefore propose to amend the plan of subdivision to find a balance between respecting local character and achieving development density objectives. The proposed changes include:

- Removal of the two medium density sites that were capable of producing 40 dwellings.
- Removal of all lots less than 300sq.m. and replace with lots of at least 400sq.m.
- Add an additional minimum of 30 lots that are at least 800sq.m. (primarily in the western end of the development away from the WPTS) through the removal of approximately 50 lots that are primarily in the range from 300 to 400sq.m.

The net result of the above changes is a reduction of 50 dwellings from the subject site and the encouragement of larger lots as opposed to smaller lots. The total number of lots following the changes above is 245. It is noted that restrictions on title will stop these lots from being able to be further subdivided.

