



Boral Waurn Ponds

Greater City of Geelong Amendment C395

Expert Witness Statement of David Barnes | Town Planner
October 2019

Contents

1	Introduction.....	1
2	Amendment C395.....	4
3	The Settlement Strategy	5
4	The Boral land	6
	4.1 Regional context	6
	4.2 Boral’s operations.....	8
	4.3 Boral’s submissions to Council	11
	4.4 Attributes of the site	13
5	Planning background	16
	5.1 Special Use Zone 7	16
	5.2 Armstrong Creek Urban Growth Plan (2008/10)	18
	5.3 Armstrong Creek West Precinct Structure Plan 2012	21
	5.4 G21 Regional Growth Plan Background Report (2012)	22
	5.5 G21 Regional Growth Plan 2013	25
	5.6 Implementation Plan Background Report, Nov 2013.....	28
	5.7 G21 Regional Growth Plan Implementation Plan	30
	5.8 Northern and Western Growth Areas Framework Plans March 2019	30
	5.9 Geelong Settlement Strategy 2018	31
	5.10 Existing planning scheme policies	33
	5.11 Amendment C395	35
	5.12 Distinctive areas and landscapes.....	38
6	Designation of the Boral land as a further investigation area.....	40
	6.1 Already designated by the G21 Regional Growth Plan	40
	6.2 Not an issue about the future supply of urban land in Geelong	40
	6.3 Consistency with urban growth policy	41
	6.4 Potential for transit oriented development.....	44
	6.5 Extension of an existing urban growth area	46
	6.6 No obvious constraints to development	47
	6.7 As well if not better suited than other growth areas	47
	6.8 Amendment C395 should identify a planning future for such a major strategic site	48
	6.9 Meaning of ‘further investigation area’	48

6.10 Logical inclusions process 49

7 Strategic possibilities for the land 50

8 Conclusion 54

Figure 1 - Existing internal access within the Boral site



Figures

Figure 1 - Existing internal access within the Boral site.....	2
Figure 2 - Decommissioned clinker manufacturing plant	4
Figure 3 - Current operations on site.....	4
Figure 4 - Boral site in the context of Geelong (Source: MacroPlan Dimasi)	6
Figure 5 - Boral's site at Waurn Ponds.....	7
Figure 6 - Enlargement of area used for manufacturing.....	8
Figure 7 - View over clinker grinding facility looking west along the railway line	9
Figure 8 - View looking north over that part of the land to the north of the railway	10
Figure 9 - View looking north-east over disused quarry pits on either side of the railway line (Geelong in the background).....	10
Figure 10 - Location attributes of the site	14
Figure 11 - View looking south-east across Reservoir Road to Boral's paddocks to the west of Anglesea Road	15
Figure 12 - View looking south-east over Boral's paddocks to the south of Whites Road and Reservoir Road, either side of Anglesea Road (Mt Duneed in the distance).....	15
Figure 13 - Urban Growth Area Planning in Geelong.....	16
Figure 14 - Zoning	17
Figure 15 - Armstrong Creek Context Plan	19
Figure 16 - Armstrong Creek Framework Plan (Source: Page 24).....	20
Figure 17 - Armstrong Creek West PSP	21
Figure 18 - Significant Extractive Industry (Source: Background Report, page 57)	22
Figure 19 - Potential Further Investigation Nodes (Source Background Report, page 73)	23
Figure 20 - Analysis of Potential Further Investigation Areas (Source Background Report, page 74)	24
Figure 21 - Context (Source Growth Plan, Map 3 page 11)	25
Figure 22 - Excerpt from Settlement and Employment Growth Directions plan (Source: Regional Growth Plan, Map 7, page 27)	26
Figure 23 – Sequencing of Growth and Planning (Source: G21 Regional Growth Plan, page 37)	27
Figure 24 - Growth Areas - Urban Geelong (South) (Source: G21 Regional Growth Plan - Implementation Plan Appendix A, page 144).....	29
Figure 25 – Future Urban Structure, Northern and Western Growth Areas (Source: Northern and Western Growth Areas Framwork Plans page 28)	30
Figure 26 - Housing Framework Plan (Source: Settlement Strategy page 12)	32
Figure 27 - Existing Municipal Framework Plan (Source: Clause 21.04)	34
Figure 28 - Proposed new Municipal Framework Plan.....	36
Figure 29 – Proposed new Housing and Settlement Framework Plan (Clause 21.06).....	37
Figure 30 - Surf Coast Declared Area	38
Figure 31 - Issues mapped by participants in engagement process for Surf Coast Distinctive Areas and Landscapes project (Source pages Community Engagement Report, pages 36 / 37)	39
Figure 32 – Sustainable Settlements, Settlement Strategy Issues Paper, page 12.....	43
Figure 33 – Strategic opportunity – Geelong Transit Orientated City.....	45
Figure 34 - Areas of cultural heritage sensitivity.....	47

Figure 35 – Boral Site - Strategic Planning Land Units 50

Figure 36 - Strategic possibilities - Precinct 1 50

Figure 37 - Strategic opportunities - Precinct 2 51

Figure 38 - Contours and approximate break in fall between Armstrong Creek and Thompsons Creek catchments 51

Figure 39 - Strategic opportunities - Precinct 3 52

Figure 40 – Underpass under the freeway 52

Figure 41 - Underpass beneath railway 52

Figure 42 - Partly rehabilitate quarry pit in northern part of Precinct 3 52

Figure 43 - Strategic opportunities - Precinct 4 53

Figure 44 - Strategic opportunities - Precinct 5 53

Appendices

Appendix 1 – Amendment C395 – Suggested tracked changes

Appendix 2 - CVs

Figure 2 - Decommissioned clinker manufacturing plant



1 Introduction

1. My name is David Barnes. I am a town planner and the Managing Director of Hansen Partnership Pty Ltd, Urban Planning, Urban Design, Landscape Architecture, Level 4, 136 Exhibition Street, Melbourne.
2. I hold the following qualifications:
 - Bachelor of Town and Regional Planning (Hons), University of Melbourne, 1980.
 - Master of Business Administration, Royal Melbourne Institute of Technology, 1993.
3. I have practiced as a town planner since 1981, working in the public as well as the private sectors. I have also worked overseas in Vietnam on a variety of statutory planning, strategic planning, institutional strengthening and tourism projects.
4. I am both a statutory and a strategic planner. My planning experience covers many aspects of the planning approvals process on a range of projects including residential, industrial, retail, mixed use, rural and tourism developments. I regularly appear before VCAT and Planning Panels Victoria. I have been involved in a broad range of strategic planning projects including the preparation of industrial land use strategies, residential development strategies, integrated municipal strategies, township strategies, town centre strategies, structure plans and urban design frameworks for activity centres and transit cities, neighbourhood character studies, and rural land use strategies. I have been involved in a number of strategic planning projects in the Geelong and Torquay region.
5. I have been engaged by White & Case Lawyers on behalf of Boral Limited, to review the planning implications of Amendment C395 to the Geelong Planning Scheme on its land at Waurn Ponds. The amendment proposes to implement the *Geelong Settlement Strategy* and the *Northern and Western Growth Area Framework Plan* into the Greater Geelong Planning Scheme.
6. Key documents I have reviewed in preparing this statement include the following:
 - Geelong Planning Scheme
 - Amendment C395 documentation, as exhibited
 - Armstrong Creek Urban Growth Plan 2008 / 2010
 - Armstrong Creek West Precinct Structure Plan 2012
 - G21 Geelong Regional Growth Plan Background Report 2012
 - G21 Geelong Regional Growth Plan 2013
 - G21 Geelong Regional Growth Plan Implementation Plan Background Report 2013
 - G21 Geelong Regional Growth Plan Implementation Plan 2013
 - Geelong Settlement Strategy Issues Paper 2017
 - Geelong Settlement Strategy 2018
 - Northern and Western Growth Areas Framework Plan 2019
7. This statement has been prepared in accordance with Planning Panels Victoria Guidelines to Expert Evidence.
8. I have made all the inquiries that I believe are desirable and appropriate and no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.

9. A summary of my opinions follows:

- Amendment C395 is proposing to implement a new long term *Settlement Strategy* into the planning scheme that will fundamentally change the urban form of Geelong.
- In addition to the existing Armstrong Creek Urban Growth Area, it is proposed to introduce and rezone two new urban growth areas to the north and to the west of Geelong, with capacity for around 110,000 additional persons.
- Together with other growth areas and infill opportunities around Geelong, this will provide sufficient land to accommodate Geelong's population growth for the next 25 years and beyond.¹
- Armstrong Creek is presently Geelong's major growth area. The Boral site is ideally located to form an extension to the existing Armstrong Creek Urban Growth Area. The reason it was not included in the original planning of Armstrong Creek is because, at the time, the land was used for quarrying and as a buffer to the quarry.
- The *Settlement Strategy* builds on strategic planning work undertaken since the mid to late 2000s, in particular the *G21 Geelong Regional Growth Plan 2013*. That plan assessed areas around Geelong for urban growth potential. It identified the new Northern and Western Growth Areas as further investigation areas. It also identified the northern part of the Boral land in Waurm Ponds as a further investigation area, of a lesser priority, presumably due to the continuing quarrying operations on the site at the time.
- A review of the assessment undertaken as part of the *Regional Growth Plan* identifies that the Boral land is equally if not better suited to urban development than the proposed Northern and Western Growth Areas.
- All operations on the Boral site are due to cease towards the end of 2020, removing a key reason why the land was not been identified for urban development in short term to medium term in the past.
- All strategic planning projects undertaken since the mid to late 2000's have consistently identified the Boral land as a quarry, a major mineral resource and a buffer to urban development in Armstrong Creek.
- That expectation has continued throughout to the preparation of the *Geelong Settlement Strategy*, despite Boral first raising the prospect of winding down operations on the site in 2012.
- The *Settlement Strategy* should have acknowledged the change in circumstances that has occurred in relation to the Boral land since the preparation of the *Regional Growth Plan* in 2013. It should have further investigated the potential of the land for future urban development, as part of the formulation of Geelong's new settlement strategy. It did not.
- The Boral site is a strategically significant 1,000+ hectare site, in single ownership, abutting the Armstrong Creek Urban Growth Area and Waurm Ponds. It is close to employment area and the northern part of the site is already designated as a long term further investigation area in the *Regional Growth Plan*.
- Its location on a railway line presents outstanding possibilities for a form of transport oriented development, consistent with State and local planning policies, that is not possible in the newly identified growth areas to the north and to the west of Geelong.
- Strong strategic justification exists to identify the Boral land as a further investigation area now, as part of Amendment C395.
- The *Settlement Strategy* and Amendment C395 refer to a logical inclusions process. It is not appropriate to leave the Boral land to be considered as part of a further logical inclusions process.
- As the Boral land is equally if not better suited to urban growth than the Northern and Western Growth Areas, there would be a community disbenefit in not further identifying the need to consider the urban development potential of the land now, as part of Geelong's settlement strategy.
- If Amendment C395 is approved as exhibited, the planning scheme will continue to identify the Boral land as "major resources" and will continue to refer to the need to "... protect land abutting the Armstrong

¹ Settlement Strategy, page 5

Creek Urban Growth Corridor, to the west of Ghazeepore Road, for extractive industries”. That is not now the case. At the very least, the amendment needs to be varied to remove such comments.

- The Boral land will remain in a Special Use Zone 7 upon the approval of Amendment C395. Development of such a strategically significant site consistent with the provisions of the existing Special Use Zone 7, has the potential to prejudice the realisation of the urban development potential of the site. This would result in a disbenefit of the community of Geelong.
- Identification of the land as a further investigation area now, as part of Amendment C395, is required so that the planning scheme provides appropriate strategic direction regarding the future planning of this strategically significant site, rather than remaining silent on the issue. The appropriate strategic direction should be to further investigate the urban development potential of the site. Hence, identifying it as a further investigation area in the planning scheme now.

2 Amendment C395

10. As set out in the Explanatory Report for Amendment C395:

The Amendment proposes to implement the City of Greater Geelong’s Settlement Strategy (2018) and Northern and Western Geelong Growth Areas Framework Plan (2019). The amendment includes policy changes to the Municipal Strategic Statement (MSS) and rezones land in the Northern and Western Geelong Growth Areas to the Urban Growth Zone.

The amendment is required to implement the City of Greater Geelong’s Settlement Strategy (2018) to guide decision making and investment around settlement planning and housing provision to 2036.

The amendment is also required to implement the Northern and Western Geelong Growth Areas Framework Plan (2019) for the largest greenfield planning project in regional Victoria with the capacity to accommodate 110,000 new Geelong residents. Introduction of the Framework Plan and associated policy into the Planning Scheme will ensure that development is facilitated in a sequenced and orderly manner. The new policies and Framework Plan will guide the preparation of nine Precinct Structure Plans and Development Contribution Plans which will be prepared in a staged manner and implemented through further planning scheme amendments.

11. As far as relevant to the matters I address in my evidence, the amendment:

- Changes *Clause 21.03 Objectives – Strategies - Implementation*.
- Replaces the Municipal Framework Plan in Clause 21.04.
- Changes *Clause 21.06 Settlement and Housing*.
- Changes *Clause 21.11 Armstrong Creek Urban Growth Area*.
- Insert a new *Clause 21.20 Northern and Western Geelong Growth Areas*.
- Rezones the Western and Northern Growth Areas to an Urban Growth Zone.
- Includes the *Settlement Strategy* as a reference document.



Figure 3 - Current operations on site

3 The Settlement Strategy

12. Geelong has been experiencing very rapid population growth over recent times. Whilst the Armstrong Creek Urban Growth Area (Geelong's existing major urban growth front) is accommodating a significant proportion of housing growth, in 2013 the *G21 Geelong Urban Growth Plan* identified two new major urban growth areas to accommodate Geelong's long term population growth.
13. The *Settlement Strategy* builds on the *G21 Geelong Urban Growth Plan* and other strategic planning work undertaken by Council over the past several years, much of it focussed on confirming and planning the new Northern and Western Growth Areas. It sets out a strategy to address municipal housing needs until 2036, but also considers future needs out to 2051.
14. Key findings and directions contained in the *Settlement Strategy* include the following:
 - Geelong's population in 2018 was around 235,100 persons.
 - The forecast population growth rate till 2036, for planning purposes, is an average rate of 2.5% per annum.
 - The forecast population in 2036 will be around 352,300 persons, an increase of some 116,900 persons compared to 2018.
 - Future population growth is planned to be accommodated by:
 - Increased infill development within established urban areas.
 - Continued development of Armstrong Creek - Currently has a population of 7,000, with a capacity for 55,000 to 65,000.¹
 - Some development in other designated townships.
 - The newly designated Northern and Western Growth Areas – Which have capacity for 110,000 persons.²
 - Geelong presently has a 25+ year supply of residential land identified.³
 - Land supply within existing identified growth areas is sufficient to meet likely demand for greenfield housing to at least 2046. Accordingly, there is no need to identify or rezone additional residential land as part of the *Settlement Strategy*.⁴
 - At least part of the Northern and Western Geelong Growth Areas will be required before 2036. There will be a need for a substantial overlap between the effective completion of development in Armstrong Creek and the commencement of development in at least one of the new growth areas. Therefore, planning needs to be in place to allow development to commence in at least one of these areas by 2025.⁵
 - It provides for a logical inclusions process.
15. The *Settlement Strategy* does not include any discussion about the potential of the Boral land as a site for possible urban development.

¹ Settlement Strategy, page 33

² Settlement Strategy, page 34

³ Settlement Strategy, page 5

⁴ Settlement Strategy, page 60

⁵ Settlement Strategy, page 62

4 The Boral land

4.1 Regional context

16. The location of the Boral site in the context of the Geelong region is shown on Figure 4.

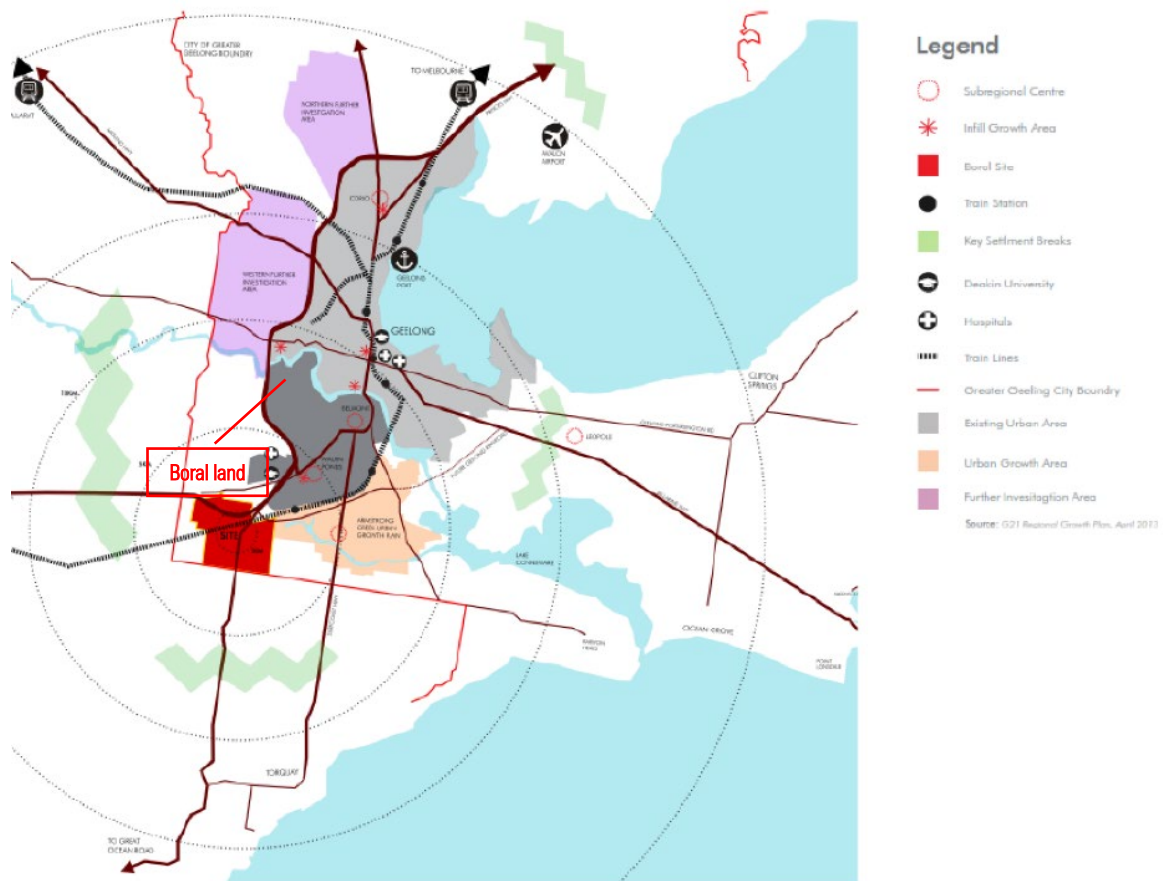


Figure 4 - Boral site in the context of Geelong (Source: MacroPlan Dimasi)

17. The site is located:
- At the western edge / entry to the Geelong urban area, some 10 kilometres from the city centre.
 - Abutting the western boundary of the Armstrong Creek Urban Growth Area.
 - At the interchange between the Princess Freeway and Anglesea Road.
 - On the Geelong – Warrnambool Railway line.
18. The land comprises a combination of former quarry pits, areas of manufacturing plant and equipment, and expansive areas of broad hectare farmland that has not been used for either quarrying or plant / equipment in the past. (See Figure 5 and Figure 6)
19. The site has a total area of approximately 1,020 hectares:
- Around 440 hectares has been used for quarrying and related manufacturing plant.
 - Approximately 680 hectares is used for broad hectare agriculture.

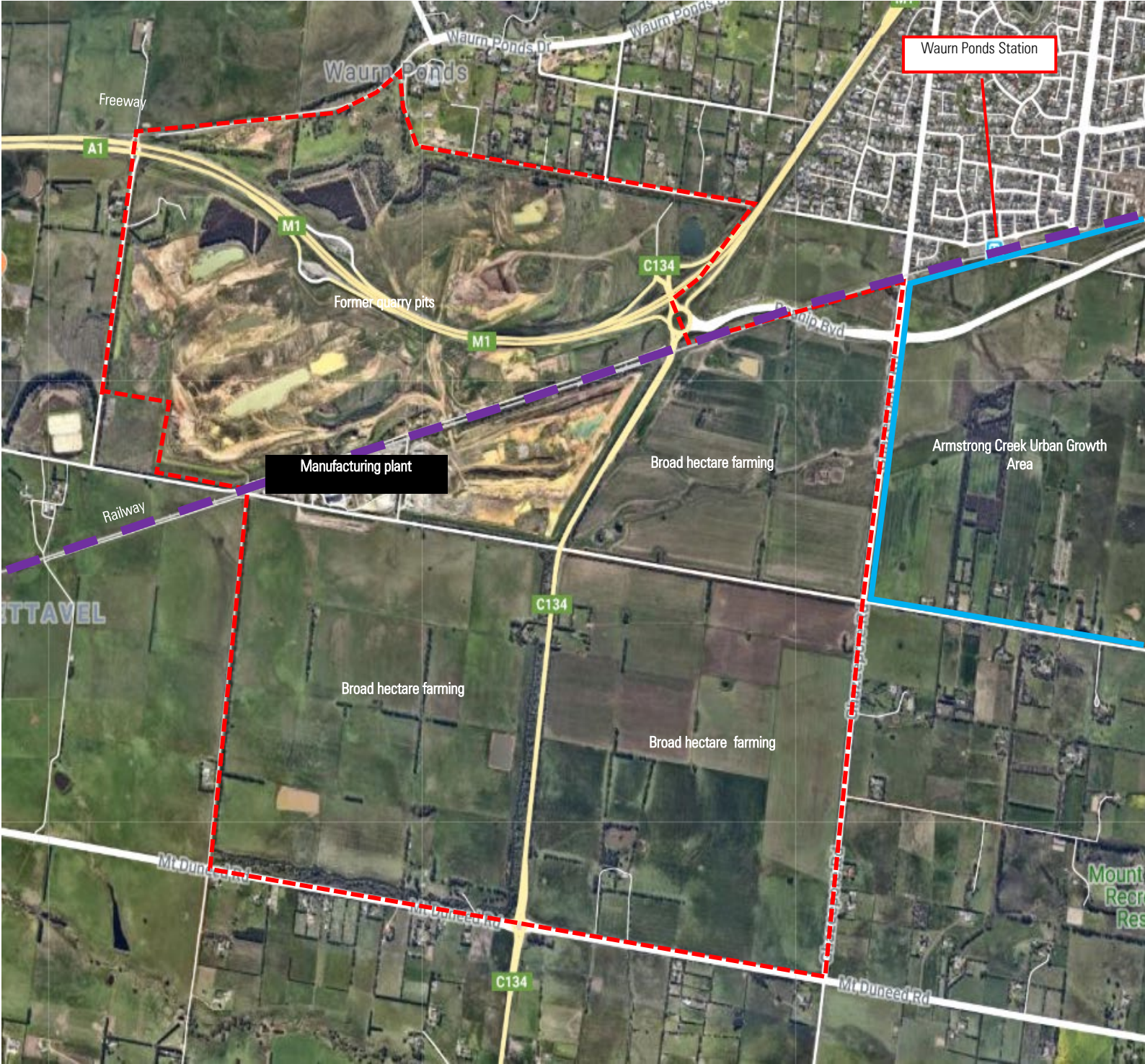


Figure 5 - Boral's site at Waurn Ponds

4.2 Boral's operations

20. Boral has operated from the site since about 1965. When fully operational on-site activities included:
 - Quarrying of limestone – Ceased about 6 years ago.
 - Clinker manufacturing – Ceased about 6 years ago.
 - Clinker grinding – Is continuing but will be relocated to the Port of Geelong towards the end of 2020.
 - Concrete batching plant – Will remain on the site until the future land use potential of the property is determined.
 - Rail siding providing rail access for raw materials and product – Remains, but was closed for use about 3 years ago.
 - Substantial underpasses exist on-site, under both the railway line and the freeway which run through the property. (See Figure 40)
 - Extensive earthen bunding exists around the perimeter of much of the land to the west of Anglesea Road.
21. All extraction of resources from the site has now ceased, as most high quality and accessible limestone has been extracted. Continued extraction of the remaining resource is no longer viable and Boral is progressively winding down its operations on the site.
22. Rehabilitation of the quarry pits is underway.

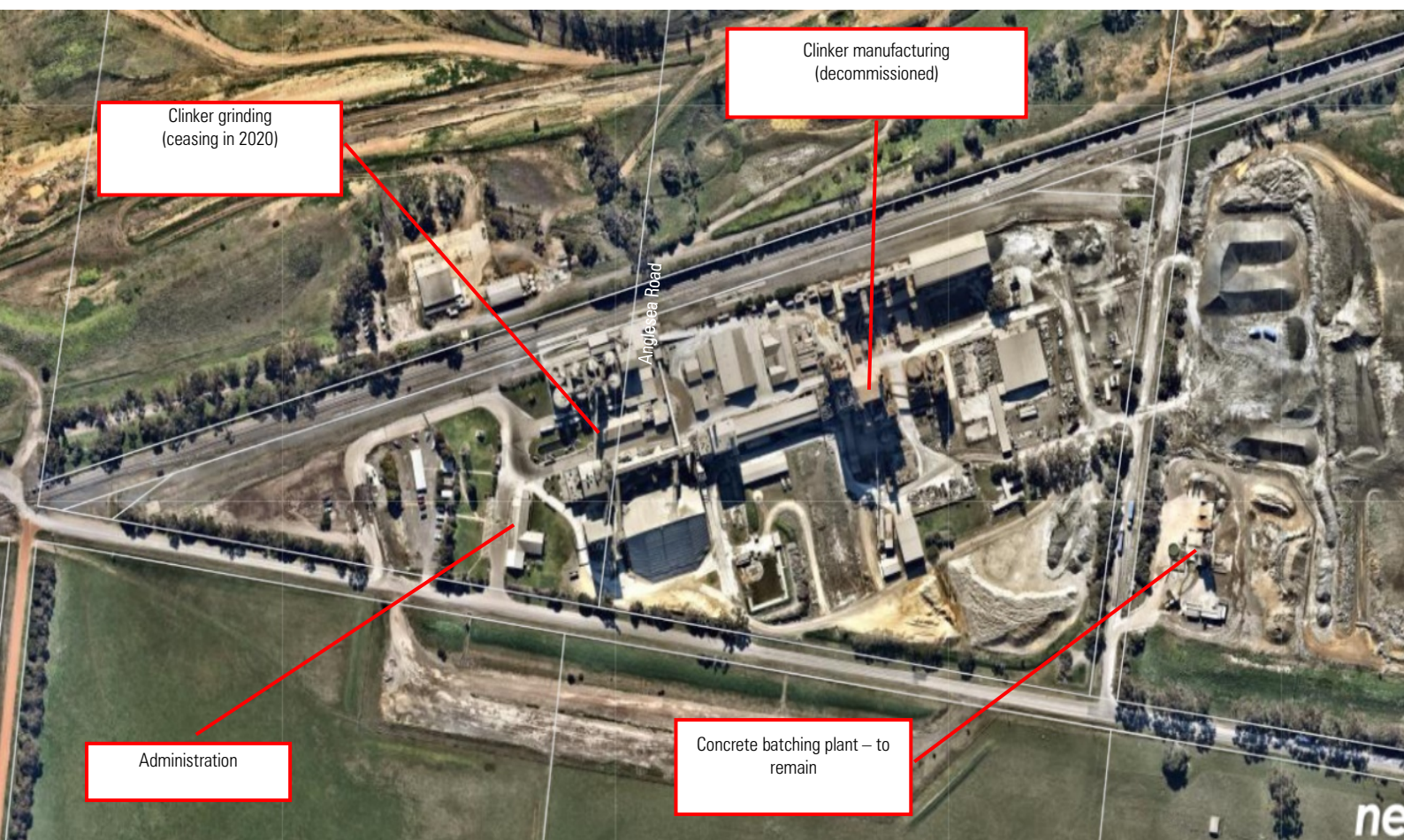


Figure 6 - Enlargement of area used for manufacturing



Figure 7 - View over clinker grinding facility looking west along the railway line

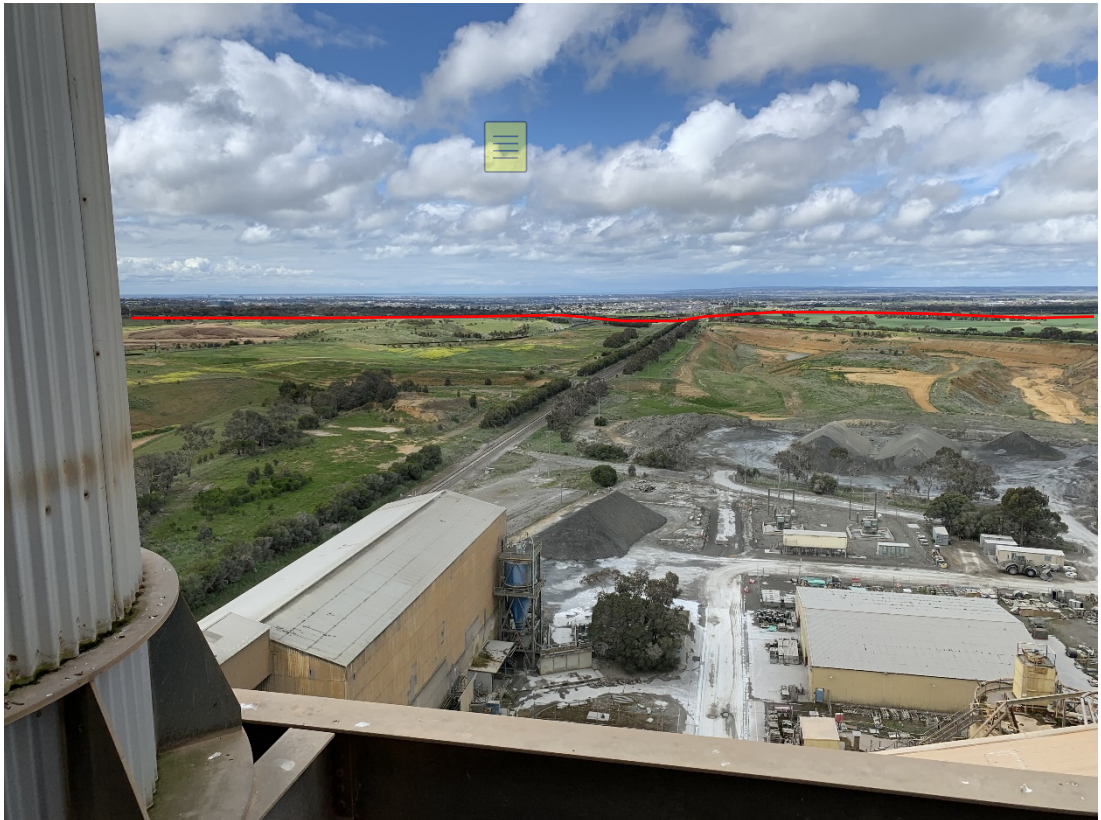


Figure 9 - View looking north-east over disused quarry pits on either side of the railway line (Geelong in the background)



Figure 8 - View looking north over that part of the land to the north of the railway

4.3 Boral's submissions to Council

23. In around 2012 Boral made the decision that it was no longer viable to continue quarrying limestone and manufacturing clinker from its Waurn Ponds site, and decided to progressively close down operations.
24. Quarry and clinker manufacture ceased six years ago. The clinker grinding facility will remain in operation until the end of 2020, with clinker brought to the site by trucks for grinding. Towards the end of 2020 clinker grinding will cease on the site completely, upon the completion of a new clinker grinding facility that is presently under construction at the Port of Geelong. In the future all clinker will be imported from SE Asia direct to the new grinding facility at the port.
25. I have been instructed that:
 - Boral first advised Council that it was suspending clinker manufacture from the Waurn Ponds site in 2012.
 - In April 2016 Boral notified Council that it was investigating the feasibility of relocating operations from Waurn Ponds to the Port of Geelong.
 - Statutory applications were lodged with Council and the EPA for the new portside terminal in 2017.
 - Council granted planning approval in May 2018.
 - In May 2017 MacroPlan (on behalf of Boral) wrote to Council's CEO advising that Boral was investigating the future of the Waurn Ponds site. This was followed by meetings and numerous correspondence with Council around the future use of the site.
26. Boral made formal submissions to both:
 - the draft *Settlement Strategy* (by letter dated 22nd of June 2018); and
 - Amendment C395 when it was on exhibition (by letter dated 25th July 2019).
27. The submission to the draft *Settlement Strategy* dated 22nd of June 2018, included a report by MacroPlan Dimasi which provided a possible concept for the future use of the property.
28. The first submission (to the draft strategy):
 - Outlined the attributes of the land as a major strategic site in Geelong.
 - Requested the land be identified as a special investigation area.
 - Sought support for an appropriate pathway to enable the short-term rezoning of the northern part of the land to a residential zone.
 - Sought to have the property included within any proposed settlement boundary.
 - Suggested Boral continue working with Council to establish appropriate land use and planning outcomes for the land.
 - Advanced the opportunity that exists to integrate the property with the Armstrong Creek Urban Growth Area.
 - Requested the involvement of the Victoria Planning Authority (VPA) in working through the future planning of Armstrong Creek, settlement boundaries in the area, and the role and potential of the Boral land.

29. Council's response did not support any initial rezoning of land and stated that the settlement strategy included a logical inclusions process that would be an appropriate process by which to consider the future of the Boral Land:⁶

The Boral land is currently outside the settlement boundary and residential development is not supported by our planning policy. An application for a rezoning at this time for the northern and central parts of your holding is not supported by the City. The 'Introducing a Permanent Settlement Boundary' section of the draft strategy outlines the consultative logical inclusions process that will be undertaken to consider land not currently identified for residential development that is contiguous with the existing urban area. This forum will enable debate and evaluation of the merits of including this land for future residential development.

30. Boral's submission to Amendment C395 (its second submission) sought:
- The rezoning of the land to an Urban Growth Zone.
 - The designation of the land in local policy as a growth area within the urban growth boundary.
31. Council considered submissions made to the amendment when on exhibition, at its meeting on 24th of September 2019. In relation to the Boral submission, the following comments were made in the Council officer's report:
- Officers have not carried out a detailed assessment or considered the merits or otherwise of Boral's request.⁷
 - Do not support either rezoning the Boral land to an Urban Growth Zone or policy designation as a growth area inside the urban growth boundary, on the basis that Council has enough residential land supply identified for 15+ years and has not done the strategic work necessary to justify identifying new growth fronts.⁸
 - Do not support rezoning the SUZ7 to another zone, because Council has not done the strategic work necessary to justify a rezoning.⁹ (page 70)
32. In reply to Council's response to Boral's submission, I would have thought it appropriate as part of the preparation of a long term settlement strategy for Geelong, that Council would have carried out a sufficiently detailed assessment of the opportunities presented by the Boral land given:
- the existing designation of the northern part of the land as a further investigation area in the *G21 Geelong Region Growth Plan*;
 - the change of circumstances that have arisen now that operations on the site are to cease; and
 - its strategic significance to Geelong.
33. I also been provided with a copy of a submission to Amendment C395 by the Victoria Planning Authority (VPA). The submission generally supports the amendment. The VPA makes specific comments in relation to the Boral land. It refers to the "significant advantages" of including the Boral land in the *Geelong Settlement Strategy*, suggests that it could be a logical inclusion within the settlement boundary, states that it poses a substantial future opportunity for the community of Geelong, and suggests that it should be identified as a future long term growth option.

⁶ Council response by letter dated 30th August 2018

⁷ Council Meeting Minutes, 24th September 2019, page 32

⁸ Council Meeting Minutes, 24th September 2019, page 70

⁹ Council Meeting Minutes, 24th September 2019, page 70

4.4 Attributes of the site

34. The Boral land has significant attributes that warrant it being considered for future urban development of some form. These attributes are illustrated on Figure 10. They include the following:
- It is a key strategic site of over 1,000 hectares, in single ownership.
 - The northern parts of the site are identified as a 'future investigation area' in the *G21 Regional Growth Plan*, albeit in the long term and for possible employment purposes.
 - It directly abuts the existing Armstrong Creek Urban Growth Area.
 - It is around 10 kilometres from the Geelong CBD.
 - It is located on the existing Geelong - Warrnambool railway line, which provides outstanding potential for public transport access or for freight access, which would benefit either residential or employment uses.
 - The north-eastern part of the land are within 400 metres of the existing Waurm Ponds railway station.
 - It is located at the western gateway to Geelong and at the gateway to the Surf Coast.
 - It has excellent access to the State arterial road network, being located at the interchange between the Princess Freeway and Anglesea Road.
 - It is close to major existing employment generators such as Deakin University, The Deakin University Business Precinct, Epworth Hospital, Marcus Oldham College and the Waurm Ponds Activity Centre and commercial strip.
 - It comprises large areas of generally flat agricultural land of little apparent environmental or cultural heritage significance.
 - Substantial existing service infrastructure, with the potential to be further upgraded to provide for possible future urban development.
 - Significant parts of the site have never been used for extraction or for industry in the past. Those parts that have been excavated are in the process of being rehabilitated.
 - It is located on the Surf Coast side of Geelong, which provides significant liveability benefits.

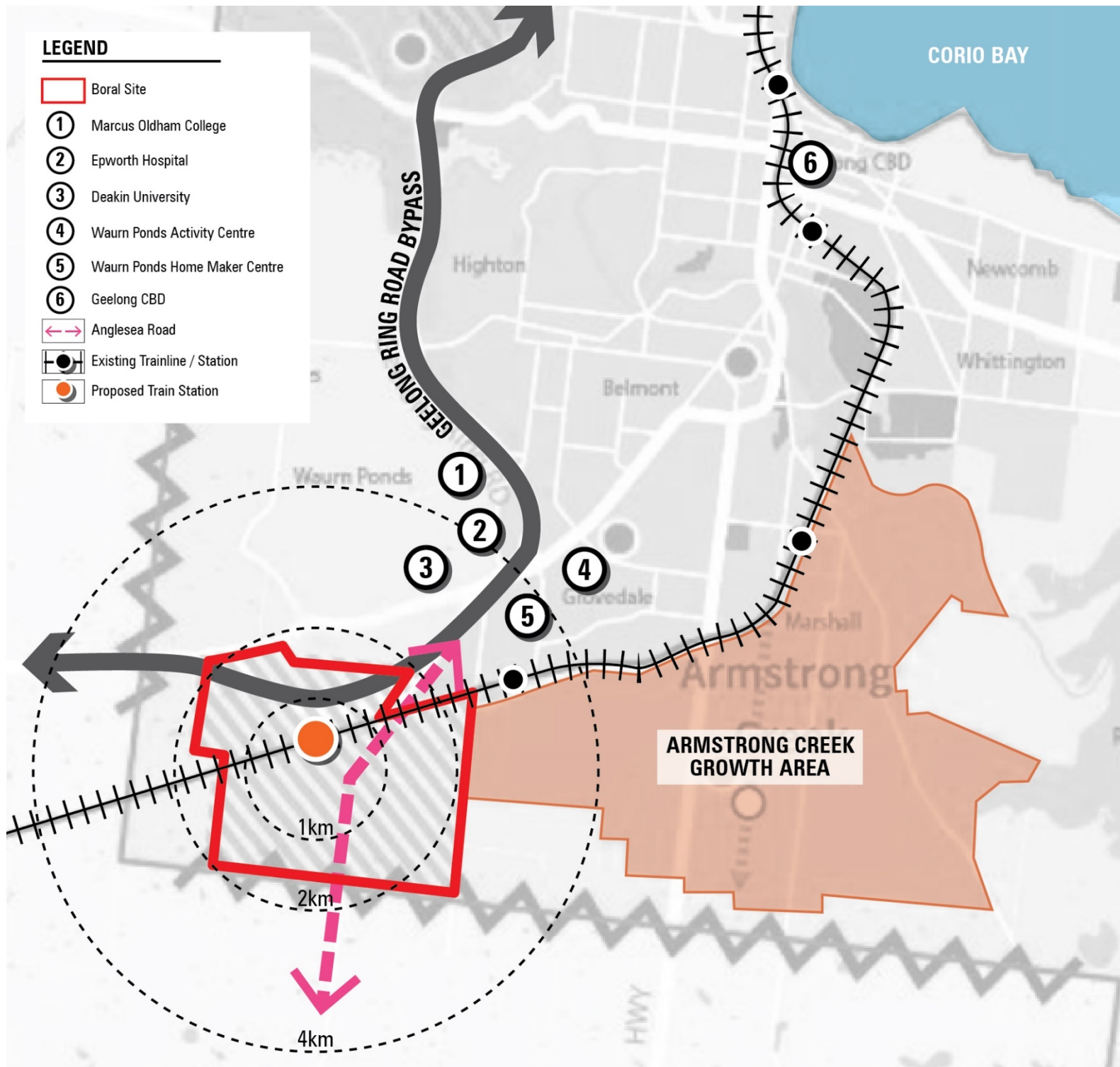


Figure 10 - Location attributes of the site



Figure 11 - View looking south-east across Reservoir Road to Boral's paddocks to the west of Anglesea Road



Figure 12 - View looking south-east over Boral's paddocks to the south of Whites Road and Reservoir Road, either side of Anglesea Road (Mt Duneed in the distance)

5 Planning background

35. There is a long history of urban growth area planning around Geelong dating from the preparation of the *Armstrong Creek Growth Area Plan* in the mid 2000's (See Figure 13).
36. Throughout all of the work undertaken to date, the Boral site has consistently been identified as either a quarry, a major mineral resource, or as a buffer to a quarry. For that reason it has not been considered for potential urban development, despite its ideal location adjacent to the Armstrong Creek Growth Area, Waurn Ponds and the Geelong – Warrnambool railway line.
37. The *G21 Regional Growth Plan* identified the northern part of the Boral land as a 'long term' further investigation area, potentially for employment uses, in 2013. Reference to 'long term' was due to the expectation at the time that the land would be used for quarrying for many years to come. That expectation has continued for some 6 years, without review, into the *Settlement Strategy* and into Amendment C395, despite the fact that the land is now surplus to Boral's needs.
38. Reference to the use of the land for 'employment uses' is also a legacy of past planning decisions and should also now be open for review. Employment uses on the land made strategic sense when the *Armstrong Creek Framework Plan* located an employment precinct beside the quarry buffer. However, given there is no longer a need for a buffer to the quarry, and the Armstrong West Employment Precinct has not yet been developed, the configuration of land uses in the western parts of Armstrong Creek in my opinion, should also be open for review.
39. This chapter sets out the strategic planning history as far as relevant to the Boral land.

5.1 Special Use Zone 7

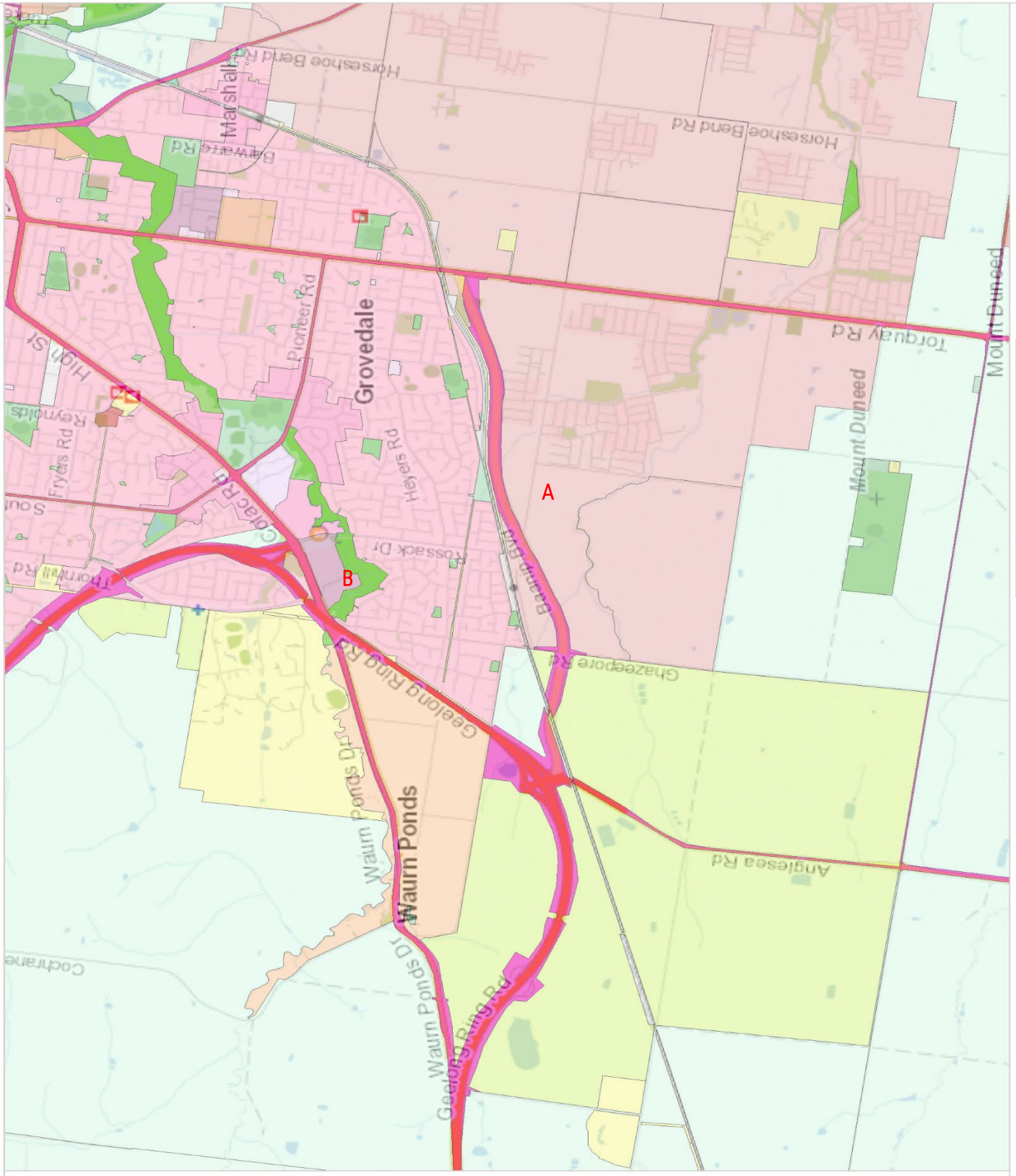
40. Predating the preparation of background work for the Armstrong Creek Growth Area in the mid 2000's, the whole of the Boral site was and remains included in a Special Use 7 Zone. (See Figure 14 - Zoning)
41. The title of Schedule 7 is "*Earth and Energy Resource Industry*".
42. The proposes of Schedule 7 are:
 - To recognise or provide for the use and development of land for earth and energy resources industry.*
 - To encourage interim use of the land compatible with the use and development of nearby land.*
 - To encourage land management practice and rehabilitation that minimises adverse impact on the use and development of nearby land.*
43. The whole of the Boral land holding is included in that zone. It includes not only land that has been quarried and on which manufacturing and processing plant is located. It also includes extensive areas of undisturbed rural land that has not been used for either quarrying or for any other activities associated with the quarry or cement production.
44. Recent planning scheme amendments in the immediate vicinity of the Boral land are shown on . They include:
 - Amendment C372 – Residential rezoning of land to the north-east. ('A' on). Has been to a panel.
 - Amendment GC104 – Amendment to facilitate the establishment of train stabling yards and maintenance facility on land to the west of the Boral site. ('B' on). Is soon to go to a panel hearing.
45. No overlays apply to the land.



Figure 13 - Urban Growth Area Planning in Geelong

Planning Map

Figure 14 - Zoning



- Planning Scheme Zones**
- Residential Zones**
 - LDRZ - Low Density Residential Zone
 - MUZ - Mixed Use Zone
 - RGZ - Residential Growth Zone
 - GRZ - General Residential Zone
 - Industrial Zones**
 - IN1Z - Industrial 1 Zone
 - IN2Z - Industrial 2 Zone
 - Commercial Zones**
 - C1Z - Commercial 1 Zone
 - C2Z - Commercial 2 Zone
 - Rural Zones**
 - RLZ - Rural Living Zone
 - FZ - Farming Zone
 - Public Land Zones**
 - PUZ1 - Public Use Zone-Service and Utility
 - PUZ2 - Public Use Zone-Education
 - PUZ3 - Public Use Zone-Health & Community
 - PUZ4 - Public Use Zone-Transport
 - PUZ5 - Public Use Zone-Cemetery/Crematorium
 - PPRZ - Public Park and Recreation Zone
 - PCRZ - Public Conservation and Resource Zone
 - Special Purpose Zones**
 - RDZ1 - Road Zone-Category 1
 - RDZ2 - Road Zone-Category 2
 - SUZ - Special Use Zone
 - UFZ - Urban Floodway Zone
 - UGZ - Urban Growth Zone
 - CA - Commonwealth land (Not in scheme)

5.2 Armstrong Creek Urban Growth Plan (2008/10)

46. The Boral site directly abuts the western edge of the Armstrong Creek Urban Growth Area. It is a direct continuation of the landform and of the logical planning unit in which the western parts of the Armstrong Urban Creek Growth Area is located.
47. It would appear that the only reason the eastern parts of the Boral Land were not considered as part of the original planning of the Armstrong Creek Urban Growth Area, is because at the time:
- that part of the land to the west of Anglesea Road was used as a quarry and cement works; and
 - that part of the land to the east of Anglesea Road was seen as a potential future mineral resource and as a buffer between the quarry and the growth area:¹⁰

6.4 WEST OF GHAZEETPORE ROAD

A large area of land in the Special Use Zone (SUZ7 - Extractive Industry) is located west of Ghazeetpore Road outside the growth area. This land is owned by Blue Circle Cement Quarry which operates a quarry further west near Anglesea Road. It is possible that quarrying activity could eventually move closer to Ghazeetpore Road and the growth area. The UGP provides industrial, sporting and rural land uses to the east of Ghazeetpore Road. These land uses will provide a buffer between future residential areas and quarry activities. This area will also potentially provide for alternate connection to Surf Coast Highway via a re-alignment of Anglesea Road.

48. The context plan included in the *Armstrong Creek Urban Growth Plan* report identifies the Boral land as “*Open Land – Planned Buffer Zone for Quarry*”.¹¹ (See)

¹⁰ Armstrong Creek Urban Growth Plan (2008/10), page 129

¹¹ Armstrong Creek Urban Growth Plan (2008/10), page 12

Figure 15 - Armstrong Creek Context Plan

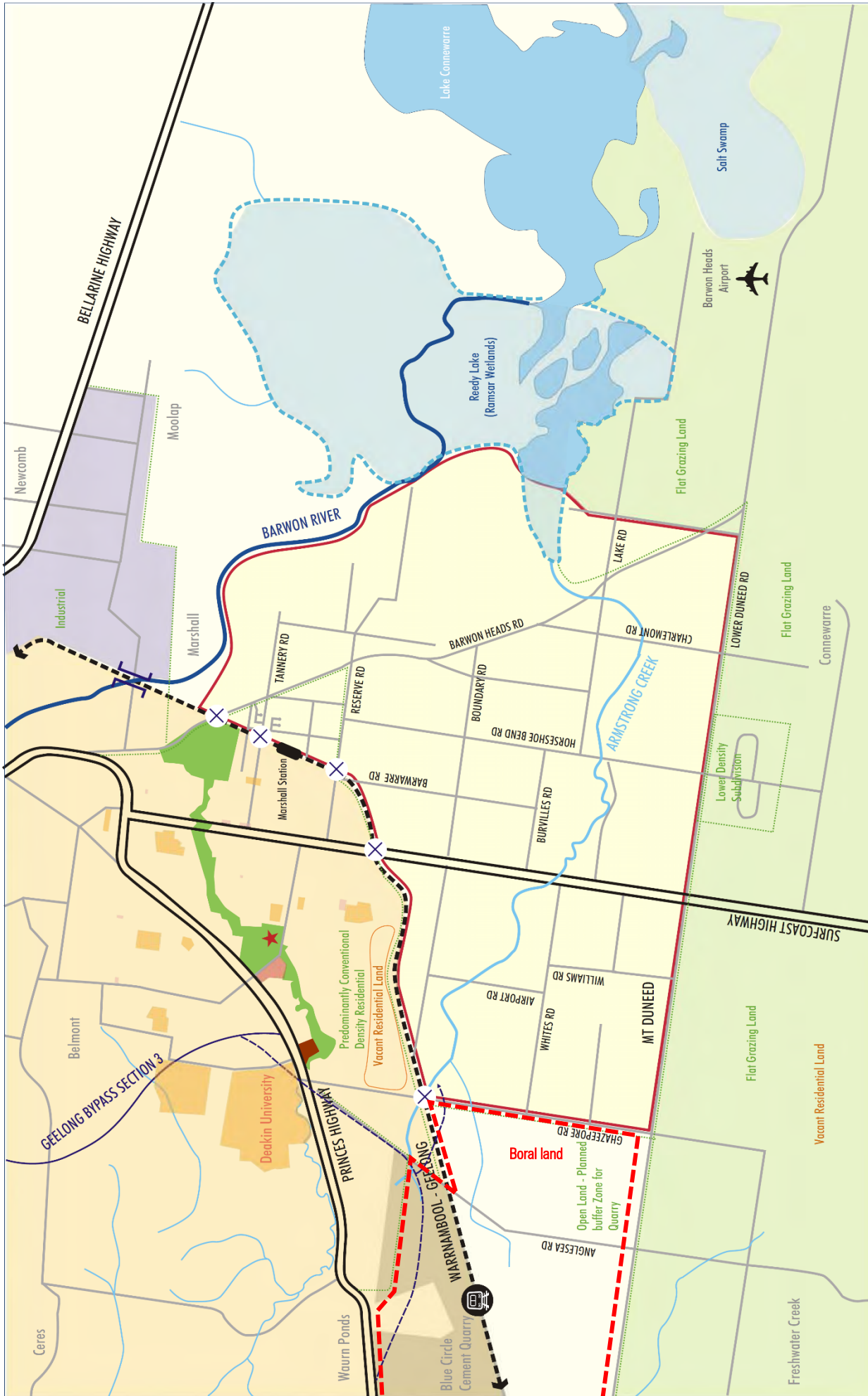


Figure 1.2 Context Plan

1:50,000 @A3

0 1 2 3 4 5km

Edge Conditions

- Railway Line
- At Grade Vehicle Crossing
- Road Underpass

Welland edge

- Schools
- Lorat Centres
- Waurm Ponds Creek (Open Space Reserve)
- Geelong Regional Baseball Centre

Residential

- Residential
- Rural
- Industrial
- Geelong Homemaker Centre
- Town and Country Shopping World

Other Symbols:

- Wetland edge
- Primary Road
- Secondary Road
- Bypass indicative alignment

5.3 Armstrong Creek West Precinct Structure Plan 2012

51. The *Armstrong Creek Framework Plan* provided general directions for the preparation of more detailed precinct structure plans (PSPs) for various precincts throughout the growth area.
52. A PSP has been prepared and approved for the Armstrong Creek West Precinct, which is primarily intended to be residential precinct (see Figure 17 below). The *Armstrong Creek West Precinct Structure Plan* continues to show the Boral land (to the west of Ghazepore Road) as "quarry".
53. A PSP has not yet been prepared for the *Western Employment Area* shown on the *Framework Plan*.

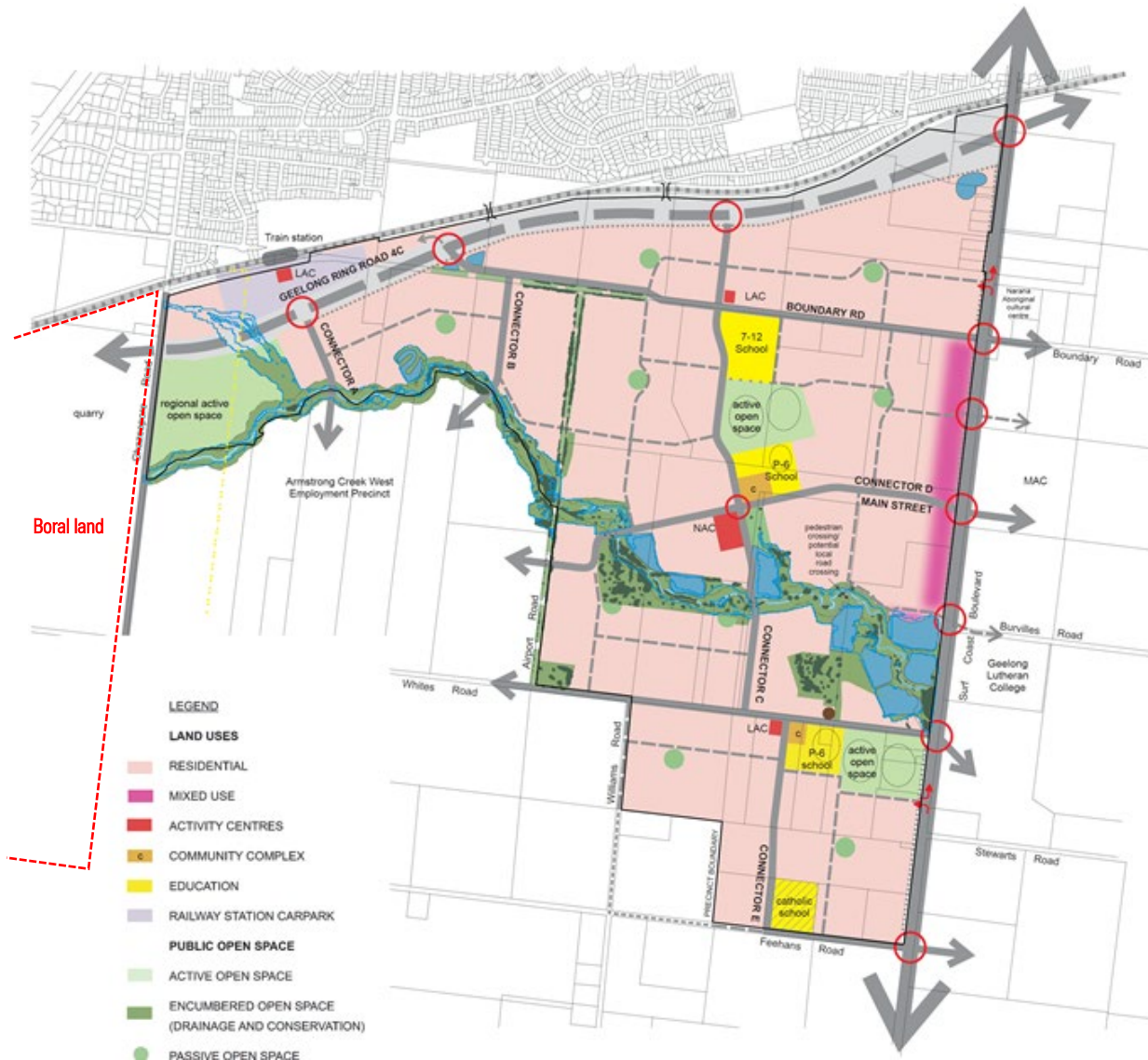


Figure 17 - Armstrong Creek West PSP

5.4 G21 Regional Growth Plan Background Report (2012)

54. The *G21 Geelong Regional Growth Plan* is one of eight regional plans prepared across Victoria. Its purpose is to identify opportunities for managing and accommodating future residential growth, employment and associated infrastructure in and around Geelong.¹²
55. It forms the basis of regional policy presently contained in the Greater Geelong Planning Scheme. It is referred to as a policy document in the planning scheme.¹³
56. The *Background Report* to the *Regional Growth Plan* continues to identify the Boral land as a site comprising "significant extractive industry". (See Figure 18)

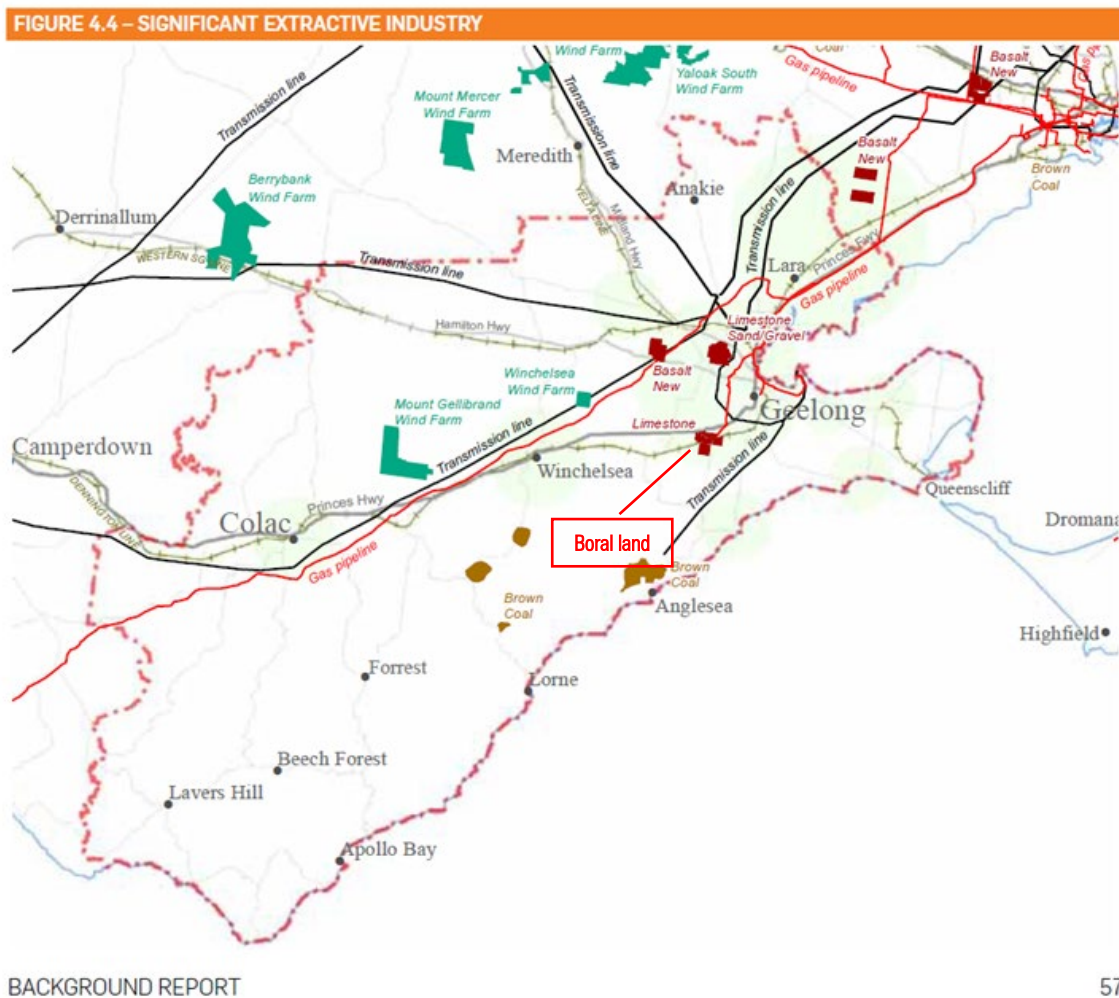


Figure 18 - Significant Extractive Industry (Source: Background Report, page 57)

¹² G21 Regional Growth Plan Background Report, page 5.

¹³ Greater Geelong Planning Scheme, Clause 11.01-1S

57. The *Background Report* contains a section headed “4.6 Further Investigation Areas”.¹⁴ That section explains how the Northern and Western growth areas were identified. They were basically identified by desktop analysis that investigated predominately rural areas adjoining the Geelong Ring Road.
58. The northern part of the Boral land (to the north of Reservoir Road) was identified as one of 7 potential further investigation nodes considered in the *Background Report* at the time (See Figure 19).

FIGURE 4.11 – POTENTIAL FURTHER INVESTIGATION NODES

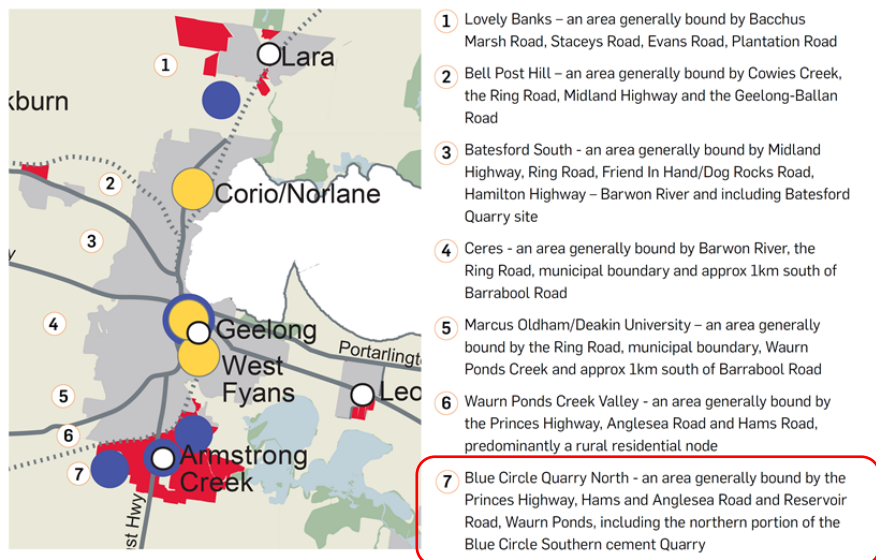


Figure 19 - Potential Further Investigation Nodes (Source *Background Report*, page 73)

59. The *Background Report* included a brief analysis of each of the investigation areas in Table 4.3 on pages 74 and 75 of the document (see Figure 20). The criteria against which each node was assessed is listed in the left column of the table and a response is listed in columns to the right.
60. I have reviewed the assessment undertaken in that table and provide my own comments in the right most column. On my review, the Boral land (Blue Circle Cement - Precinct 7) performs as well if not better than either the Northern or the Western Growth Areas (Precincts 1,2 and 3), in terms of land with further urban growth potential.
61. Yet the *Regional Growth Plan* recommended the Northern and Western Growth areas be further investigated as urban growth areas, with the Boral land identified as a longer term further investigation area. I can only assume that the existing and ongoing use of the Boral land for quarrying and cement manufacture was a factor in that decision.
62. I am not aware that there has been any review of recommendations made in the *Regional Growth Plan* in relation to the Boral land, leading up to or as part of the preparation of the *Settlement Strategy*, despite the fact that Boral’s use of the land about to cease.

¹⁴ Background Report, page 72

TABLE 4.3 – ANALYSIS OF POTENTIAL FURTHER INVESTIGATION AREAS

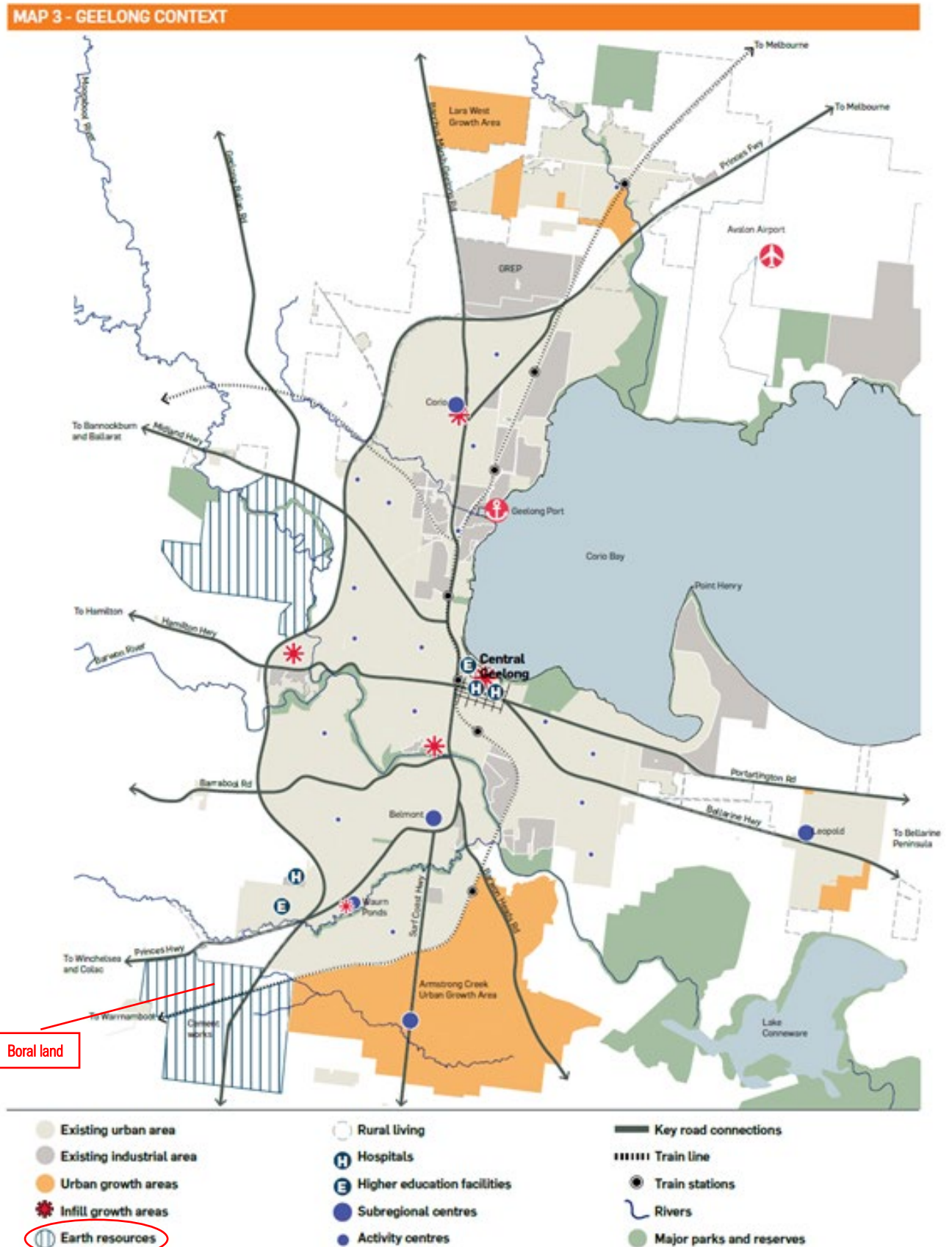
Considerations	1 - Lovely Banks	2 - Bell Post Hill	3 - Batesford South	6 - Waurn Ponds Creek Valley	7 - Blue Circle Quarry North	My assessment compared to other areas As well if not better placed than Precincts 1, 2 and 3, especially once Armstrong Creeks develops to the west. As well if not better placed than Precincts 1, 2 and 3, particularly in relation to accessibility to public transport infrastructure and access to the railway line. As well if not better placed than Precincts 1, 2 and 3, particularly as Armstrong Creek grows to the west. Superior in terms of potential to provide public transport access via rail. As well if not better placed. Proximity to Deakin University node, including the Epworth Hospital, and also to the Waurn Ponds Activity Centre and Highway corridor, and to the future Armstrong Creek West Employment Precinct As well if not better placed, as is owned by one major corporation. As well if not better placed. Any unreasonable conflicts can be mitigated in the preparation of a land use framework plan. As well if not better placed. No assessments undertaken as yet, but no obvious environmental constraints. Need for rehabilitation and remediation of the quarry.
Adjacent to existing major urban area with the ability to integrate and add value to existing communities	Close to Corio and Lara but separated by existing rural residential node and Ring Road. Lara West would be developed first, creating a closer connection between Lara and Lovely Banks	Proximity to Bell Post Hill. Separated by major road	Proximity to Fyansford, Batesford and Dog Rocks rural residential node. Separated by major road	Adjacent to Waurn Ponds. Separated by major road	Close to Armstrong Creek Growth Area and Waurn Ponds. Separated by major road. Adjacent to Rural Residential Area	
Extent of existing, or access to, infrastructure including major transport routes and reticulated services	Good road connections. Other services and infrastructure limited	Good road connections. WH Myers Reserve and private school facilities	Good road connections. Limited infrastructure and services	Good road connections. Other services and infrastructure limited to tennis facilities. Close to Waurn Ponds and Deakin University	Good road connections. Other services and infrastructure limited until development of Armstrong Creek	
Ability to integrate and connect efficiently to existing services	Moderate. Major water and sewerage infrastructure required. Difficult to provide public transport link other than bus	Moderate. Water and sewerage infrastructure required. Difficult to provide public transport link other than bus	Moderate. Major water and sewerage infrastructure required. Difficult to provide public transport link other than bus	Low - Moderate. Major water and sewerage infrastructure required. Difficult to provide public transport link other than bus	Low - Moderate. Opportunity to use rail line. Major water and sewerage infrastructure required	
Proximity to major employment and activity nodes and capacity to provide employment opportunities	GREP Avalon	Limited. Activity node would be required	Activity node would be required	University, health research, Armstrong Creek West employment and industrial precinct	Armstrong Creek West employment and industrial precinct	
Capacity by owner/developer to deliver planned communities	High. Lovely Banks Management P/L group preliminary planning investigations undertaken	Medium. Land ownership fragmentation	High. Adelaide Brighton/McCann group preliminary planning investigations undertaken	Low - high land fragmentation. Interest from landowners in low density housing outcomes potentially doubling existing lot numbers but insufficient support for a planned community outcome. Limited policy support for Low Density Residential rezoning	High. One owner	
Land use conflicts	Potential conflicts with adjacent rural residential node. Potential impact on GREP buffer and adjacent agricultural activities	Potential conflicts with adjacent rural areas and rural residential activity	Potential conflicts with adjacent rural residential activity and agricultural activity	Node includes a number of small wineries and other activities. More intensive urban activity may impact on buffers to quarry or its future use	Inappropriate future use may compromise Armstrong Creek Growth Area development. Potential impacts on adjoining rural residential area or rural activities to the west	
Extent of significant environmental, cultural and landscape values	Environmentally significant grassland (ESO4). Some preliminary site investigations undertaken which identify limited impact if managed	Limited impact. No assessment undertaken	Potential for native vegetation and habitat values. Some preliminary site investigations undertaken which identify limited impact if managed. Extensive site disturbance through farming and quarry activities. Potential for some contamination. Potential impacts on river environment. Attractive landscape values. Potential for sites of cultural heritage	Potential for some native vegetation and habitat values - no assessment undertaken. Potential impacts of development on landscape values associated with Waurn Ponds Creek Valley	Site highly degraded. Rehabilitation required. Potential for some native vegetation and habitat values - no assessment undertaken	

Figure 20 - Analysis of Potential Further Investigation Areas (Source Background Report, page 74)

5.5 G21 Regional Growth Plan 2013

63. In 2013, the *G21 Regional Growth Plan* continued to identify the Boral land for “earth resources”, as shown on the context plan included in that report. (Figure 21 below)

Figure 21 - Context (Source Growth Plan, Map 3 page 11)



64. The actual strategy plan diagram contained in the *Regional Growth Plan* identified the proposed new Northern and Western Growth Areas. It also appeared to identify that part of the Boral land to the north of the railway line as a new "employment node" (see Figure 22). No notation is included for that part of the land to the south of the railway.
65. It also identified the whole of the Boral land as being within 'inter-urban breaks' identified to the south-west and to the south of Geelong.

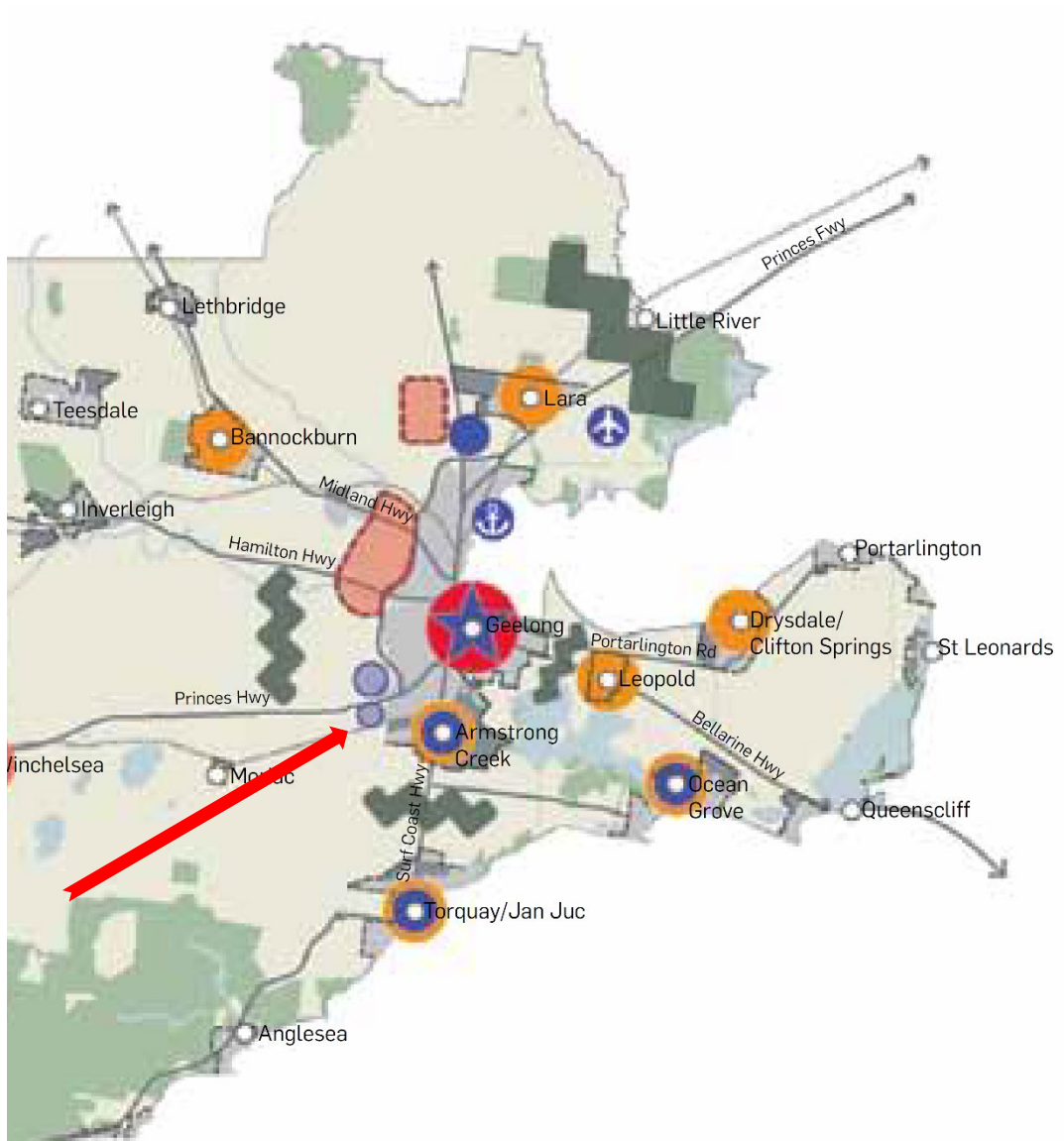


Figure 22 - Excerpt from *Settlement and Employment Growth Directions plan* (Source: *Regional Growth Plan, Map 7, page 27*)

66. The *G21 Regional Growth Plan* identified the proposed Northern and Western Growth Areas as ‘medium term further investigation area’.¹⁵ Under the heading “*Sequencing of Growth and Planning*”, it also made specific reference to the northern part of the Boral Land (Blue Circle North) as a ‘long term’ further investigation area, as ‘out of plan development’, and as an ‘employment node’:

Based on the preliminary desk top assessment, it is considered that the following nodes lend themselves to employment growth opportunities subject to further investigation:

- *Marcus Oldham/Deakin University*
- *Blue Circle Quarry North*¹⁶

SHORT TERM 'PLANNED GROWTH'		MEDIUM TERM	LONG TERM 'OUT OF PLAN' DEVELOPMENT	
Priority 1	Priority 2	Priority 3	Priority 4	
DEVELOPMENT	<p>Development within existing Residential Zoned Land and zoned employment nodes:</p> <ul style="list-style-type: none"> ▶ Level 1: <ul style="list-style-type: none"> - Urban renewal and major infill areas - Armstrong Creek Urban Growth Area - Ocean Grove - Jetty Road, Clifton Springs - Bannockburn - Colac - Lara - Leopold - Torquay/Jan Juc ▶ Level 2: Other district towns & employment nodes ▶ Level 3: Winchelsea ▶ Level 4: Other sewerer towns ▶ Level 5: Non sewerer towns & areas 	<p>Development in identified growth areas within scheme implemented settlement boundaries or identified employment nodes:</p> <ul style="list-style-type: none"> ▶ Level 1: District Towns and employment nodes (including Deakin Employment Node and identified major agricultural nodes i.e Lethbridge intensive agriculture & Thompson Valley irrigated agriculture areas) ▶ Level 2: Winchelsea ▶ Level 3: Other sewerer towns ▶ Level 4: Non sewerer towns & areas 	<p>Growth Plan identified further growth centres:</p> <ul style="list-style-type: none"> ▶ New Colac and Winchelsea housing & employment growth areas ▶ Preferred Further Investigation growth area consistent with the Implementation Plan <p>Other areas identified through new council Structure Plans</p>	<p>Other Further Investigation Areas:</p> <ul style="list-style-type: none"> ▶ Other Further Investigation Areas identified through Implementation Plan or Growth Plan review ▶ Blue Circle, Wauran Ponds employment node
PLANNING	<p>Preparation of an Implementation Plan and the identification of a preferred Further Investigation Area</p> <p>Promote and facilitate urban renewal and major infill sites in identified centres and precincts</p>	<p>Planning for identification of new growth areas for Colac and Winchelsea</p> <p>Initial planning for the identified Further Investigation Area</p>	<p>Precinct planning for identified growth area</p> <p>Initial planning for any other identified Further Investigation growth areas</p>	<p>Precinct planning for other identified Further Investigation growth area areas</p>

Figure 23 – Sequencing of Growth and Planning (Source: *G21 Regional Growth Plan*, page 37)

¹⁵ G21 Regional Growth Plan, page 73

¹⁶ G21 Regional Growth Plan, page 72

5.6 Implementation Plan Background Report, Nov 2013

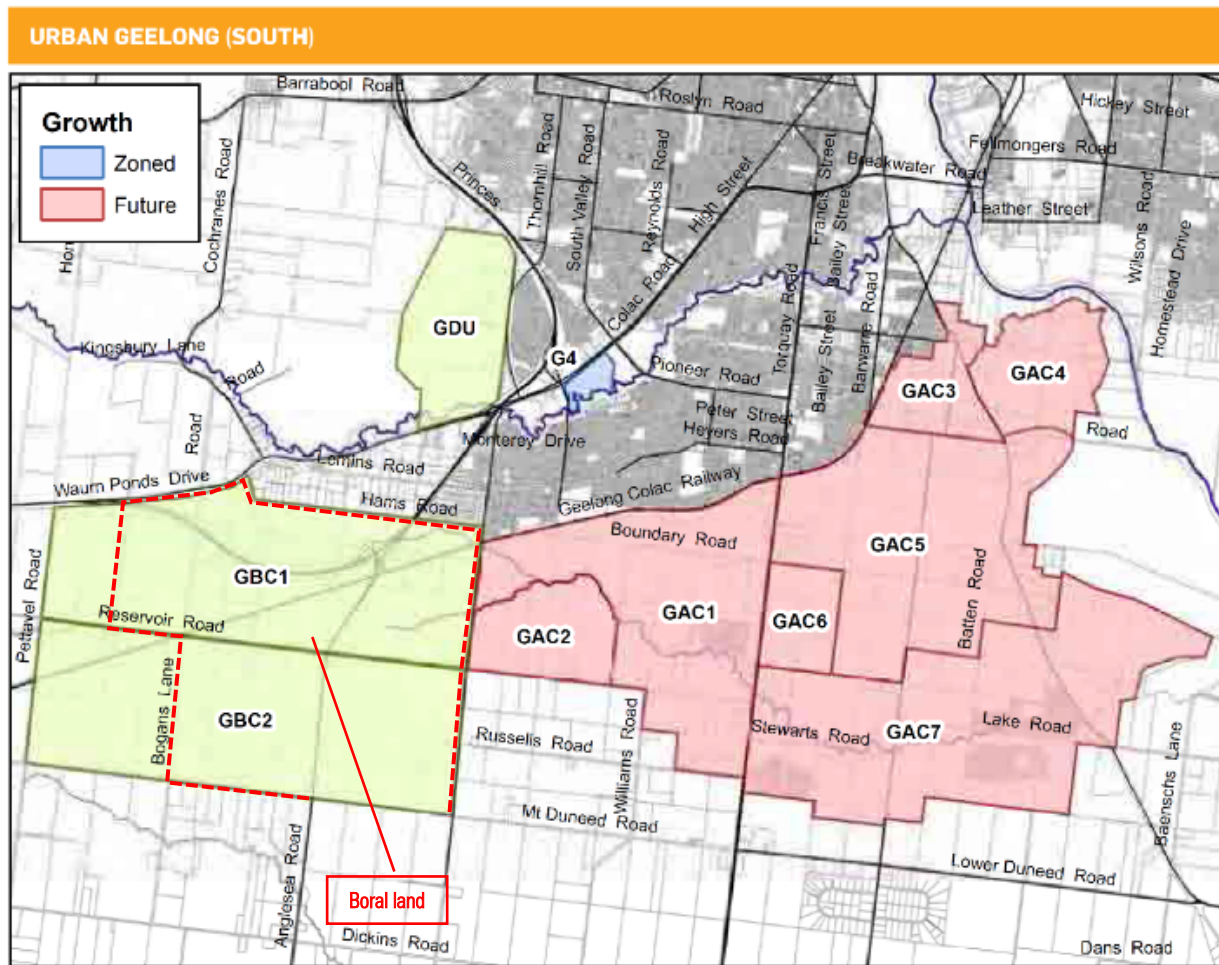
67. An *Implementation Plan* was prepared in 2013 to action the *G21 Regional Growth Plan*. The process involved the preparation of both a background report and a final report.
68. One of the key purposes of the *Implementation Plan* was to undertake a detailed analysis of the two further investigation areas identified in the *Regional Growth Plan* i.e. the Northern and Western Growth Areas.
69. The *Background Report* presented a detailed assessment of the opportunities and constraints of those two areas, key infrastructure requirements, outcomes, and set out a timing and a land use planning and development process to realise the development of the areas.
70. The *Background Report* did not revisit the sequencing recommendations contained in the *G21 Regional Growth Plan* or reconsider the potential of the Boral land for future urban development.
71. Appendix A of the *Background Report* appears to show all future urban growth areas in Geelong. It identified the Boral land as part of areas GBC1 and GBC2 (see Figure 24). There is no explanation of Appendix A in the report. However, it appears to show the future use and timing of different parcels of land identified for future urban growth. In relation to the Boral land it identifies all the Boral land and includes the following comments:

Use – Industrial

Growth – Long term

Time – 2040+

Location - Blue Circle Stage 1 and Stage 2



Map Id	Council	Town	CI	Use	Growth	Land	Lots	Lot size	Area	Time	Location
GAC1	CoGG	Geelong	D	Res	Future	New	0		5,584,383	2013 - 2037	West Precinct
GAC2	CoGG	Geelong	D	Ind	Future	New	0		1,572,538	2017 - 2040	Western Industrial
GAC3	CoGG	Geelong	D	Res	Future	New	0		1,471,340	2015 - 2040	Marshall Precinct
GAC4	CoGG	Geelong	D	Ind	Future	New	0		1,710,309	2013 - 2026	North East Industrial
GAC5	CoGG	Geelong	D	Res	Future	New	0		6,817,550	2015 - 2039	Horseshoe Bend
GAC6	CoGG	Geelong	D	Com	Future	New	0		686,330	2014 - 2045	Major Activity Centre
GAC7	CoGG	Geelong	D	Res	Future	New	0		7,961,335	2013 - 2031	East Precinct
GBC1	CoGG	Geelong	D	Ind	LT	New	0		7,450,277	2040+	Blue Circle Stage 1
GBC2	CoGG	Geelong	D	Ind	LT	New	0		7,834,670	2040+	Blue Circle Stage 2
GDU	CoGG	Geelong	D	Com		New	0	Large footprint bldgs	2,175,209	2020+	Deakin Uni/MO precinct

Figure 24 - Growth Areas - Urban Geelong (South) (Source: G21 Regional Growth Plan - Implementation Plan Appendix A, page 144)

5.7 G21 Regional Growth Plan Implementation Plan

72. The *Regional Growth Plan Implement Plan* followed on from the *Implementation Plan Background Report*. It built upon the directions of the *G21 Geelong Regional Growth Plan* by:
- identifying critical infrastructure requirements to support the housing and employment growth directions of the region and providing a program for its optimal delivery;
 - providing land supply data and incentives for achieving strategic housing outcomes to support infrastructure and settlement planning; and
 - identifying key considerations and a pathway for the planning of longer term growth areas.
73. Chapter 4.0 of the *Implementation Plan* addressed longer term growth area planning and focused on the Northern and Western Growth Areas.
74. Again, the report did not reconsider future urban growth area options, other than those identified in the *G21 Regional Growth Strategy*.

5.8 Northern and Western Growth Areas Framework Plans March 2019

75. This document presents framework plans for the two new growth areas to the north and to the west of Geelong. Subsequent more detailed precinct structure plans will need to be prepared for each area prior their development.
76. No reinvestigation of the potential for other land around Geelong to contribute to future urban growth, such as the expansion of Armstrong Creek or the Boral land, was undertaken as part of this project.

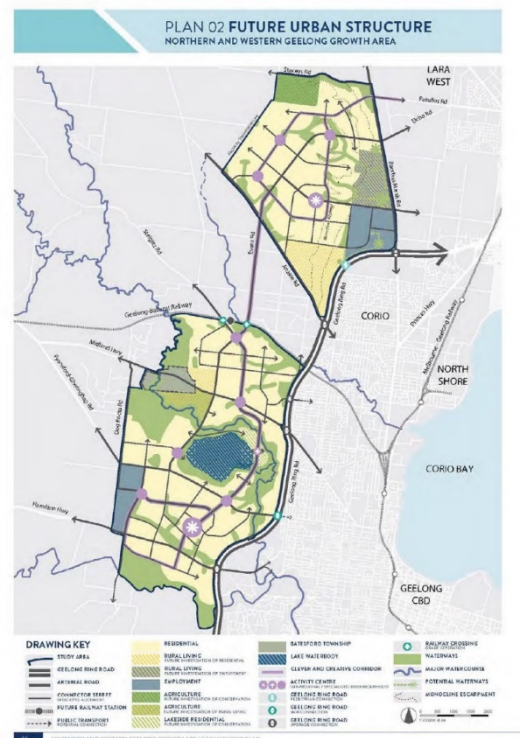


Figure 25 – Future Urban Structure, Northern and Western Growth Areas (Source: Northern and Western Growth Areas Framework Plans page 28)

5.9 Geelong Settlement Strategy 2018

77. The *Settlement Strategy* sets out an approach to responding to Geelong's housing needs until 2036 and beyond.¹⁷ (See Figure 26)
78. The *Settlement Strategy* builds on existing planning policies derived for Geelong over time and adds to them based on strategic work done since the preparation of the *G21 Regional Growth Plan* 2013.
79. Whilst the *Strategy* refers to 'settlement' *per se* and includes an 'indicative permanent settlement boundary' around Geelong, generally it does not address other key urban land uses such as industrial and employment land.
80. I note that the Boral land is located outside the 'indicative permanent settlement boundary' shown on the Housing Framework Plan but is located within the 'non-urban breaks' shown to the south and south-west of Geelong on that plan. (see Figure 26)
81. No reference is made in the *Settlement Strategy* to the Boral land. This is despite Council being aware at the time of preparing the strategy, that Boral was ceasing operations on the Waurn Ponds site.
82. Considerable background work went into the preparation of the *Settlement Strategy*. This included the preparation of an *Issues Paper* and a number of background reports that examined population growth scenarios, projections, drivers of housing demand, dwelling stock, residential supply and demand and affordable housing.
83. None of those reports reviewed or sought to update urban growth options or the sequencing of land identified for future urban growth in the *G21 Regional Growth Plan*, to reflect the change in circumstances that had occurred in relation to the Boral land since that time.
84. Given the relative merits of the Boral land to contribute to the future urban growth of Geelong, I find this surprising. In my opinion, it would have been appropriate to review the recommendations of the *G21 Regional Growth Plan* in response to the changed circumstances regarding the Boral site, as part of preparation of a new settlement strategy for Geelong.

¹⁷ Settlement Strategy, page 15

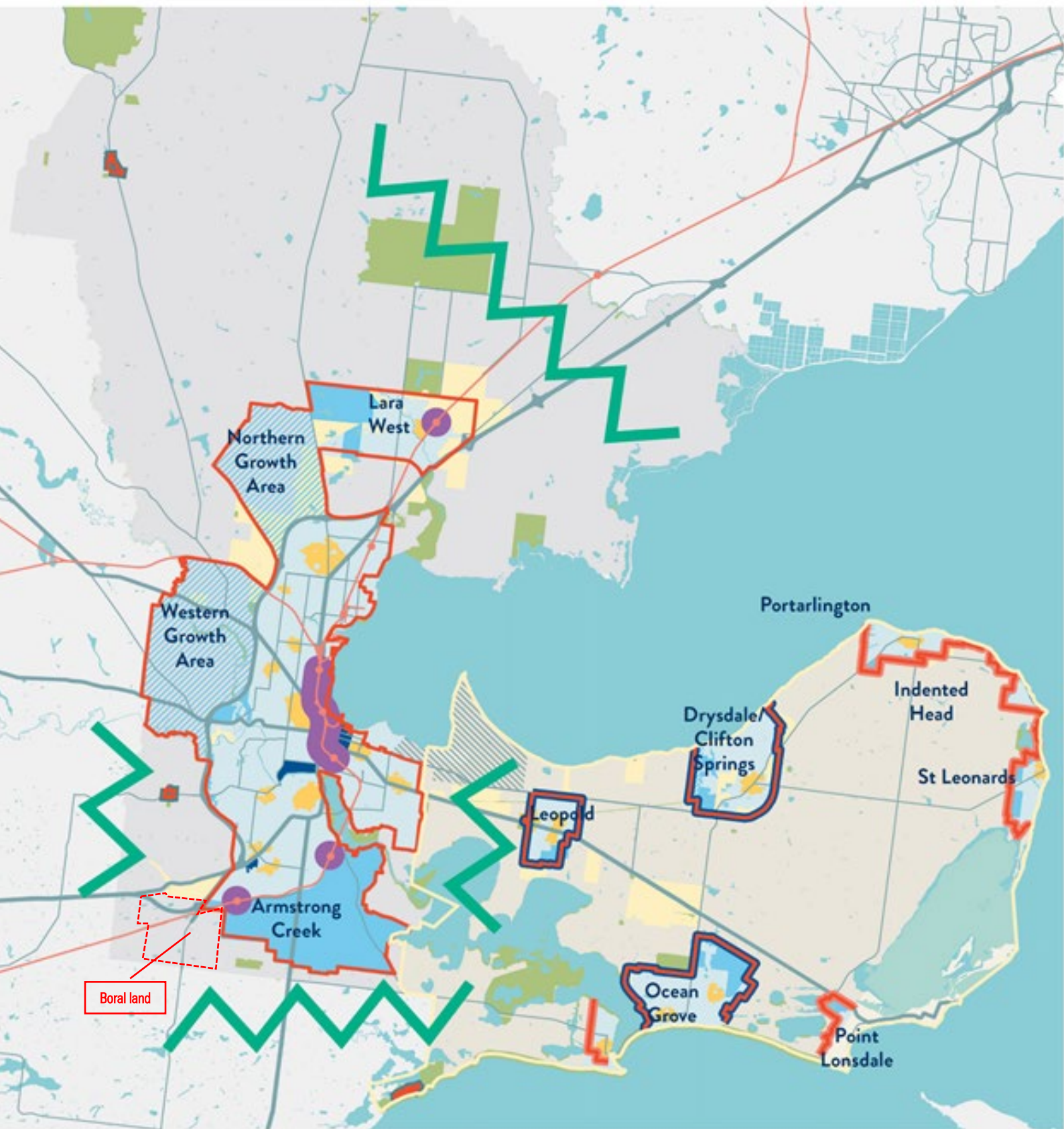


Figure 26 - Housing Framework Plan (Source: Settlement Strategy page 12)

5.10 Existing planning scheme policies

85. Existing planning policies contained in the planning scheme provide little guidance about future longer term urban expansion of Geelong, beyond reference to the existing Armstrong Creek Growth Area and infill development opportunities.
86. The newly identified Northern and Western Growth areas are presently referred to in existing regional policy as ‘further investigation areas’:
*Provide for long term growth options that build on existing infrastructure, including two further investigation areas north and west of Geelong.*¹⁸
87. The existing Municipal Framework Plan shows the Boral land as a site for “major resources”. (See Figure 27)
88. Clause 21.11 of the planning scheme includes specific policies in relation to the Armstrong Creek Growth Area. That policy includes a copy of the *Armstrong Creek Urban Growth Plan – Framework Plan* that I referred to previously. (See Figure 16)
89. The only reference made to the Boral land in planning scheme at present is the following comment:
*Land for extractive industries to the west of Ghazeeepore Road will be protected from incompatible development.*¹⁹
90. As the Boral land is no longer used for extractive industry and as Boral is ceasing operations on site, that comment is now redundant. At the very least it should be deleted from the planning scheme by Amendment C395.
91. Other issues identified in existing policies in relation to Armstrong Creek, that may be relevant to the future planning of the Boral land, include the following:
Areas of visual sensitivity along the Mount Duneed ridgeline and flood prone areas to the east of Barwon Heads Road will be protected from urban development.
The rural break between the ACUGA and Surf Coast Shire is to be maintained.
*Rural land outside of the ACUGA will be maintained in productive agricultural parcels which provide an attractive rural setting.*²⁰
92. These comments refer to the importance of protecting visually sensitive areas along the ridgeline of Mount Duneed from urban development, and of retaining a non-urban break between the Armstrong Creek Urban Growth and the Surf Coast Shire.
93. Such considerations would appropriately be taken into account as part of any further assessment of the planning potential of the Boral land, consistent the designation of the land as further investigation area.

¹⁸ Greater Geelong Planning Scheme, Clause 11.01-1R

¹⁹ Clause 21.11-1 Key Issues and Influences

²⁰ Existing Planning Scheme, Clause 21.11

5.11 Amendment C395

94. Amendment C395 continues to identify the Boral land as “major resources” on the new Municipal Framework Plan proposed to be included in Clause 22.04 (See Figure 28). However, it does not provide any strategic direction in relation to the future planning and development of this major strategic site, now that the use of the land as a quarry and for cement manufacture is to cease.
95. It is proposed that the planning scheme continues to include the following comment in Clause 22.11, which relates to the Armstrong Creek Corridor:
- Land for extractive industries to the west of Ghazeepore Road will be protected from incompatible development.*²¹
96. That comment is now redundant and should be deleted.
97. The amendment proposes to include policies into the planning scheme about significant anomalies, logical inclusions and a settlement boundary:
- Confirm enduring and defensible settlement boundaries by undertaking a logical inclusions process.*²²
- Establish a consultation process to deal with any significant anomalies or logical inclusions as part of confirming an enduring settlement boundary.*²³
98. Whilst the Municipal Framework Plan (Figure 28) does not show a settlement boundary around Geelong, the Housing and Settlement Framework Plan (Figure 29) that is proposed to be included in Clause 21.06, does. The legend to that plan refers to a number of different boundaries, although this may be an error:
- A ‘Settlement Boundary’.
 - Another ‘Boundary’ referred to as an ‘Indicative Permanent Settlement Boundary’.
99. The settlement boundary around Geelong does not include major industrial areas, such as Heals Road.
100. In my opinion, it is confusing and appears to be an anomaly to show a settlement boundary on the proposed Housing and Settlement Framework Plan, when a boundary is not shown on the proposed Municipality Framework Plan.
101. Clause 21.06-2 will clearly state that a logical inclusions process is required to determine a settlement boundary around Geelong. A permanent settlement boundary will also need to be identified to the south of Geelong as a consequence of the Surf Coast Distinctive Areas and Landscape designation of that area (see discussion in following section). Given these factors, I believe it is premature to include a settlement boundary on the Housing and Settlement Plan to be included in Clause 21.06 as part of this amendment. In my opinion that boundary should be deleted from that plan. The ‘indicative permanent settlement boundary’ will remain shown in the *Settlement Strategy*, which will be a reference document in the planning scheme. That is sufficient, given the current status of that boundary.
102. The amendment also includes the following strategy, that could influence the future planning of Boral’s land to the north of the railway / freeway. That land abuts an existing Rural Living Zone area to the north. If the Boral site is included in a further investigation area, in my opinion it would be appropriate to review the appropriateness or otherwise of rural living development in that precinct in the longer term.
- Limit rural-living developments to existing zoned land in Lara, Drysdale/Clifton Springs, Wallington, Waurin Ponds, Lovely Banks Batesford, Fyansford, Leopold, Newcomb, Moolap, Curlewis, Portarlinton and Ocean Grove.*²⁴

²¹ Clause 21.11-1 Key Issues and Influences

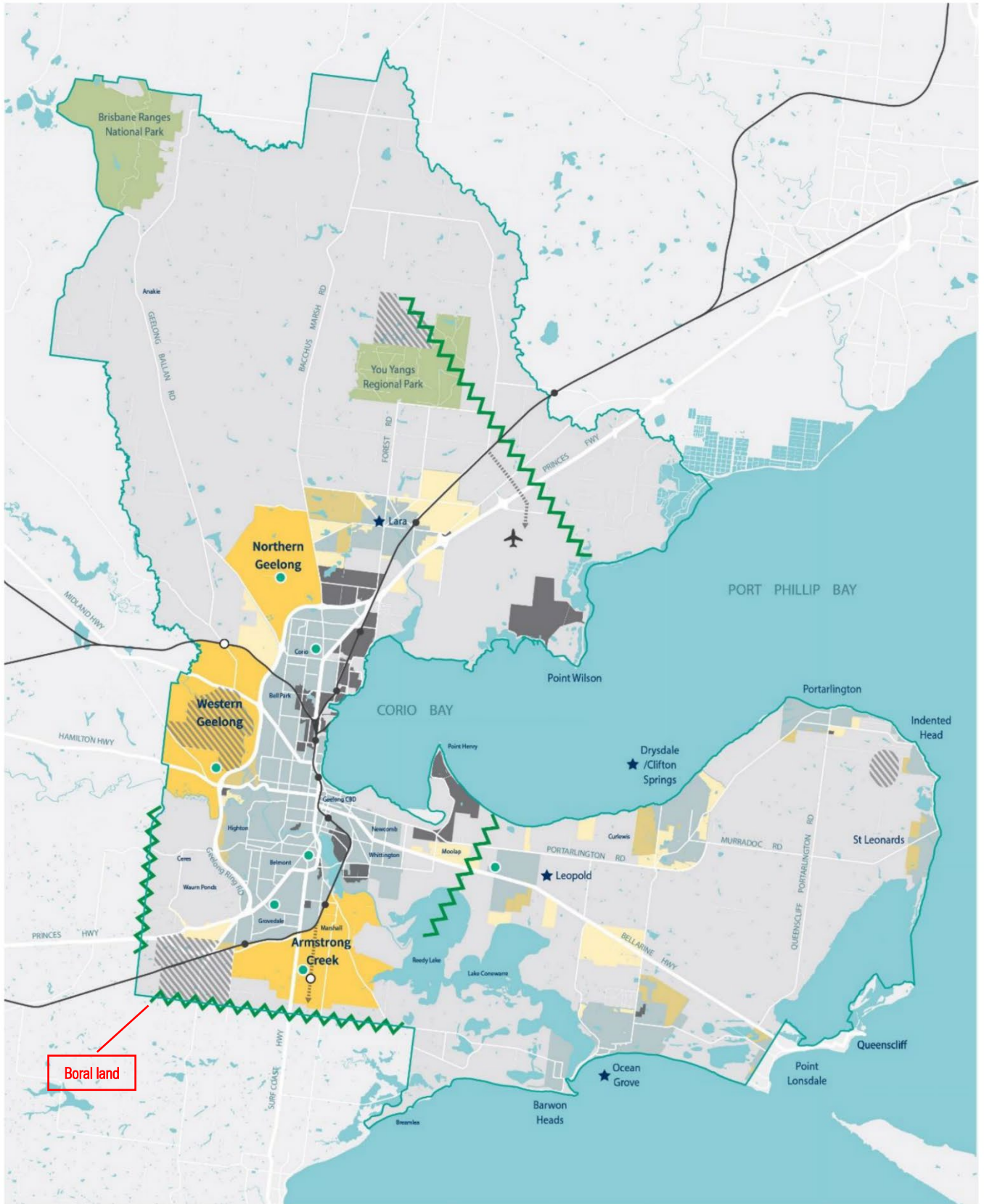
²² Clause 21.06-2 Strategies

²³ Clause 21.06-8 Implementation

²⁴ Clause 21.06-2 Strategies

21.04 MUNICIPAL FRAMEWORK PLAN

02/07/2015
Proposed C395



DRAWING KEY

- GREATER GEELONG LGA LOCAL GOVERNMENT AREA
- LOCAL GOVERNMENT AREA
- MAJOR RESOURCES
- NON-URBAN BREAK

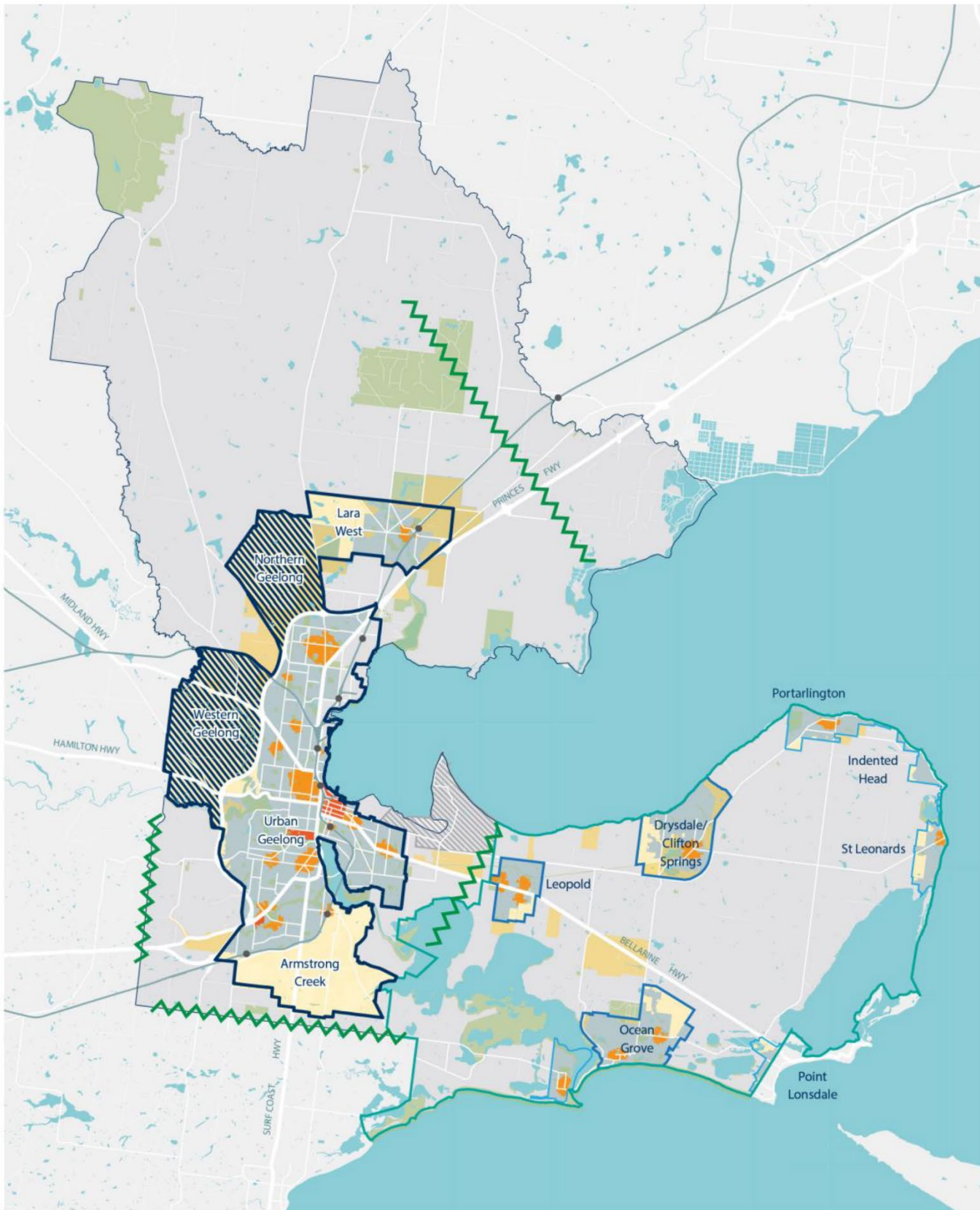
- GROWTH AREAS
- URBAN DEVELOPMENT
- RURAL LIVING AREAS NO EXPANSION
- ESTABLISHED URBAN AREAS HIGH AND MEDIUM DENSITY HOUSING MAJOR REDEVELOPMENT - HIGH DENSITY HOUSING
- EXISTING INDUSTRIAL AREAS

- SUB-REGIONAL ACTIVITY CENTRE
- RAILWAY STATIONS
- AVALON AIRPORT
- DISTRICT TOWN
- PROPOSED STATION

- PROPOSED TRANSPORT CORRIDOR
- RAILWAY NETWORK
- HIGHWAYS
- MAJOR ROADS



Housing and Settlement Framework Plan



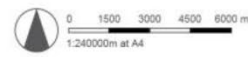
DRAWING KEY

- GREATER GEELONG LGA LOCAL GOVERNMENT AREA
- SETTLEMENT BOUNDARY
- STRENGTHEN LOCAL POLICY TO PRESERVE NON-URBAN BREAKS, RURAL LIVING FARMED LANDSCAPE AND GUIDE NEW DEVELOPMENT
- FUTURE GROWTH AREAS

- INVESTIGATION AREA
- RURAL LIVING AREAS NO EXPANSION
- GROWTH AREAS
- INCREASED HOUSING DIVERSITY AREAS HIGH AND MEDIUM DENSITY HOUSING
- KEY DEVELOPMENT AREAS MAJOR REDEVELOPMENT HIGH DENSITY HOUSING
- ESTABLISHED URBAN AREAS HIGH AND MEDIUM DENSITY HOUSING / MAJOR REDEVELOPMENT - HIGH DENSITY HOUSING

- DISTRICT TOWNS MODERATE HOUSING WITHIN EXISTING SETTLEMENT BOUNDARIES
- BOUNDARY INDICATIVE PERMANENT SETTLEMENT BOUNDARY
- LIMITED HOUSING GROWTH WITHIN EXISTING SETTLEMENT BOUNDARIES
- NON-URBAN BREAK
- RAIL STATIONS

- HIGHWAYS
- MAJOR ROADS
- RAIL NETWORK



5.12 Distinctive areas and landscapes

103. The southern part of the Boral property has recently been included in the newly designated *Surf Coast Distinctive Areas and Landscapes* area.
104. The Surf Coast area was declared on the 19th of September 2019. Clause 11.03-5S of the planning scheme and Part 3AAB of the Planning and Environment Act relate to distinctive areas and landscapes.
105. The boundary of the area is shown in Figure 30. It includes all land between the coast and an area approximating the southern boundary of the Armstrong Creek Urban Growth Area. It includes the southern part of the Boral property (south of Reservoir Road and Whites Road).
106. Once declared as a designated area, pursuant to the Planning and Environment Act, a statement of planning policy must be prepared for the area within one year. The statement is to include a strategic framework plan to guide future land use and development. It is expected that a statement of planning policy for the Surf Coast area will be prepared by mid-2020.



Figure 30 - Surf Coast Declared Area

107. The purpose of the statement of planning policy is to guide the future use and development of land in the declared area, making sure that the distinctive attributes of the area are protected. It is also to coordinate decision making for land use, achieve integrated management, infrastructure and development outcomes. The statement will set out clear objectives and strategies that responsible public entities must have regard to when making decisions. It will provide the highest level of planning protection through state legislation.²⁵
108. Three 'attributes' of the area that may be relevant to the Boral site, as set out in the declaration published in the Government Gazette²⁶, include:

Landscape character is highly visible from main road corridors.

Extractive industries in the area are significant, particularly for their contribution to Victoria's supply of limestone.

The Surf Coast Highway and Anglesea Road also form part of the state transport network which is critical for the function of the Surf Coast.

²⁵ Surf Coast Distinctive areas and landscapes – Project Update, page 2

²⁶ Victorian Government Gazette, 1980, G38, 19th September 2019

109. The focus of the Surf Coast area is Torquay and the coast, rather than urban edge of Geelong, as identified on the web-site for the Surf Coast area:²⁷

? [Why has Surf Coast being declared a 'distinctive area and landscape'?](#)

The Surf Coast is renowned for excellent beaches, coastal biodiversity, attractive hinterland areas and a wealth of recreation and tourism facilities. Torquay-Jan Juc is experiencing significant urban development pressures which is altering the distinctive nature of the area and leading to the loss of non-urban breaks and productive rural land.

? [What does a declaration mean for Spring Creek and Surf Coast Planning Scheme Amendment C114?](#)

The Surf Coast Distinctive Area and Landscape Project will allow the community and stakeholders to have their say on the extent of the permanent settlement boundary for the Torquay-Jan Juc township. The new Statement of Planning Policy for the Surf Coast declared area will ensure a protected settlement boundary which will form part of the Surf Coast Planning Scheme.

The outcomes of the Surf Coast Distinctive Area and Landscape Project will inform the Minister for Planning's final decision on Amendment C114 and the Spring Creek Precinct Structure Plan.

110. A public engagement phase was undertaken for the Surf Coast area in May and June 2019, before the area was designated. The process focussed on engaging with the community to identify a vision for the area, values, threats and means of protection. From the engagement report it is clear that no issues were raised in relation to the northern part of the designated area, adjacent to the settlement boundary of Geelong, in the vicinity of the Boral land.²⁸ Issues relating to 'landscapes and scenic views' and to 'townships and settlements' were strongly focussed on Torquay / Jan Juc, in particular Spring Creek, and on coastal areas (see Figure 31).

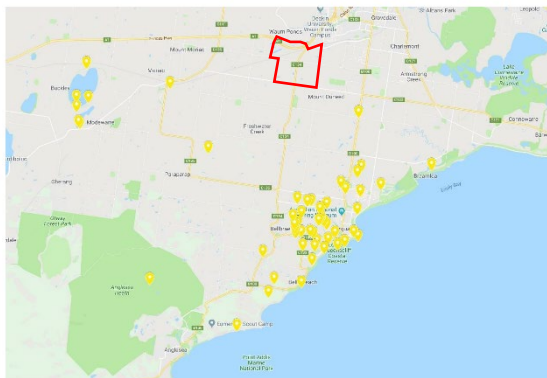


Figure 29: Dot points mapped by participants online and face-to-face, landscapes and scenic views

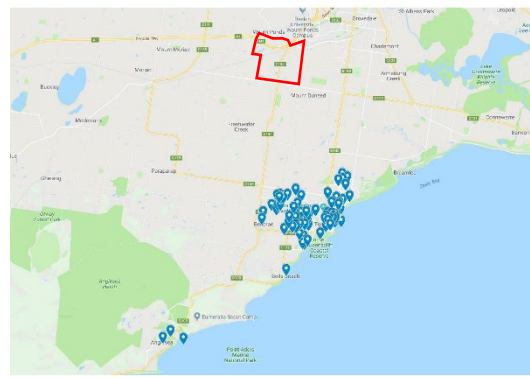


Figure 31: Dot points mapped by participants online and face-to-face, townships and settlements

Figure 31 - Issues mapped by participants in engagement process for Surf Coast Distinctive Areas and Landscapes project (Source pages Community Engagement Report, pages 36 / 37)

111. A key outcome of the process will be the identification of permanent settlement boundaries. Such boundaries are to be afforded the same level of protection as Melbourne's permanent urban growth boundary.

112. The designation places added emphasis on the importance of the Boral site being identified as a further investigation area now, as part of Amendment C395. It will become increasingly difficult to add new urban growth areas to the fringe of Geelong once a permanent settlement boundary has been established.

²⁷ <https://engage.vic.gov.au/distinctive-areas-and-landscapes-program/surf-coast>

²⁸ Surf Coast Distinctive Areas and Landscapes – Community Engagement, Capire, August 2019

6 Designation of the Boral land as a further investigation area

6.1 Already designated by the G21 Regional Growth Plan

113. The *G21 Regional Growth Area Plan* already designates the northern part of the Boral land as a long term further investigation area, as a potential employment node. That decision was made before the implications of Boral's decision to cease operations on the site were fully understood. In my view, the designation of the land in the *Regional Growth Plan* distinguishes the Boral site from other parcels of land which may be more appropriate to advance through a logical inclusions process.
114. The designation already identifies the appropriateness of further investigating the land for future urban development.
115. The timing of the further investigation of the Boral land, as set out in the *Regional Growth Plan*, warrants review, given the change in circumstances that has occurred in the intervening 6 years since the *Regional Growth Plan* was prepared.
116. In my opinion the Boral land should have been investigated as part of the preparation of the *Settlement Strategy*. The *Settlement Strategy* is looking to 'lock in' future urban growth areas around Geelong for the next 25 years and beyond. It has been readily apparent to Council throughout the preparation of the *Strategy* that the Boral land is no longer required for quarrying and cement production, removing the key constraint that I believe led to it being deferred from further consideration when the *Regional Growth Plan* was prepared in 2013.
117. The land is as well, if not better located for future urban development than the two new growth areas confirmed in the *Settlement Strategy*.
118. Given this background, I believe that the land should be identified as a 'further investigation area' now, as part of Amendment C395. It should not be left for consideration as part of a logical inclusions process.

6.2 Not an issue about the future supply of urban land in Geelong

119. The *Settlement Strategy* makes it clear that more than enough land has been identified to accommodate high levels of growth in Geelong until at least 2046 to 2061, depending on the proportion of infill development that occurs.³⁰
120. State planning policy talks about providing a supply of land for at least 15 years:
*Plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.*³¹
121. The issue in relation to the Boral land is not about whether the land is needed to accommodate future urban development in Geelong. Rather, it is about whether the land is as well or is better located to accommodate future urban development than the other areas that have been identified.

³⁰ Settlement Strategy, page 60

³¹ Clause 11.02-1S

122. In my opinion it is better located, and should be further investigated to determine what contribution it might make to accommodating Geelong's future urban development, as a matter of urgency.
123. The City of Greater Geelong is well advanced and is strongly committed to planning the Northern and Western Growth areas. This commitment should not be seen as a reason to prevent the further investigation of the Boral land now.
124. If the land is as well if not better suited to urban development than other identified growth areas, then there would be a community benefit from including the land as part of the future settlement planning outlook for Geelong.
125. I note that there is no wording proposed to be included in either *Clause 21.06 Settlement and Housing* or *Clause 21.10 Northern and Western Geelong Growth Areas* of the planning scheme that relates to the timing of development of the Northern and Western Growth Areas. Accordingly, I see no need to defer the approval of Amendment C395 or reword the proposed planning policies regarding the northern and western growth areas, prior to further investigations being undertaken in relation to the Boral land. However, further modifications to the scheme would be required in the future, if investigations confirm the appropriateness of the Boral land for urban development.

6.3 Consistency with urban growth policy

State policy

126. At the State level, relevant policies for urban growth and expansion are primarily contained in *Clause 11 Settlement* and *Clause 18 Movement Networks*, of the planning scheme.
127. Key matters raised in State policy relevant to the appropriateness of the Boral land as a further investigation area include the following:
- Planning is to recognise the need for, and as far as practicable contribute towards ... Land use and transport integration. (Clause 11)*
 - Planning is to facilitate sustainable development that takes full advantage of existing settlement patterns and investment in transport, utility, social, community and commercial infrastructure and services. (Clause 11)*
 - Plan for development and investment opportunities along existing and planned transport infrastructure. (11.01-1S)*
 - Encourage a form and density of settlements that supports sustainable transport to reduce greenhouse gas emissions. (11.01-1S)*
 - Limit urban sprawl and direct growth into existing settlements. (11.01-1S)*
 - To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas. (Clause 11.03-2S)*
 - Concentrate urban expansion into growth areas that are served by high-capacity public transport. (Clause 11.03-2S)*
 - Deliver timely and adequate provision of public transport and local and regional infrastructure and services, in line with a preferred sequence of land release. (Clause 11.03-2S)*
 - To facilitate greater use of public transport and promote increased development close to high-quality public transport routes. (Clause 18.02-2S)*
 - Maintain and strengthen passenger transport networks. (Clause 18.02-2S)*
 - Connect activity centres, job rich areas and outer suburban areas through high-quality public transport. (Clause 18.02-2S)*

Ensure development supports the delivery and operation of public transport services. (Clause 18.02-2S)

Plan for and deliver public transport in outer suburban areas that is integrated with land use and development. (Clause 18.02-2S)

Provide for bus routes and stops and public transport interchanges in new development areas. Clause (18.02-2S)

128. These policies focus on utilising existing infrastructure and transport corridors, particularly public transport corridors, building on existing settlements and urban areas where possible, and ensuring new development supports the delivery and operation of public transport services.
129. In my opinion, urban development on the Boral land would be consistent with these policies, especially those related to public transport infrastructure and building on existing communities. This is due to the location of the site adjacent to Armstrong Creek Urban Growth Area and Waurn Ponds, and due to a railway line running through the site.

Settlement Strategy principles

130. The *Settlement Strategy Issues Paper* reviewed principles for sustainable settlements for consideration in preparing the *Settlement Strategy*.³² (See Figure 32)

131. The principles reviewed place particular emphasis on:

- Smart growth - Concentrating compact walkable urban areas around public transport.
- Transit orientated development – Creating walkable neighbourhoods centred around high quality public transport.
- Providing sustainable transport options such as walking, cycling and public transport.
- Reducing private vehicle dependence.
- Improving public transport generally.

132. The *Settlement Strategy* adopted One Planet Living Principles:

*Apply 'One Planet Living' principles to growth area planning and development.*³³

133. Public transport accessibility is a fundamental tenet of the One Planet Living Principles. On my assessment the Boral land, being with 400 metres of the existing Waurn Ponds Railway Station and being located on the existing Geelong – Warrnambool Railway Line, displays an equal if not greater degree of consistency with those principles than the other newly designated growth areas around Geelong.

134. As noted in the *G21 Implementation Plan – Background Report* in relation to public transport accessibility to the Northern and Western Growth Areas:

*Neither FIA are particularly well served by public transport at present, however this is largely the product of an insufficient population catchment to warrant investment in infrastructure and provision of regular services. The Northern FIA lacks any available rail infrastructure, while the Western FIA adjoins the Geelong – Ballarat Railway line, albeit currently used for freight movement only. While the (former) Moorabool Railway station remains and is privately owned there remains the possibility of constructing a new railway station proximate to the FIA but this may prove cost prohibitive. It is more likely would be the expansion of bus networks to service the population in the shorter term.*³⁴

³² Settlement Strategy Issues Paper, page 12

³³ Settlement Strategy, page 8

³⁴ Implementation Plan Background Report, page 108

SUSTAINABLE SETTLEMENTS

One of the objectives of the Settlement Strategy is to achieve a more sustainable settlement pattern.

SUSTAINABILITY IN SETTLEMENT AND HOUSING PLANNING

Almost all settlement and housing strategies make reference to improving the sustainability of the urban environment. This is expressed in many different ways but some of the more popular examples include:

- **10 or 15 minute city** – ability to reach most of your daily needs within a 10/15 minute walk or ride including well serviced local centres.
- **Smart growth** – concentrates growth in compact urban centres with a mix of building types and uses and diverse housing and transport options aimed at reducing pressure on outward expansion.
- **Transit orientated development (TOD)** – creation of compact, walkable, pedestrian-oriented, mixed-use communities centered around high quality public transport and reducing the need for a private vehicle.
- **New urbanism** - based on centuries old principles of cities and town including walkable streets, housing close to local centres, accessible public spaces and a focus on human scale urban design.
- **One planet living** – incorporates the 10 principles of health and happiness, equity and local economy, culture and community, land use and wildlife, sustainable water, local and sustainable food, sustainable materials, sustainable transport, zero waste and zero carbon into decision making in community planning. Geelong is one of six accredited one planet councils in Australia.

ELEMENTS OF SUSTAINABLE SETTLEMENT

There are many elements that make settlements more sustainable but some of the key features include:

- **Reducing private vehicle dependence** - as we become more populated increasing congestion and fuel prices can impact on productivity and quality of life. Being able to access some or all of your daily needs including access to education and employment by walking, cycling and public transport.
- **Improving public transport services** - this includes planning for the physical network (routes, stops etc) and providing adequate services (clean, comfortable, frequent, timely etc). While increased population densities will contribute to making services more viable, equally important is offering a service that encourages patronage.
- **Increasing housing densities and diversity** - concentrating higher and medium development around local centres with services and facilities increasing accessibility to all age groups and abilities.
- **Mixed land uses** - utilising flexible zoning that combines residential, commercial, employment, schools, social services, public institutions instead of zoning for single purposes.
- **Green space** - providing green spaces for passive and active recreation, protection of environmental values, water cycle management
- **Efficient provision, expansion and management of infrastructure** - the cost of providing infrastructure is generally the same regardless of how many homes or people benefit from it. Research shows the cost to supply new infrastructure to growth areas is more than utilising existing infrastructure in existing areas.
- **Sustainable building stock** - that reduces energy and water consumption.

The Settlement Strategy will consider how Greater Geelong can continue to provide for strong growth while minimising environmental impacts, maintaining what is valued about living in Geelong and the lifestyle options it provides and delivering well serviced and connected communities.

Figure 32 – Sustainable Settlements, Settlement Strategy Issues Paper, page 12

6.4 Potential for transit oriented development

135. A key attribute of the Boral land for urban development is that it straddles the Geelong - Warrnambool railway line, which is a freight and passenger line. This provides potential for a direct public transport connection to the Geelong and to the Melbourne CBDs.
136. The existence of the railway line and an operable railway siding on the Boral site, provides potential for both residential and industrial development on the land.
137. As identified above, planning policy places considerable emphasis of the importance of aligning new urban growth areas with existing transport infrastructure where it exists, in particular rail infrastructure.
138. Unfortunately, planning throughout Melbourne and Geelong is not always able to realise this ambition.
139. This is not the case in relation to the Boral land. The eastern part of the Boral property is located within 400 metres of the existing Waurn Ponds Station. A new train stabling and maintenance facility is proposed to be established on land immediately west of the Boral land. This will mean that most if not all Melbourne to Geelong passenger trains, will run through the Boral site to the stabling yards.
140. Much of the Boral land is located within a 1.6 to 2 kilometre wide corridor along either side of the railway line. This presents the opportunity for urban growth to be focussed on a new railway station that could potentially be located on the Boral site. A new station on the Boral land, to the west of Anglesea Road, could be the catalyst for a new transit orientated mixed use development. The potential provided by such an opportunity in itself, in my opinion warrants the further investigation of the whole of the Boral site for urban development.
141. I note that one of the changes made to the *Settlement Strategy* in response to community consultation was the introduction of a direction to:
- ... investigate a 'rail corridor precinct' approach to infill opportunities from North Geelong Station through to Breakwater.³⁴
142. In many ways Geelong is fortunate in that it is almost a linear city, with a central transport corridor that includes a railway line and highway. The potential exists in the future, to further the concept of 'rail corridor investigation area' throughout the entire north / south spine of the Geelong urban area.
143. The extension of greenfield urban development along the railway line to the south-west of Geelong onto the Boral land, is a logical extension of this concept. It is consistent with State planning policy, would be of significant community benefit, would provide the opportunity to reduce car dependence and achieve a form of transit orientated development consistent with the principles upon which the *Settlement Strategy* is based. (See Figure 33)

³⁴ Settlement Strategy, page 10 and page 20

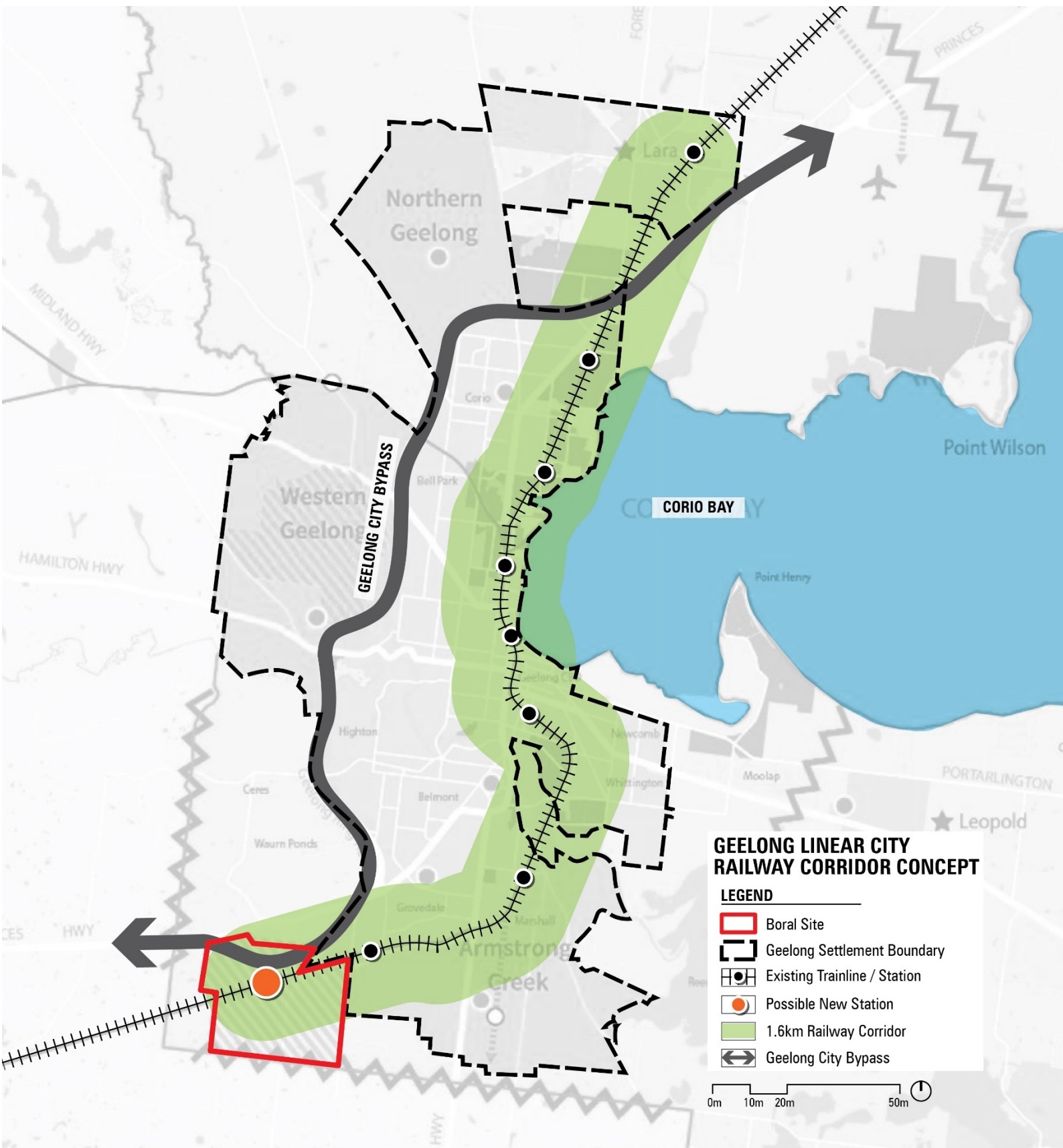


Figure 33 – Strategic opportunity – Geelong Transit Orientated City

6.5 Extension of an existing urban growth area

144. There are clear benefits in extending existing urban areas and designated growth areas, rather than establishing new urban growth fronts.
145. Benefits include the ability to use / borrow existing services, facilities and infrastructure as new areas gain the critical mass required to justify their own facilities, and for new residents to benefit from the established sense of community and sense of place inherent in existing communities. Such an approach is supported by planning policy.
146. The Armstrong Creek Urban Growth Area is the existing major growth area for Geelong. The Boral land directly abuts the western edge of the area.
147. Urban development on the eastern parts of the Boral land would in my opinion be a natural and a logical extension of the Armstrong Urban Creek Growth Area. There would be a need to rethink the PSPs for the western part of Armstrong Creek, in particular the Western Employment Area. However, I do not believe this would be unreasonable, given that the employment precinct has not yet been developed and a PSP has not yet been approved.

6.6 No obvious constraints to development

148. Whilst detailed work will need to be done to confirm the capabilities of the Boral land for future development, there do not appear to be any obvious environmental or cultural heritage constraints to development of the land at this time.
149. There are no planning overlays affecting the land, suggesting that the property does not contain areas of known environment sensitivity, or is constrained by flooding or the like.
150. There only isolated sites identified as being of aboriginal cultural heritage significance. (See Figure 34)
151. There will be issues that will need to be addressed regarding the rehabilitation of the former quarry and remediation of former manufacturing areas.



Figure 34 - Areas of cultural heritage sensitivity

152. Constraints to urban development are more likely to be strategic, rather than environmental or engineering. They are likely to relate to issues such as:
- Retaining a non-urban break between Geelong and Torquay,
 - The location of a permanent settlement boundary to the south / south-west of Geelong.
 - The impacts of urban development on the role, function and landscape character of Anglesea Road.
153. In my opinion, none of these strategic considerations is likely to be insurmountable to the use of the Boral land for urban development of some form. The extent to which such considerations may impact on the future use of the land should appropriately be dealt with as part of a further investigation process.

6.7 As well if not better suited than other growth areas

154. As outlined in Section 5.4, on the basis of the desktop assessment undertaken as part of the preparation of the *G21 Regional Growth Plan*, the Boral site is as well if not better suited for urban development than other designated growth areas in Geelong.
155. The mere fact that Council has undertaken considerable future strategic planning work since the *Regional Growth Plan* was prepared in 2013, which has concentrated on the Northern and Western Growth areas, does not justify continuing down that path without reconsidering the attributes of the Boral land.
156. If the Boral land does have advantages over other growth areas, which I believe it has, then its development will result in a greater benefit to the community of Geelong than will development in other growth areas.
157. I believe that it is poor planning to proceed down a path determined in 2013, in the knowledge of a change in circumstances since that time, without reconsidering the most appropriate direction in which to proceed.

6.8 Amendment C395 should identify a planning future for such a major strategic site

158. It is the role of a planning scheme to be up to date and to provide relevant future policy directions for the use and development of land in a municipality.
159. Amendment C395 as exhibited, continues to identify the Boral land as “*major resources*” on the proposed Municipal Strategic Framework Plan. This is despite the fact that quarrying operations have ceased, recovery of any remaining resource is no longer viable, and Boral is in the process of closing the remaining clinker grinding facility and relocating it to the Port of Geelong.
160. Amendment C395 as exhibited, continues to refer to the need to protect land abutting the Armstrong Creek Urban Growth Corridor, to the west of Ghazeepore Road, for extractive industries:
*Land for extractive industries to the west of Ghazeepore Road will be protected from incompatible development.*³⁵
161. That comment is now incorrect and is redundant.
162. The Boral site is a strategically significant site on the edge of urban Geelong. The northern parts of the site have already been identified as a further investigation area. The site remains in a Special Use Zone 7. Development of the site consistent with the provisions of the existing Special Use Zone 7, has the potential to prejudice the opportunity for future urban development on the land. This would be to the disbenefit to the community of Geelong.
163. This would be a poor planning outcome that should be avoided.
164. Designation of the land as a further investigation area as part of Amendment C395 is required, at least to flag that the future use and existing zoning of the land, needs to be reviewed.

6.9 Meaning of ‘further investigation area’

165. The *G21 Regional Growth Strategy* introduces the concept of further investigation areas in Geelong. It describes further investigation areas as areas that:
*... do not have definitive boundaries and have no formal status as ‘future development’ sites without further research. They require an additional rigorous process of assessment for suitability. Considerations such as the implications for major trunk infrastructure provision, including major transport infrastructure links, the ability to create connected, rather than isolated communities and timing, are to be part of the investigation process.*³⁶
166. The concept of further investigation areas is already included in the Geelong Planning Scheme by reference to the proposed Northern and Western Urban Growth areas:
*Provide for long term growth options that build on existing infrastructure, including two further investigation areas north and west of Geelong.*³⁷
167. Identification of the Boral site as a further investigation area would not formally commit it for future urban development. It would merely identify that the property has sufficient attributes to warrant further investigation to determine its future use and development potential.

³⁵ Clause 21.11-1 Key Issues and Influences

³⁶ G21 Regional Growth Plan, page 29

³⁷ Planning Scheme, Clause 11.01-1R Settlement - Geelong G21

6.10 Logical inclusions process

168. I believe there is sufficient strategic merit to identify the whole of the Boral land as a further investigation area now, as part of Amendment C395. I do not believe it is appropriate to leave it to a logical inclusions process to determine the potential of the land.
169. Boral made a number of submissions to Council as part of the *Settlement Strategy*. Council refused to consider changing the strategy to recognise all or any part of the Boral land as a further investigation area at the time, despite the fact that the *Regional Growth Strategy* already identifies the northern parts of the property as such.
170. Council has shown a reluctance to shift from the directions set out in the *G21 Geelong Regional Growth Plan*, despite that document being some 6 years old, and despite a clear change in circumstances in relation to the Boral land since that time.
171. Council has already made very strong statements in the *Settlement Strategy*, that sufficient land exists to accommodate Geelong's long term future population growth and that no additional extensions to the urban area will be considered. These comments were made directly in relation to submissions made to the draft *Strategy* in relation to land "to the south and the west" of Armstrong Creek:
- The land supply within existing identified growth areas are sufficient to meet likely demand for greenfield housing to 2046, assuming the G21 aspirational population growth scenario of 2.5 per cent. There is therefore no need to identify or rezone additional residential land as part of this Strategy. This period could be extended by another 15 years, if an increased share of total housing demand is met in established areas, and increased housing diversity and density can be achieved in growth areas.*
- Given the above, we will not support any proposals for rezoning or designating broad-hectare land for residential use, thus creating growth areas beyond those already planned.³⁸*
172. Whilst Amendment C395 proposes to include reference to a logical inclusions process, there is no indication as to what the process will be, the timeframe, or whether there will be any opportunity for independent review of Council's findings.
173. Boral is rightly concerned that Council could dismiss any request made as part of the logical inclusions process, without due consideration of the strategic merits of the land for urban development.

³⁸ Settlement Strategy, page 60

7 Strategic possibilities for the land

174. At this time I have not undertaken or been involved in any detailed assessments that would be required to confirm the urban development potential of the Boral land or to prepare a land use concept for the property.

175. Based on my strategic planning experience and existing knowledge of the Geelong region, I offer some initial thoughts about the development potential of the site.

176. Figure 35 identifies a number of land use precincts I refer to.

Precinct 1

- Presently used as broad hectare farmland.
- Abuts the Armstrong Creek Urban Growth Area and the existing Waurn Ponds residential area (to the north of the railway).
- Is within 400 metres of the existing Waurn Ponds Railway Station.
- Is a logical westerly extension of the Armstrong Creek Growth Area, at a minimum extending to the east side of Anglesea Road (with an appropriate interface to that road).
- Could be seamlessly integrated into the Armstrong Creek Growth Area.
- Potential exists to 'rethink' proposed land uses in the western part of Armstrong Creek, in particular the Armstrong Creek West Employment Precinct, given that it will no longer be required as a buffer to the quarry.
- Potential exists for either residential or employment uses. My preference would be for residential uses in conjunction with a reconsideration of the western part of the Armstrong Creek Growth area.

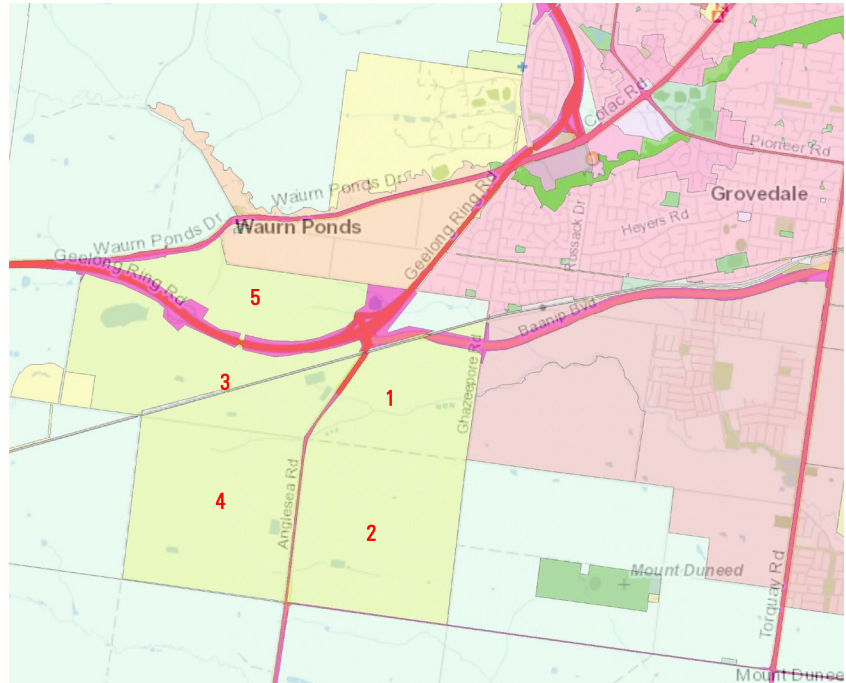


Figure 35 – Boral Site - Strategic Planning Land Units

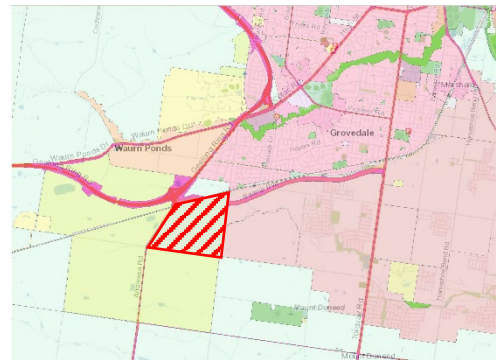


Figure 36 - Strategic possibilities - Precinct 1

Precinct 2

- Presently used as broad hectare farmland.
- Located on the lower plains at the base of Mt Duneed. A low ridge runs east to west, to the south of Reservoir Road, which represents a change in slope between the Armstrong Creek and the Thompson Creek catchments.
- Residential development potential in conjunction with the future development of Precinct 1 to the north.
- The extent of development towards the south would need to be assessed in light of establishing a permanent settlement boundary to the south of Geelong.

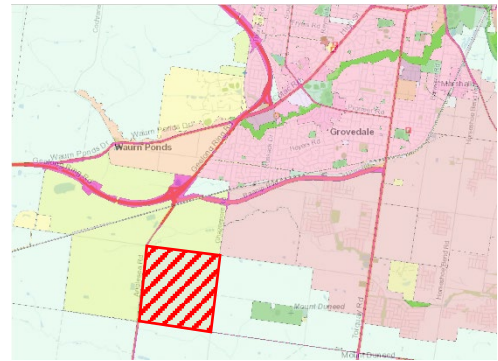


Figure 37 - Strategic opportunities - Precinct 2

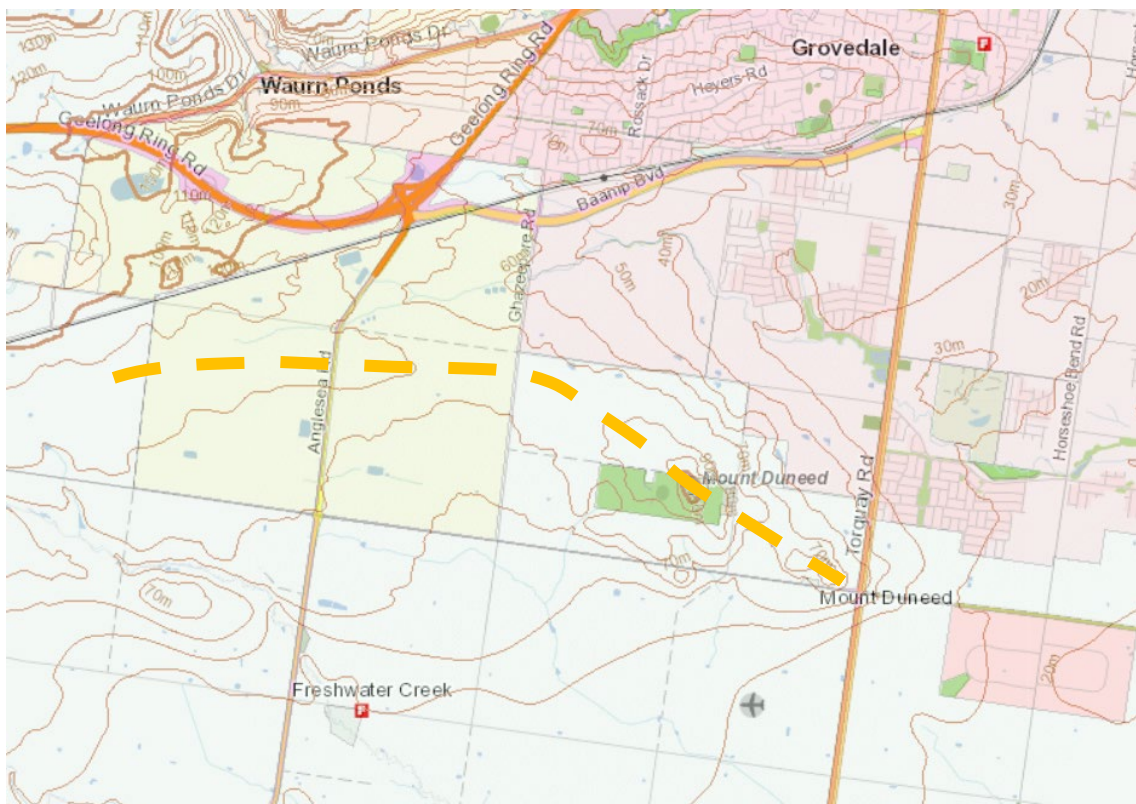


Figure 38 - Contours and approximate break in fall between Armstrong Creek and Thompsons Creek catchments

Precinct 3

Option 1 Transit oriented residential / mixed use

- The core of former quarry operations, including the former quarry pits, and areas of plant and equipment.
- Rehabilitation and remediation required.
- Is dissected by the railway line and is bounded to the north by the Princess Freeway. Substantial underpasses exist beneath the freeway and railway, and provide good connection between both sides of the precinct and to Precinct 5 to the north.
- The railway provides an outstanding opportunity to establish a new transit oriented, mixed use / residential neighbourhood, potentially focussed on a new station. The possibility of providing rail access is a very significant advantage for any future urban growth area.

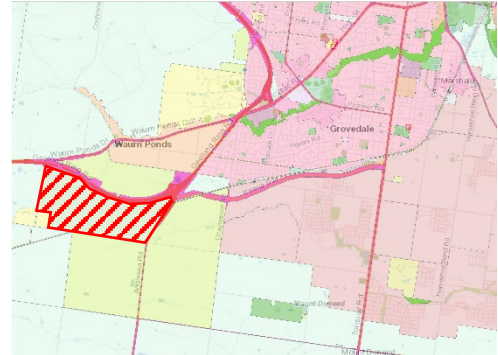


Figure 39 - Strategic opportunities - Precinct 3



Figure 40 – Underpass under the freeway



Figure 41 - Underpass beneath railway

Option 2 - Employment

- Strategically located at the western gateway to Geelong, at the interchange between the Geelong Ring Road (Princess Freeway) and Anglesea Road.
- Excellent state / regional road access provides potential for major employment uses, subject to demand.
- Presence of the railway line and a rail siding provides potential for rail dependent industry or an intermodal interchange, subject to demand.
- Any employment use would need to be consistent with a regional employment strategy, that has regard to existing employment opportunities in Geelong i.e. new opportunities to be provided in Armstrong Creek (the



Figure 42 - Partly rehabilitate quarry pit in northern part of Precinct 3

Western Employment Precinct), in the vicinity of Avalon Airport to the north of Geelong, and in the vicinity of the nearby Deakin University.

- Potential synergies exist with the nearby Deakin University hub, which includes the University, the University Business Precinct, the Epworth Hospital and the Marcus Oldham site.

Option 3 – Large scale one-off uses

- Excellent road access and an interesting topography provided by rehabilitated quarry pits, provides potential for a variety of major one-off uses such as theme parks, recreation, open space, entertainment and institution uses etc.

Precinct 4

- Presently used for broad hectare farming.
- Located on the plains to the west of Mt Duneed. A low ridge runs east to west, to the south of Reservoir Road, which represents a change in slope between the Armstrong Creek and the Thompson Creek catchments.
- Potential for urban residential development in conjunction with future transit orientated mixed use / residential development in Precinct 3 to the north, as most of the land is within 2 kilometres of the railway line.
- The extent of development towards the south would need to be assessed in light of establishing a permanent settlement boundary to the south of Geelong.

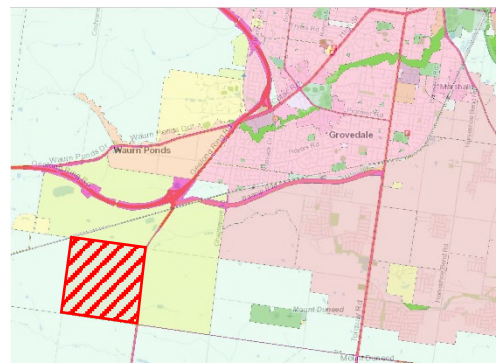


Figure 43 - Strategic opportunities - Precinct 4

Precinct 5

- Based on existing zoning of abutting land to the north, could be considered for rural residential development immediately. However this would not be consistent with the optimum future use of the land.
- Is strategically well suited for conventional density residential development, given proximity to the emerging economic and employment hub of Deakin University, the Epworth Hospital and to Waurn Ponds.
- Potential exists to rethink the future planning of the wider the precinct, in consultation with existing rural residents abutting to the north.
- Well connected to Precinct 3 to the south of the freeway and to the railway line by existing underpasses.
- Has potential for urban density residential or for the expansion of the existing rural living area.
- Could have potential for employment uses.
- Future development potential would be influenced by the type of development that occurs on Precinct 3 to the south of the freeway.

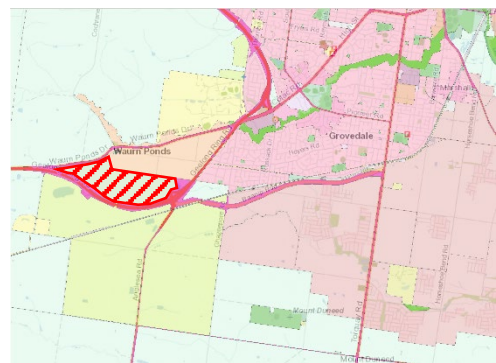


Figure 44 - Strategic opportunities - Precinct 5

8 Conclusion

177. There is a long history of urban growth area planning around Geelong dating from preparation of the Armstrong Creek Growth Area Plan in 2008 / 2010.
178. Throughout all of the work undertaken to date, the Boral land has been consistently identified as either a quarry, a natural resource, or as a buffer to the quarry. For that reason it has not been considered for potential urban development, despite its ideal location adjacent to the Armstrong Creek Growth Area and on the Geelong – Warrnambool Railway Line.
179. Whilst the *Geelong Regional Growth Plan 2013* already identifies the northern part of the land as a further investigation area, it was identified as a long term, with priority being given to the proposed northern and western growth areas.
180. The site is as well if not better located for urban development than the proposed northern and western growth areas.
181. Despite Boral notifying Council of its intentions to wind down operations on the site in 2012, all recent strategic planning work, including the *Settlement Strategy*, has failed to address the change of circumstance in relation to the land, and reconsider its potential for urban development in the short to medium term.
182. It is appropriate to identify the land as a further investigation area as part of Amendment C395.
183. Identification of the land as a further investigation area in Amendment C395, can be done without any further changes to the Amendment as exhibited, except for:
- In Clause *21.06 Settlement and Housing*:
 - Under the heading Settlement, including reference to the Boral land as a further investigation area:

The former Boral quarry land at Waurn Ponds will be further investigated to determine its potential for future urban development.
 - Identifying the Boral land as an “Investigation Area” on the Housing and Settlement Framework Plan.
 - Delete reference to ‘Settlement Boundary’ and ‘Boundary Indicative Permanent Settlement Boundary’ from the legend to the Housing and Settlement Framework Plan, and delete the settlement boundary shown around the Geelong urban area.
 - Changing the designation of the Boral land on the Municipal Framework Plan from “Major Resources”, to “Further Investigation Area” (Clause 21.04).
 - In Clause *21-11.1 Key Issues and Influences*, deleting reference to:

Land for extractive industries to the west of Ghazeepore Road will be protected from incompatible development.
184. A tracked changes version of the clauses of the amendment I suggest be modified are provided in Appendix 1.



David Barnes - BTRP(Hons); MBA; FPIA
Hansen Partnership | Managing Director

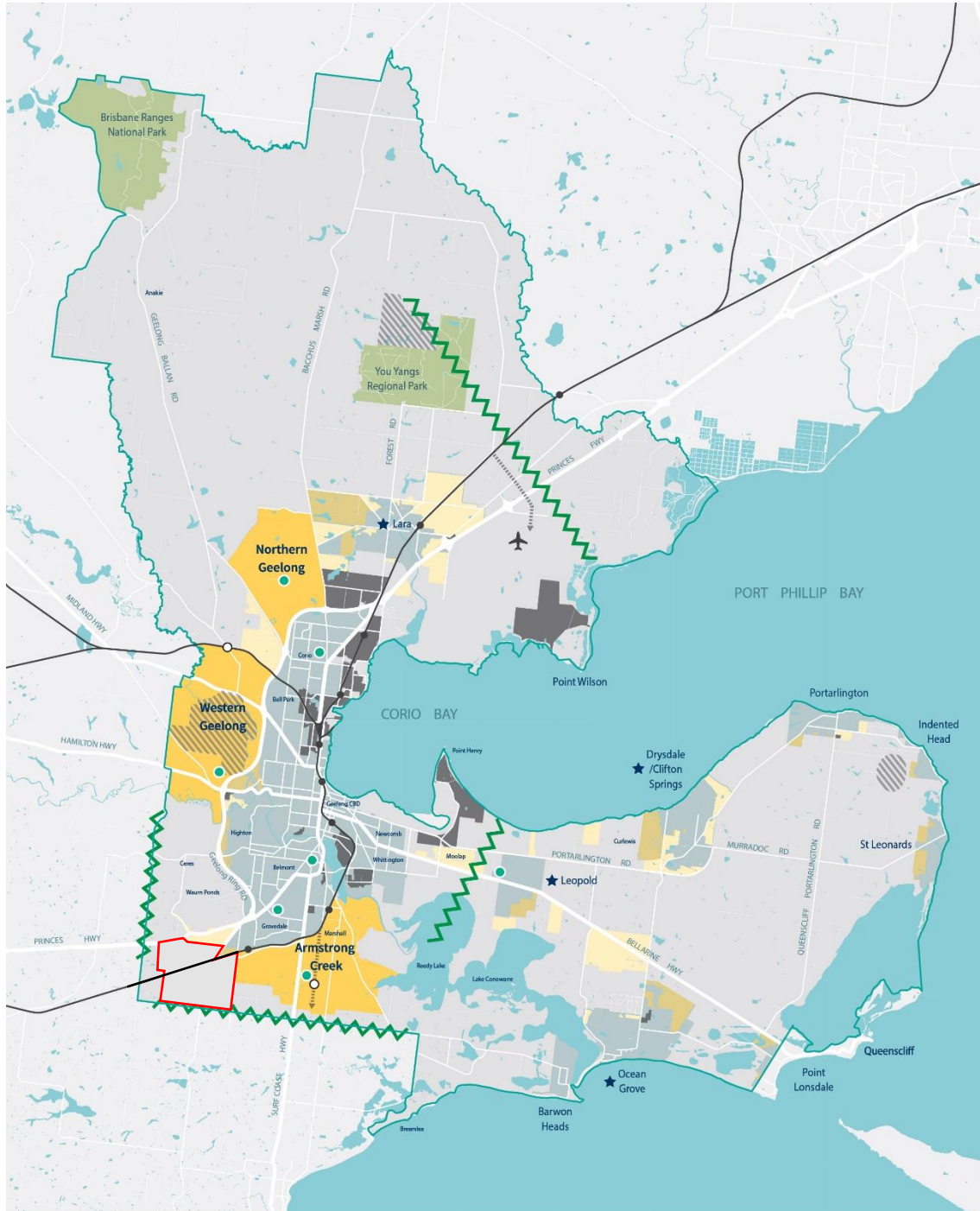
Appendix 1

Amendment C395 -

Suggested tracked changes

21.04 MUNICIPAL FRAMEWORK PLAN

02/07/2015
Proposed C395



DRAWING KEY

- | | | | |
|----------------------------|--|------------------------------|-----------------------------|
| GREATER GEELONG LGA | GROWTH AREAS | SUB-REGIONAL ACTIVITY CENTRE | PROPOSED TRANSPORT CORRIDOR |
| LOCAL GOVERNMENT AREA | URBAN DEVELOPMENT | RAILWAY STATIONS | RAILWAY NETWORK |
| MAJOR RESOURCES | RURAL LIVING AREAS
NO EXPANSION | AVALON AIRPORT | HIGHWAYS |
| NON-URBAN BREAK | ESTABLISHED URBAN AREAS
HIGH AND MEDIUM DENSITY HOUSING /
MAJOR REDEVELOPMENT - HIGH DENSITY HOUSING | DISTRICT TOWN | MAJOR ROADS |
| FURTHER INVESTIGATION AREA | EXISTING INDUSTRIAL AREAS | PROPOSED STATION | |



21.06 SETTLEMENT AND HOUSING

08/12/2016
Proposed
C395

21.06-1 Key issues and influences

13/11/2014
Proposed
C395

Geelong is the best placed regional city to capitalise on Melbourne's strong growth given the strength of the economy and access to employment, an affordable and diverse housing market, transport links and lifestyle opportunities. While the City is keen to take advantage of Geelong's proximity to Melbourne it is important to the community that the unique identity and character of the municipality is retained.

Demographics

Geelong is expected to grow by an additional 152,000 people by 2036 based on an annual growth rate of 2.5 percent. This growth will create demand for over 73,400 additional dwellings which can be met under the City's identified planned growth.

The different roles and functions of the various towns and suburbs means some areas are more attractive to young families and some have strong retirement and holiday maker populations. It is important to maintain a range of services and facilities useful to all age groups to ensure diverse communities that can be sustained over the long term.

Housing

Suburban detached family homes make up 85 percent of our current housing stock. Increasing the diversity of the City's housing stock overtime will help cater for the growing trend of smaller households, affordable housing, ageing in place, low maintenance housing and strong demand for housing in high amenity locations.

In order to meet these demands, there is a need to provide for a range of housing types including unit, townhouse, attached, multilevel and apartment dwellings in both established and developing communities.

Settlement

A combination of greenfield and infill development will deliver housing for Geelong's growing population. Over time the share of new housing from infill is expected to increase.

The majority of greenfield housing supply will be provided in urban Geelong in the master planned communities of Armstrong Creek and the Northern and Western Geelong Growth Areas. New residential communities should incorporate sustainable living principles and deliver infrastructure to meet community needs.

The former Boral quarry land at Waurn Ponds will be further investigated to determine its potential for future urban development.

Targeted infill development is supported in areas with access to infrastructure, goods and services. In order for medium and high density housing to be embraced by established communities it needs to deliver high quality design and achieve a high level of amenity for future residents while being appropriate for the site and neighbourhood.

The Bellarine Peninsula has been delivering around 27 percent of the City's new housing supply over the past few years. Continued housing development at this rate will have a detrimental impact on the character and values of this area.

Rural living areas offer an important lifestyle choice in the housing market. However they can be inefficient to service and are generally contrary to the objective of maintaining a farmed rural landscape and supporting agricultural activities in rural areas. Existing rural

living nodes will continue to rely on established townships and urban Geelong for commercial and community facilities.

Key direction around housing and settlement can be found on the housing and settlement framework plan included in this clause.

21.06-2 Spatial Distribution of Growth and Land Supply

28/01/2010

Proposed
C395

Objectives

-
- Contain growth within identified locations across the municipality.
- Minimise the economic, environmental, visual and servicing impacts of residential development on rural areas.
- Maintain the unique township, landscape, tourism, farming and environmental values of the Bellarine Peninsula.
- Maintain the unique identity of Greater Geelong and its townships.

Strategies

-
- Direct the majority of future housing needs to urban Geelong (urban infill, Armstrong Creek and the Northern and Western Geelong Growth Areas).
- Reduce the share of new housing development on the Bellarine Peninsula.
- Ensure development occurs within designated settlement boundaries.
- Confirm enduring and defensible settlement boundaries by undertaking a logical inclusions process.
- Limit rural-living developments to existing zoned land in Lara, Drysdale/Clifton Springs, Wallington, Waurn Ponds, Lovely Banks Batesford, Fyansford, Leopold, Newcomb, Moolap, Curlewis, Portarlington and Ocean Grove.
- Maintain the extent of rural hamlets of Breamlea, Ceres and Anakie to current township zone limits.
- Maintain the non-urban breaks between Geelong and Melbourne (Wyndham), Geelong and the Surf Coast, urban Geelong and the Bellarine Peninsula, and the townships on the Bellarine Peninsula.
- Protect the distinct landscape areas of the Bellarine Peninsula and You Yangs precinct from urban encroachment.
- Adopt a population scenario approach to plan for future housing needs based on the regular monitoring and review of housing and population data and adjust as required.

21.06-3 Managing future growth

13/11/2014
Proposed
C395

Objectives

- Ensure growth areas are well planned and deliver sustainable communities.

- Manage the release of new growth areas to make sure infrastructure, services and facilities are provided in a timely and efficient way.

Strategies

- Ensure new development is guided by a strategic framework plan that outlines the orderly and sequential preparation precinct structure plans.
- Limit the number of precinct structure plans that can be prepared simultaneously.
- Apply the ten 'One Planet Living' principles to growth area planning and development.

21.06-4 Housing diversity

Objectives

- Ensure housing diversity is achieved in established and growth area communities.
- Increase the level of affordable and social housing in Greater Geelong.

Strategies

- Continue to implement and build upon the Housing Diversity Strategy to increase housing diversity in established areas.
- Increase housing diversity in growth areas through the delivery of a broad range of lot sizes, capable of accommodating a variety of different housing types, including the identification of locations appropriate for mixed use and high and medium density housing in strategically identified locations.
- Work with interested parties to deliver high quality clever and creative housing solutions, including social housing, to provide greater housing choice.
- Support social housing in areas with good access to services and facilities.

21.06-5 Urban consolidation

Objectives

- Facilitate infill development to increase its housing supply contribution to 50 per cent, by 2047.
- Nominate the preferred location for increased housing densities.
- Manage the impact of increased housing densities on neighbourhoods.

Strategies

- Manage urban consolidation and housing change across the municipality, by:
 - Accommodating medium and high density housing in Key Development Areas (as defined by the maps included in this clause).
 - Maximising opportunities for housing within Increased Housing Diversity Areas (as defined in Clause 22.63 Increased Housing Diversity Areas) by accommodating;

- high density housing in the activity centres consistent with their primary commercial and retail role; and
- medium density housing in residential areas with more intensive development being located closest to the core of activity centres.
- Supporting appropriate medium density housing in the General Residential Zone (Schedule 1) areas.
- Providing for incremental change in the General Residential Zone (Schedule 2) areas.
- Limiting change in the Neighbourhood Residential Zone areas.
- Encourage medium density housing in the Mixed Use Zone.
- Optimise the contribution the rail corridor can make to future housing needs.
- Increase the level of high quality residential development in Central Geelong.
- Review housing opportunities within established areas to determine if further localised housing intensification can be achieved.
- Require retirement accommodation to be located within urban areas, preferably within close proximity to existing or proposed activity centres and public transport facilities.

21.06-6

13/11/2014

Proposed
C395

Neighbourhood character

Objectives

- To manage the impact of urban change on existing neighbourhoods.
- To ensure that new development responds to the existing neighbourhood character.
- To protect areas with a significant garden character.
- To protect areas with identified views to significant landscape features.

Strategies

- Acknowledge that neighbourhood character in the Increased Housing Diversity Areas will adapt and evolve over time, particularly within and on the edges of activity centres, where land use and development will intensify.
- Ensure that development is responsive to the established character of the area.
- Support appropriate medium density housing that respects the existing neighbourhood character in the General Residential Zone areas.
- Ensure that development in the transition areas of the Residential Growth Zones is responsive to and respectful of the neighbourhood character in any adjoining residential zones.
- Support the redevelopment of dwellings owned by the Office of Housing, as part of urban renewal initiatives.
- Retain existing vegetation wherever possible, particularly vegetation that contributes to the municipality's tree canopy.
- Avoid gated communities.
- Maintain the character of the Rural Living and Low Density Residential Zoned areas.

21.06-7 Heritage and identity

28/01/2010

Proposed
C395

Objectives

- To ensure that urban development enhances Geelong’s sense of place and identity.
- To identify, conserve and enhance individual places and areas of pre and post contact cultural heritage significance.

Strategies

- Protect places of Aboriginal cultural heritage significance in partnership with Traditional Owners.
- Retain culturally significant heritage places and areas recognised as being of State, regional, local and contributory heritage significance.
- Ensure that the use and development of a heritage place respects its heritage significance and contributes to its longevity.
- Encourage the design of new development in heritage areas to provide for a contemporary interpretation that relates to the location, bulk, form and materials of existing and/or neighbouring significant buildings

21.06-8 Implementation

08/12/2016

Proposed
C395

These strategies will be implemented by:

Using policy and the exercise of discretion

Ensure all advertising signage complies with the City of Greater Geelong Advertising Sign Guidelines.

Use the Increased Housing Diversity Areas Policy at Clause 22.63.

Use the Heritage Policies at Clause 22.

Use the Discretionary Uses in Rural Living and Low Density Residential Areas at Clause 22.04.

Use the Discretionary Uses in Residential Areas at Clause 22.01.

Prevent residential development from occurring outside of the settlement boundaries set out in any Framework Plan, Structure Plan or Urban Growth Plan for an area.

Ensure new development in heritage areas is in accordance with the Incorporated Document City of Greater Geelong Heritage Design Guidelines.

Where appropriate, require the preparation of Conservation Management Plans for heritage places.

Applying zones and overlays

Apply an appropriate zone to identified Key Development Areas.

Further work

Review the residential areas around Central Geelong to determine Residential Growth Zone opportunities.

Prepare Precinct Structure Plans for the Northern and Western Geelong Growth Areas.

Assess areas with special local environmental or landscape values and consider options to help preserve and manage these areas into the future.

Establish a consultation process to deal with any significant anomalies or logical inclusions as part of confirming an enduring settlement boundary.

Undertake a strategic planning program to increase the contribution of the train station environs to future housing needs and investigate other localised opportunities for increased housing densities.

Review the application of residential zones as a result of planning scheme amendment VC110 to ensure the zone regime reflects local policy intent. References

City of Greater Geelong Housing Strategy Background and Issues Report, Swinburne University, 2005.

City of Greater Geelong Housing Diversity Strategy, alphaPlan, David Lock Associates and the City of Greater Geelong, 2007. City of Greater Geelong Rural Land Use Strategy, City of Greater Geelong, 2007.

City Plan, 2018-2022.

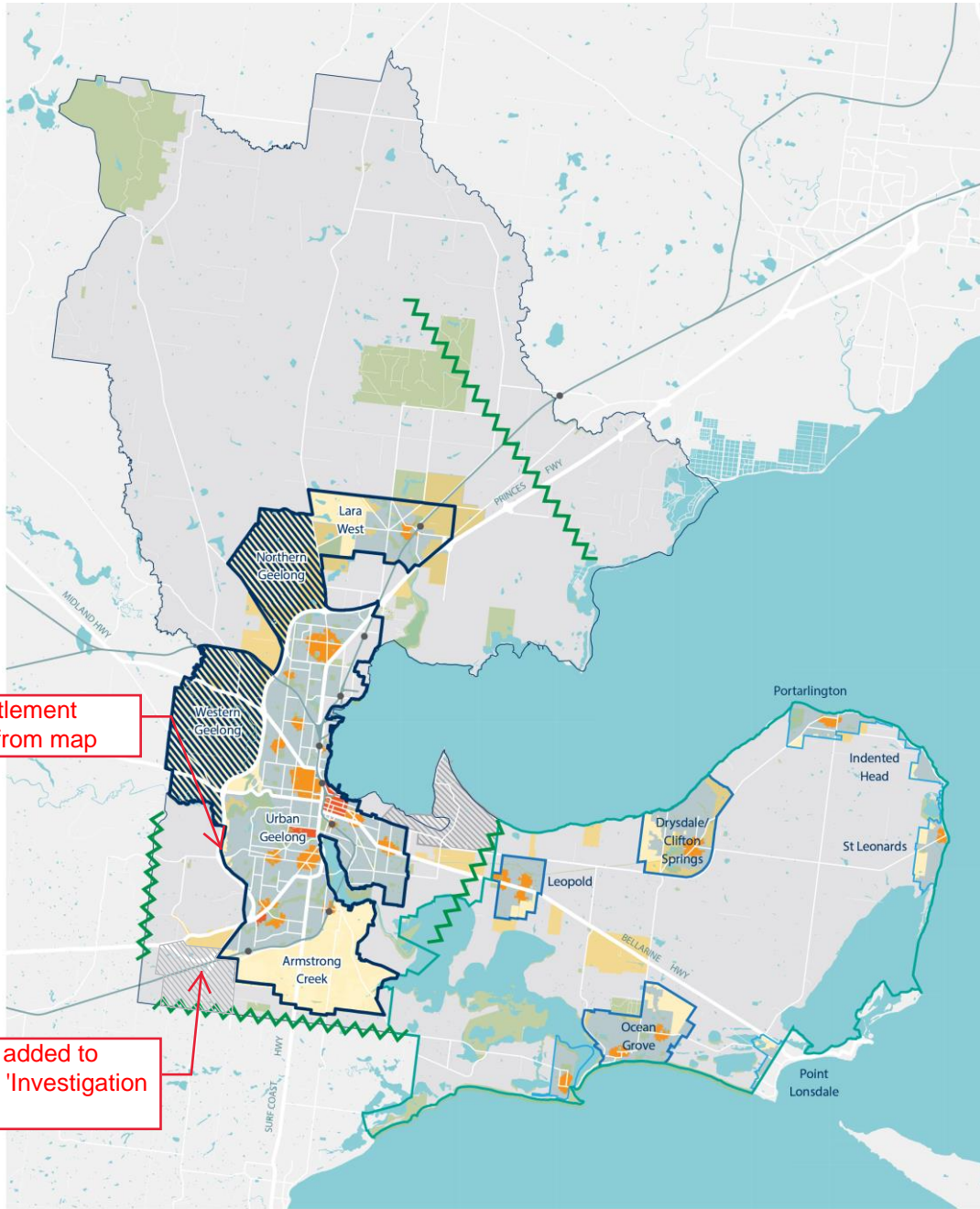
Geelong Verandah Study, Authentic Heritage Services P/L and Wendy Jacobs, 2006.

The Australian ICOMOS Charter for the Conservation of Places of Cultural Significance (The Burra Charter), Australia ICOMOS, 1988.

City of Greater Geelong Urban Furniture Style Manual, Taylor and Cullity Pty Ltd for City of Greater Geelong, 1996.

City of Greater Geelong Settlement Strategy, City of Greater Geelong, October 2018.

Housing and Settlement Framework Plan



Delete Settlement Boundary from map

Boral land added to plan as an 'Investigation Area'

DRAWING KEY

- | | | | |
|--|--|--|--|
| <ul style="list-style-type: none"> GREATER GEELONG LGA LOCAL GOVERNMENT AREA SETTLEMENT BOUNDARY STRENGTHEN LOCAL POLICY TO PRESERVE NON-URBAN BREAKS, RURAL LIVING FARMED LANDSCAPE AND GUIDE NEW DEVELOPMENT FUTURE GROWTH AREAS | <ul style="list-style-type: none"> INVESTIGATION AREA RURAL LIVING AREAS NO EXPANSION GROWTH AREAS INCREASED HOUSING DIVERSITY AREAS HIGH AND MEDIUM DENSITY HOUSING KEY DEVELOPMENT AREAS MAJOR REDEVELOPMENT - HIGH DENSITY HOUSING ESTABLISHED URBAN AREAS HIGH AND MEDIUM DENSITY HOUSING / MAJOR REDEVELOPMENT - HIGH DENSITY HOUSING | <ul style="list-style-type: none"> DISTRICT TOWNS MODERATE HOUSING WITHIN EXISTING SETTLEMENT BOUNDARIES BOUNDARY LIMITED HOUSING GROWTH WITHIN EXISTING SETTLEMENT BOUNDARIES NON-URBAN BREAK RAIL STATIONS | <ul style="list-style-type: none"> HIGHWAYS MAJOR ROADS RAIL NETWORK |
|--|--|--|--|

Delete

Delete

Key Development Area Maps

CENTRAL GEELONG KEY DEVELOPMENT AREA



WAURN PONDS KEY DEVELOPMENT AREA



21.11 ARMSTRONG CREEK URBAN GROWTH AREA

09/03/2017
Proposed C395

21.11-1 Key Issues and Influences

28/01/2010
Proposed C395

The Armstrong Creek Urban Growth Area (ACUGA) is a key growth area for the G21 Region. At capacity, the ACUGA is expected to accommodate approximately 54,000 persons and 22,000 dwellings.

The ACUGA will be developed as a sustainable community, setting new benchmarks in best practice urban development.

Development in the ACUGA will provide a wide range of housing types and densities in an urban structure based on walkable neighbourhoods, public transport and mixed use activity centres.

Areas of visual sensitivity along the Mount Duneed ridgeline and flood prone areas to the east of Barwon Heads Road will be protected from urban development.

The rural break between the ACUGA and Surf Coast Shire is to be maintained.

Rural land outside of the ACUGA will be maintained in productive agricultural parcels which provide an attractive rural setting.

~~Land for extractive industries to the west of Ghazeeport Road will be protected from incompatible development.~~

21.11-2 Objectives

23/10/2014
C267

- To provide a wide range of housing types and densities in an urban structure based on walkable neighbourhoods, public transport and mixed use activity centres.
- To establish a network of mixed use activity centres providing retail, community and educational facilities for the incoming Armstrong Creek community.
- To create an economic and employment structure that complements the broader Geelong region while providing employment areas, business opportunities and local jobs.
- To protect and enhance the natural environmental features and cultural heritage values of the Armstrong Creek area and provide a distinct urban character and green setting.
- To ensure the provision of a comprehensive and well connected network of open space and recreation facilities.
- To provide a sustainable movement and access network within the Armstrong Creek area.
- To provide utility services that meet current best practice standards and are environmentally sustainable.
- To ensure the orderly and controlled development of Armstrong Creek.
- To encourage sustainable design and development to minimise energy and resource use within Armstrong Creek, in particular the Armstrong Creek Town Centre Precinct.

Strategies

- Ensure land use and development in the Armstrong Creek Urban Growth Area proceeds generally in accordance with the Armstrong Creek Urban Growth - Framework Plan Incorporated Document.

- Require the preparation of Precinct Structure Plans providing for at least one ‘walkable neighbourhood’ of approximately 1.6 kilometres in diameter, prior to any application for land use and development in the Armstrong Creek Urban Growth Area.
- Ensure that Precinct Structure Plans in the ACUGA are generally in accordance with the Armstrong Creek Urban Growth Plan, Volume 1.
- Require planning permit applications for subdivision to demonstrate:
 - that required infrastructure will be provided to the subdivision area in a timely manner.
 - that the subdivision layout will achieve integration with existing or future subdivision layouts for surrounding landholdings; and
 - that the subdivision will facilitate the orderly development of the precinct.

21.11-3

03/03/2016
C333

Implementation

These strategies will be implemented by:

Applying Zones and overlays

Applying the Heritage Overlay to significant heritage sites.

Further Work

Prepare an Infrastructure Funding Model and Development Contributions Plan for the Urban Growth Area.

Coordinate the preparation of Precinct Structure Plans for development areas within the Urban Growth Area.

Coordinate the input of relevant State Government agencies and service providers to ensure the realisation of the development vision for the Armstrong Creek Urban Growth Area, particularly the provision of appropriate infrastructure and services.

Apply relevant Land Management Overlays (Floodway Overlay and Land Subject to Inundation Overlay) to areas prone to flooding / inundation once post development conditions are established based upon preparation of drainage schemes.

Investigate the opportunity for an integrated approach to the development of Cultural Heritage Management Plans for the entire ACUGA.

Investigate the establishment of a Cultural Heritage Interpretation Trail.

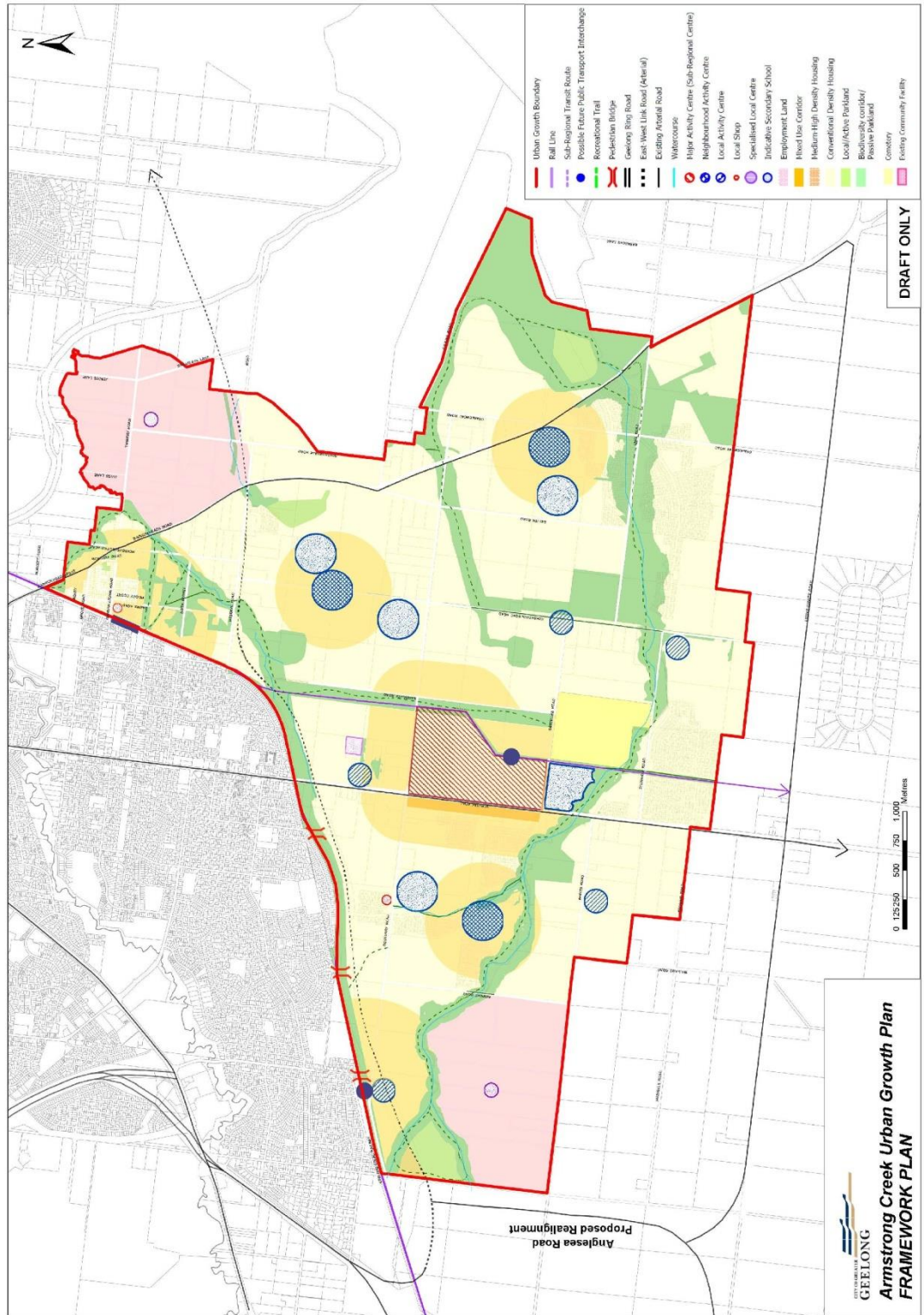
Reference Document

Armstrong Creek Urban Growth Plan, Volume 1, May 2010, Amended September 2012.

21.11-4

Armstrong Creek Urban Growth Plan - Framework Plan map

09/03/2017
C301



Prepared by City of Greater Geelong - June 2015

Appendix 2 – CV

David Barnes

Managing Director

email dbarnes@hansenpartnership.com.au | phone +61 3 9664 9818 | mobile + 61 419 327 556

Summary of Experience

David has been a town planner since 1980. With an MBA to supplement his planning qualifications, David is both a strategic planning specialist and an experienced statutory planner. As a statutory planner, David has been involved in obtaining planning approvals for a wide range of projects including residential, retail, commercial, industrial, rural, tourism, entertainment, sports, recreation and community development projects. He has extensive experience representing clients at planning appeals and panel hearings as both an advocate and as an expert witness.

As a strategic planner, David's experience encompasses policy formulation and implementation; preparation of strategy plans, structure plans, urban design frameworks, development plans, planning schemes and amendments; community consultation; preparation of infrastructure funding strategies and development contributions plans; and preparation of commercial, industrial and residential market assessments.

In addition, David has experience in Asia, preparing urban management plans, strategy plans, structure plans, master plans and detailed plans, planning and development controls, and in relation to institutional strengthening programs and professional training programs.

Current

Managing Director
Hansen Partnership
 January 2012 – present

Experience

Hansen Partnership
 Director (september 1997 – december 2011)

Henshall Hansen Associates
 Director (july 1995 – aug 1997)
 Associate director (1992 – july 1995)
 Senior planner (april 1988 – november 1989) Associate (1989-1992)

wbcm Consultants Limited
 Senior urban planner (july 1985 – april 1988)

Melbourne and Metropolitan Board of Works
 Statutory planner (february – june 1985)
 Planning officer (april 1982 – february 1984)

Estate Office, Victorian Railways
 Town planner (november 1980 – april 1982)

Qualifications

- Master of Business Administration, RMIT University (1993)
- Bachelor of Town and Regional Planning (hons), University of Melbourne (1980)

Affiliations

- Property Council of Australia, Victoria Division (2012 – present; 2009-2010) - member planning committee
- Planning Institute of Australia (PIA) (2007 – present) - fellow
- Victoria Planning and Environmental Law Association (2009 – present) - member
- planning institute of australia (PIA) (1996-2007) - member
- vice president and treasurer royal australian planning institute (1996-1997)

Specialisations

- strategic planner
- statutory planner
- town planning advocate
- town planning expert witness
- infrastructure funding and development contributions
- international planning – urban management, institutional strengthening, training

Key Project Experience

Structure Planning

- Review of Bayswater / Bayswater North Industrial Precinct, with the AEC Group, State Development Business and Innovation (2014)
- Bendigo Hospital Surrounds Structure Plan, the City of Greater Bendigo (2013)
- Birregurra Structure Plan Review, Otway Shire Council (2013)
- Chapel Vision Structure Plan Review, Stonnington City Council (2013)
- Warrnambool – North Dennington Structure Plan and Development Control Plan, Warrnambool City Council (2012)
- Hamilton Structure Plan and Town Centre Urban Design Framework, for South Grampians Shire (2010)
- Traralgon Town Centre Structure Plan and Urban Design Framework, for Latrobe Valley Shire (2010)
- Ringwood Transit City Development Contributions Plan, for Maroondah City Council (2009)
- Frankston Safe Boat Harbour Planning Scheme Amendment, for Frankston City Council (2008)
- Clifton Springs Town Centre Structure Plan, for the City of Greater Geelong (2008)
- Warrnambool and Moyne Development Program, for Warrnambool City Council and Moyne Shire Council (2008)
- Spring Creek Urban Growth Framework Plan and Precinct Structure Plan, for the Surf Coast Shire (2008)
- Newhaven, Cape Woolamai and San Remo Structure Plan, for Bass Coast Shire Council (2007)
- Ocean Grove Structure Plan, for the City of Greater Geelong (2006)
- Jackass Flat Structure Plan, Greater Bendigo City Council (2006)
- Burwood Heights Activity Centre Structure Plan, Whitehorse City Council, (2004)
- Torquay / Jan Juc Population and Residential Development Review, (2004)
- West Melbourne Structure Plan, for the City of Melbourne (2003)
- Highett Structure Plan, for the Cities of Bayside and Kingston (2002-2003)

Character Studies

- Birregurra Neighbourhood Character Study, Otway Shire Council, (2011)
- Romsey Neighbourhood Character Study, for Macedon Ranges Shire, (2010)
- Boroondara My Neighbourhood – Prized Residential Character Areas, for

Boroondara City Council (2008)

- Dandenong Neighbourhood Character Study, for the City of Greater Dandenong (2007-2008)
- Queenscliffe Urban Character Study, for the Borough of Queenscliffe (2000)

Strategy Planning and Studies

- La Trobe University Bendigo Campus Vision, for La Trobe University (2014)
- La Trobe University Boroondara Campus Vision, La Trobe University (2012)
- Mildura Settlement Strategy, Mildura Rural City Council (2013)
- New Gisborne Development Plan, Macedon Ranges Shire Council, (2011)
- Wyndeham Open Space and Recreation Strategy, with @leisure, for the Wyndeham Shire Council (2011)
- Strengthening Victoria's Food Bowl, with PSI Delta, for Moira Campaspe, Swan Hill and Mildura councils (2011)
- Sweetwater Creek, Strategic Justification for Development / Environmental Overlays, for Frankston City Council (2010)
- Utilising Victoria's Planning Framework to Support Sustainability, Municipal Association of Victoria (2009-2010)
- Shepparton East Outline Development Plan, for the City of Greater Shepparton (2009)
- Melbourne Industrial Land Supply and Demand Study, with Charter Keck Cramer, for Melbourne City Council (2009)
- LaTrobe University Strategy Planning Review, for LaTrobe University (2008/2009)
- Review of Referral Requirements under the Victoria Planning Provisions, for the Department of Planning and Community Development (2008)
- Whitehorse Student Accommodation – Strategic Review and Planning Scheme Amendment, for Whitehorse City Council (2007)
- Sustainability in the Planning Process, for the municipalities of Moreland, Port Phillip and Darebin (2007-2008)
- Geelong Region Strategy Plan, for the G21 Geelong Regional Alliance (2005-2006)
- Bell Street Strategy Plan and Urban Design Framework, Darebin City Council (2005)
- Kingston Retail and Commercial Development Strategy, with Charter keck Cramer, for the City of Kingston (2004)
- Willoughby Industrial Strategy, Willoughby City Council (2003)
- Yarra Industrial Strategy, for Yarra City Council (2003)
- Moorabool Rural Housing Study, for Moorabool Shire Council (2003)

- Ballan Township Strategy Plan, for Moorabool Shire Council (2003)
- Blackrock Shopping Centre Study, for the Cities of Bayside and Kingston, (2002-2003)
- Bayside Industrial Areas Study, for the City of Bayside (2002)
- Moreland Industrial Areas Review, for the City of Moreland (2002)
- Geelong Industrial Land Use Study, for the City of Greater Geelong, with MacroPlan (2001)
- Anglesea Population Review and Review of Township Boundaries, for Surf Coast Shire Council (2000)
- Torquay Population and Residential Strategy Review, for Surf Coast Shire Council (2000)
- Torquay Industrial Area Review, for Surf Coast Shire Council (2000)
- Bayside Height Control Study, for the City of Bayside (1999)
- Development Contributions Plan for Plenty and Yarrambat, for the Nillumbik Shire Council (1998-1999)
- Geelong CAA Revitalisation Program, for the Greater City of Geelong (1998)
- Sydenham Activity Area Policy Review, for the City of Brimbank (1998)

Management Plans

- Melton North Green Wedge Management Plan, Melton Shire Council (2014)

Infrastructure reviews

- Traralgon Growth Areas Review, for LaTrobe City Council (2011)
- Fishermans Bend Industrial Land Review, with Charter Keck Cramer, for Port Phillip City Council (2009)
- Doncaster Hill Energy Plan, for Manningham City Council and Sustainability Victoria (2008)
- Car Parking Rate Review, for the Department of Infrastructure (1999)

master planning

- Geelong Western Wedge Strategic Framework Plan and Railway Station Master Plan, for the Department of Infrastructure (2002)

Urban Design Framework

- Ringwood Town Centre Urban Design Framework, for the City of Maroondah (2002-2003)
- Knox Central Urban Design Framework, for the City of Knox (2002-2003)

Design Guidelines

- Knox Residential Capacity and Design Guidelines Project, Knox City Council (2010)
- Aireys Inlet Activity Centre Urban Design Guidelines, for Surf Coast Shire, (2008-2009)
- Kingston Residential Design Guidelines, for the city of Kingston (2000)
- Kingston Residential Design Guidelines, for the city of Kingston (2000)
- Miller Street and Gilbert Street Preston Design Guidelines, for Darebin City Council (2009)
- Station Street Fairfield Design Guidelines, for Darebin City Council (2008)
- Victoria Street Urban Design Framework and Streetscape Plan, for the City of Yarra (2002)
- Hastings Foreshore Urban Design Framework, for Mornington Peninsula Shire (2000)
- Carrum Urban Design Framework, for the City of Kingston (2000)

International planning

- Ben Dam Detailed Master Plan and Urban Management System, for the Ba Ria Vung Tao People's Committee, Vietnam, 2013.
- Long Thanh International Airport Master Plan – Vietnam, with the Vietnamese Institute of Architecture Urban and Rural Planning, for the Dong Nai People's Committee (2009-2012)
- Three Delta Towns Water Supply and Sanitation Project – Vietnam, with Gutteridge Haskins and Davey, for AusAide, (2002-2003)
- Capacity 21 Project – Environment Issues in Investment Planning in Vietnam – Quang Ninh Provincial Pilot Project, Ha Long Bay Vietnam, UNDP Project VIE 97/007, prepared for Colenco-Holinger (2000)
- HCMC UNDP Public Administration Reform Project, preparation of Proposal for Consultancy Team, (1999)
- Hanoi Planning and Development Controls, Hanoi, Vietnam, as part of Hanoi Planning and Development Control Project (1995-1997)