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AMENDMENT C395 GREATER GEELONG – SETTLEMENT STRATEGY AND NORTHERN AND WESTERN GEELONG GROWTH AREAS

**EXPERT EVIDENCE STATEMENT
MATT AINSAAR MANAGING DIRECTOR, URBAN ENTERPRISE PTY LTD**

NORTON ROSE FULBRIGHT | NOVEMBER 2019



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1. QUALIFICATIONS

1. My name is Matt Jacques Ainsaar and I am the Managing Director and founder of Urban Enterprise Pty Ltd, with offices situated at Level 1, 302-304 Barkly Street, Brunswick, Victoria.
2. Urban Enterprise is a firm of urban planners, land economists and tourism planners based in Melbourne. The firm has 30 years' experience providing consultancy services to all levels of Government and a wide range of private sector organisations in Victoria and in other States of Australia.
3. I am a qualified planner and land economist with more than 40 years' experience.
4. I have expertise in strategic planning, property market assessments, urban economics, financial contributions arrangements for local government open space strategies, reviewing proposed open space contributions for Councils and developers, preparation of Development Contributions Plans for Councils as well as negotiating development contributions arrangements with Councils on behalf of developers. I have appeared as an expert witness at Planning Panel hearings and VCAT hearings in respect of property market assessments, open space contributions and development contributions, for both developers and Councils.
5. My educational qualifications and memberships of professional associations include:
 - Bachelor of Town and Regional Planning, University of Melbourne
 - Graduate Diploma of Property, RMIT University
 - Member, Planning Institute of Australia
 - Member, Victorian Planning and Environmental Law Association
 - Fellow, Australian Property Institute (Certified Practising Professional).

2. ENGAGEMENT

6. I was instructed by Norton Rose Fulbright on behalf of Adelaide Brighton Cement Limited (ABCL), to prepare an expert evidence statement to present at this Planning Panel hearing in relation to this matter.
7. My written instructions from Norton Rose Fulbright dated 15th October 2019, as they relate to 270 Fyansford-Gheringhap Road, Fyansford; 280 Fyansford-Gheringhap Road, Fyansford; Fyansford-Gheringhap Road, Batesford; and 380-530 Ballarat Road, Batesford, are as follows:
 - a. Review the exhibited documents and background documents relevant to my area of expertise, including:
 - i. Northern & Western Geelong Growth Areas Framework Plan dated March 2019;
 - ii. The City of Greater Geelong Settlement Strategy; and
 - iii. Adelaide Brighton's written submission prepared by Golders dated 29 July 2019.
 - b. Confer with instructing solicitors and counsel as necessary;
 - c. Prepare an expert report considering economic and infrastructure funding issues associated with the AB site including (but not limited to) a consideration of:
 - i. The relocation of the sub-regional centre as proposed by Adelaide Brighton;
 - ii. Whether the proposal by Adelaide Brighton to:
 - Include land north of the Moorabool River in the Batesford North and Creamery Road Precincts; and
 - Include the land known as 'Balyarta' in the Batesford North Precinct;Is consistent with the land supply and housing affordability principles and objectives of the City of Greater Geelong Settlement Strategy;
 - d. The anticipated infrastructure needs of the Western Growth Area including how 'higher order' infrastructure items such as the Clever and Creative Corridor and bridges could be funded equitably;
 - e. Any recommended changes to the Amendment documentation in relation to infrastructure funding;
 - f. Present my expert report at the Panel hearing expected to commence on 12 November 2019.
8. I received supplementary instructions from Norton Rose Fulbright dated 25th October, seeking my opinion as to whether the location of the subregional activity centre in the Western Geelong Growth Area should be flexible, and ultimately resolved during the PSP stage/s.
9. I have reviewed the materials provided in my brief from Norton Rose Fulbright and other relevant documents and policies. Documentation that I have reviewed includes:
 - a. Geelong Settlement Strategy, 2018;

- b. Northern and Western Geelong Growth Areas Framework Plan;
- c. Adelaide Brighton's written submission prepared by Golders dated 29 July 2019;
- d. City of Greater Geelong Part A Submission to the Planning Panel for Am C395;
- e. Plan of subdivision 332100U;
- f. City of Greater Geelong C395 Amendment documentation including:
 - i. C395 Explanatory Report;
 - ii. C395 Instruction Sheet;
 - iii. Clause 21.08 Development and Community Infrastructure; and
 - iv. Clause 21.20 Northern and Western Geelong Growth Areas.
- g. Northern and Western Geelong Growth Areas Clever and Creative Corridor, prepared by AECOM, November 2018;
- h. Northern and Western Geelong Growth Areas Consolidated Activity Centre Assessment, prepared by Tim Nott, September 2017;
- i. Western Geelong Growth Area Retail and Activity Centre Technical Report, prepared by Urban Enterprise, June 2017;
- j. Quarry to Lake Conversion, WGGA, January 2019;
- k. The following certificates of title:
 - i. Certificate of Title Volume 03616 Folio 049;
 - ii. Certificate of Title Volume 01324 Folio 713; and
 - iii. Certificate of Title 11641 Folio 972;
 - iv. Lots 1 and 2 on TP344847 on Certificate of Title 04518 Folio 539; and
 - v. Lots 1, 2 and 3 on TP572132B on Certificate of Title 02714 Folio 668;
 - vi. Certificate of Title Volume 10178 Folio 514;
 - vii. Certificate of Title Volume 10178 Folio 515;
 - viii. Certificate of Title Volume 10178 Folio 517;
 - ix. Certificate of Title Volume 10178 Folio 518;
 - x. Certificate of Title Volume 10178 Folio 519;
 - xi. Certificate of Title Volume 10178 Folio 520;

- xii.** Certificate of Title Volume 10178 Folio 080; and ;
- xiii.** Certificate of Title Volume 10178 Folio 081.
- l.** Site visit on 30 October 2019;
- m.** Minutes of Community Focus Council Meeting, Greater Geelong City Council, 9 October 2018;
- n.** Minutes, Ordinary Meeting of Council, City of Greater Geelong Council, 26 March 2019.

3. BACKGROUND

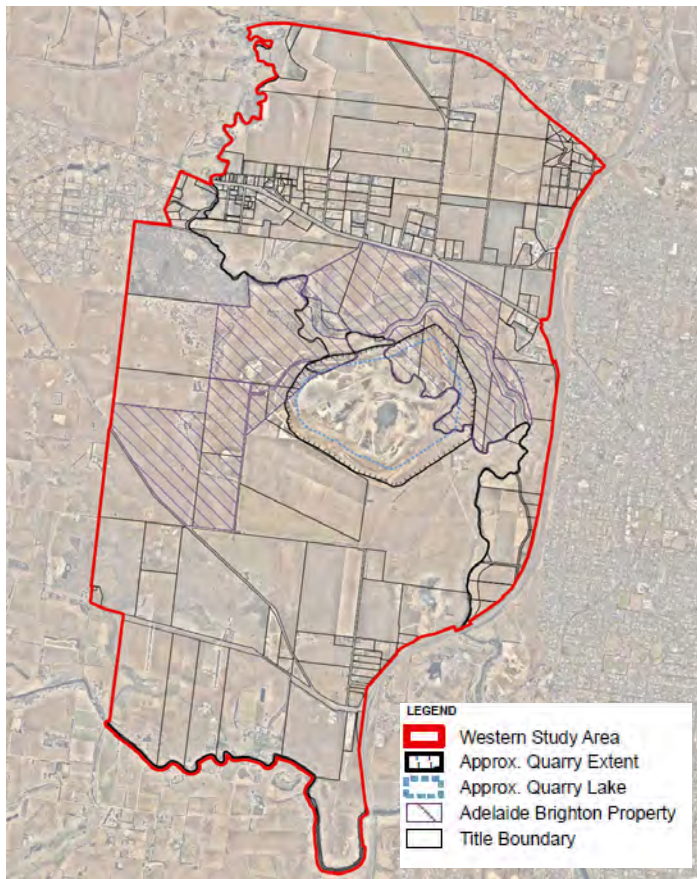
3.1. SUBJECT LAND

10. Adelaide Brighton Cement Limited (ABCL) is the owner of land at 270 Fyansford-Gheringhap Road, Fyansford; 280 Fyansford-Gheringhap Road, Fyansford; Fyansford-Gheringhap Road, Batesford; and 380-530 Ballarat Road, Batesford.
11. The land comprises several titles and can be divided into four areas:
 - a. The southern section of the Land, which fronts Fyansford-Gheringhap Road, comprised of 3 parcels of land (270 Fyansford-Gheringhap Road, Fyansford) being:
 - i. Certificate of Title Volume 03616 Folio 049;
 - ii. Certificate of Title Volume 01324 Folio 713; and
 - iii. Certificate of Title 11641 Folio 972;
 - b. The lower-mid-section of land (280 Fyansford-Gheringhap Road, Fyansford), being:
 - i. Lots 1 and 2 on TP344847 on Certificate of Title 04518 Folio 539; and
 - ii. Lots 1, 2 and 3 on TP572132B on Certificate of Title 02714 Folio 668;
 - c. The upper-mid-section of the land (Fyansford-Gheringhap-Road, Batesford) being Lot 3 on TP344847 on Certificate of Title Volume 04518 Folio 539; and
 - d. The northern section of the land, which fronts Ballarat Road, comprised of 9 titles (380-530 Ballarat Road, Batesford) being:
 - i. Certificate of Title Volume 10178 Folio 514;
 - ii. Certificate of Title Volume 10178 Folio 515;
 - iii. Certificate of Title Volume 10178 Folio 517;
 - iv. Certificate of Title Volume 10178 Folio 518;
 - v. Certificate of Title Volume 10178 Folio 519;
 - vi. Certificate of Title Volume 10178 Folio 520;
 - vii. Certificate of Title Volume 10178 Folio 080; and ;
 - viii. Certificate of Title Volume 10178 Folio 081.
12. Figure F1 identifies the location of land owned by Adelaide Brighton Cement Limited within the Western Geelong Growth Area (WGGA).

3.2. PROPOSED AMENDMENT C395 TO THE GREATER GEELONG PLANNING SCHEME

13. The proposed Amendment C395 seeks to introduce the Geelong Settlement Strategy, 2018 and the Northern and Western Growth Areas Framework Plan, 2019 to the Greater Geelong Planning Scheme.
14. The Amendment seeks to:
 - a. Amend Clause 21.03 Objectives - Strategies - Implementation to include reference to 21.18 Corio Norlane and 21.20 Northern and Western Geelong Growth Areas;
 - b. Replace Clause 21.04 Municipal Framework Plan with a new Clause 21.04 to implement the Settlement Strategy through a new Municipal Framework Plan;
 - c. Replace Clause 21.06 Settlement and Housing with a new clause including objectives, strategies and references to implement the Settlement Strategy;
 - d. Amend Clause 21.08 Development and Community Infrastructure to update strategies on Transport and Development Contributions to implement the Settlement Strategy;
 - e. Amend Clause 21.11 Armstrong Creek Urban Growth Area to reflect the role of the Northern and Western Geelong Growth Areas;
 - f. Amend Clause 21.14 The Bellarine Peninsula to update objectives, strategies, further work and references to implement the Settlement Strategy;
 - g. Amend Clause 21.16 Anakie to implement the Settlement Strategy by amending objectives and strategies, deleting reference to the Anakie Structure Plan 1996 and replacing the map;
 - h. Insert a new Clause 21.20 Northern and Western Geelong Growth Areas including new objectives, strategies, references and plans to implement the Northern and Western Geelong Growth Areas Framework Plan;
 - i. Replace the Schedule to Clause 72.08 Background Documents with a new Schedule that includes the Settlement Strategy and Framework Plan; and
 - j. Rezone areas of land in the Northern and Western Geelong Growth Areas from Rural Living Zone, Farming Zone, Public Park and Recreation Zone and Industrial 1 Zone to Urban Growth Zone.
15. Figure F1 identifies the subject land below, in relation to the Western Geelong Growth Area.

F1. WESTERN GEELONG GROWTH STUDY AREA AND ABCL OWNERSHIP



Source: Golder, 2019. Cropped by Urban Enterprise, 2019.

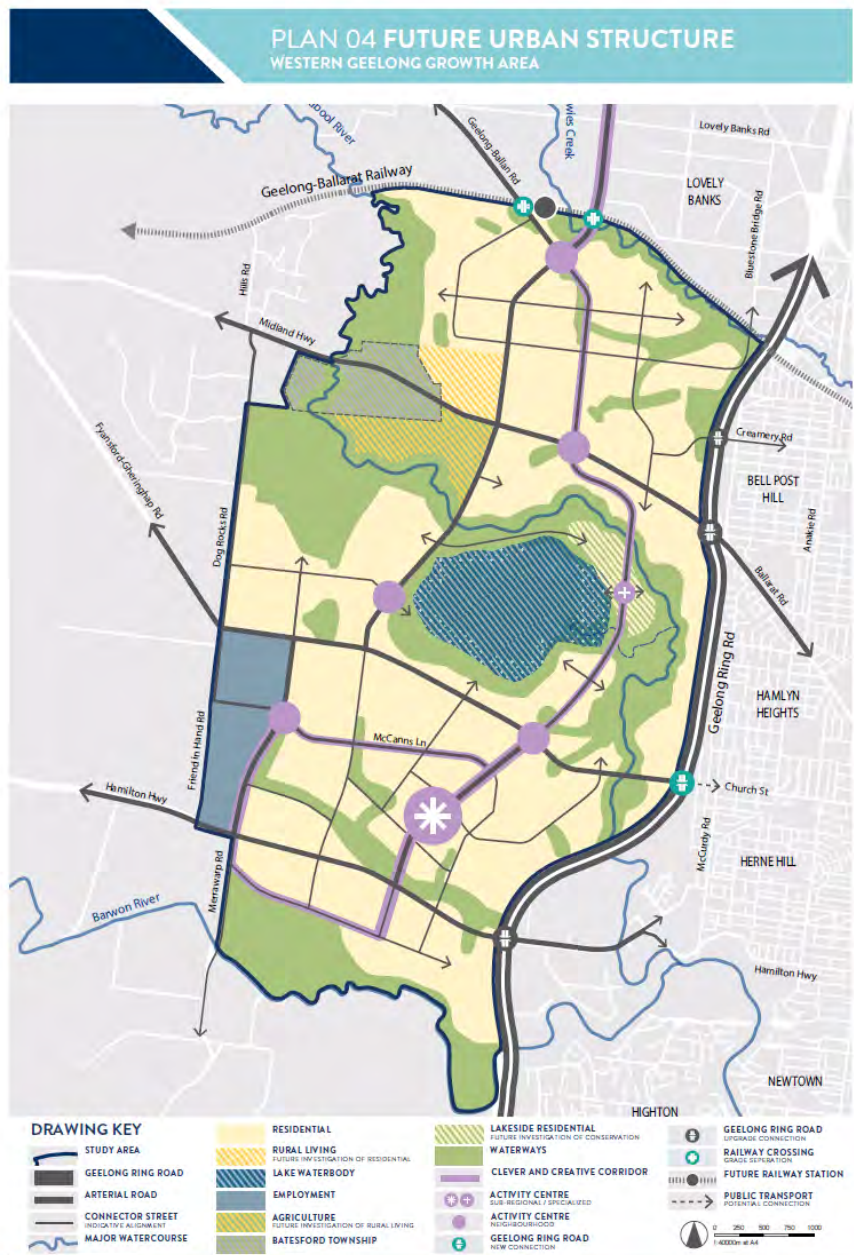
16. Figure F1 shows that the subject land is located centrally to the Western Geelong Growth Area, with ABCL being one of two major landowners in the Area.
17. The land is currently used as a quarry (Batesford Quarry), but I understand that the quarry is planned to cease operation by 2025. I also understand that ABCL is required to rehabilitate the land such that the quarry itself will form a very large lake as a centrepiece for the Western Geelong Growth Area.
18. The report titled 'Quarry to Lake Conversion', dated January 2019 summarises the key points associated with the rehabilitation works and conversion of the quarry to a lake. I summarise these key points as follows:
 - a. The quarry rehabilitation works are substantially complete. The most difficult parts of the quarry perimeter have been rehabilitated to safe and stable conditions, to the requirements of Earth Resources Regulation (ERR). By the end of 2018, more than 75% of the perimeter has been rehabilitated.
 - b. The remaining rehabilitation will be progressively implemented as the quarry extraction draws to an end around 2025 (subject to resource life and economic conditions which may alter this date), and will be designed to facilitate integration of the lake edge with the future special lakeside town centre.
 - c. The final lake water level is anticipated to be AHD 9.6m. The water level in the lake could be at its final level by 2032, although I understand that the lake will take on the appearance of a lake within 2-3 years.

- d. The water quality of the lake will be suitable for human contact and for activities including swimming and boating.
 - e. The design and execution of the rehabilitation works would allow flexibility in the design and development of urban development around the future lake.
19. I understand that Golder Associates will provide expert evidence in respect of the rehabilitation of the land, but I have not had the benefit of sighting that evidence at this time.

3.3. WESTERN GEELONG GROWTH AREA FRAMEWORK PLAN

20. The WGGa Framework Plan provides guidance for the development of the Growth Area. Figure F2 below has been replicated from the WGGa Framework Plan and shows the proposed future urban structure.
21. The Framework Plan identifies the location of future land uses, required infrastructure and provides a series of actions for delivery of the Growth Area.

F2. WESTERN GEELONG GROWTH AREA PLAN



Source: City of Greater Geelong Northern and Western Growth Areas Framework Plan, 2019, pp 38.

ADELAIDE BRIGHTON CEMENT LIMITED SUBMISSION

22. Golder, on behalf of ABCL, made a submission to the Amendment on 29th July 2019. The submission outlined ABCL's general support for the Amendment however identified a number of matters requiring further consideration including:
- a. Changes to the boundaries of the proposed Precinct Structure Plan (PSP) areas in the Western Geelong Growth Area;
 - b. Funding and infrastructure contributions; and
 - c. The location of the proposed sub regional centre in the Western Geelong Growth Area.

4. MATTERS REQUIRING FURTHER CONSIDERATION

4.1. PRECINCT STRUCTURE PLAN AREAS IN THE WESTERN GEELONG GROWTH AREA

23. In its submission, amongst other things, ABCL sought the inclusion of the ABCL land south of the Midland Highway and north of the Moorabool River within the Creamery Road Precinct, for early development. This would also include the land to the east of the ABCL land to the Ring Road. In addition, the submission argued for the inclusion of all of the land to the west of the quarry, including the Balyarta land, in a new Precinct on the basis that this land has either been rehabilitated or never quarried and can therefore be developed in the short to medium term. The location of this land is shown in Figure F3 below.

F3. LOCATION OF LAND PROPOSED TO BE INCLUDED IN THE OTHER PRECINCTS



Source: Urban Enterprise, 2019.

WHAT THE AMENDMENT PROPOSES

24. The Amendment proposes a number of provisions which effectively sterilises the development of any of the ABCL land until all quarry operations have ceased and detailed geotechnical and groundwater investigations and monitoring have assessed the subject land.
25. In particular, these restrictive provisions in the Framework Plan and the amendment include the following:

- The inclusion of the whole of the ABCL land, together with land to the west, north-east and south-east of the ABCL land to the Growth Area Study boundary, in the Batesford South Precinct, together with the designation of the whole of the Batesford South Precinct as a “Long Term Precinct” (Plan 46, p 234);
 - The proposed clause 21.20-3 – Strategies, exhibited as part of Am C395 includes the following dot point:

“Avoid urban development in the precinct between Midland Highway and McCanns Lane in the short to medium term to ensure that ongoing transition of the Batesford Quarry is undertaken in a comprehensive and appropriate manner”; and
 - The proposed clause 21.20-4 – Implementation, Further Work, exhibited as part of Am C395 includes the following provision:

“Include the Batesford Quarry and adjacent land in the Urban Growth Zone at a time when quarry operations have ceased and detailed geotechnical and groundwater investigations and monitoring have assessed the subject land and proven the viability of the proposed end use”.
26. The inclusion of the whole of the ABCL land, together with land to the west, north-east and south-east of the ABCL land to the Growth Area Study boundary, in the Batesford South Precinct, is an area which extends well beyond the quarry operations. Figure F1 in my evidence shows the extent of the quarry.
27. The land beyond the quarry that has been included in the Batesford South Precinct includes land that has been rehabilitated as well as land that has never been quarried. As I have pointed out previously, it is expected that quarry operations will have ceased by 2025 and the rehabilitation of the site is very well-advanced. The Quarry to Lake report I have referred to previously indicates that 75% of the site has been rehabilitated to the end of 2018. I understand that around 85% of the site is now rehabilitated and these works continue to progress. **My view is that the inclusion of an area that extends well-beyond the quarry work authority area is too coarse an approach and sterilises areas of land from development that could be developed in the short to medium term.**
28. This includes the land south of the Creamery Road Precinct and the land west of the Quarry.

INCLUSION OF LAND IN THE CREAMERY ROAD PRECINCT

29. The Creamery Road Precinct has a total residential area of 236 hectares and an anticipated dwelling yield of 3,012 dwellings (N&WGGA Framework Plan, p239). This equates to an average dwelling density of 12.76 dwellings per ha.
30. I calculate the area of the land north of the Moorabool River and south of the Midland Highway is approximately 120 hectares. This area would yield approximately 1,500 dwellings, based on the anticipated average density of the Creamery Road Precinct. This land is proposed to be included in the Batesford South Precinct under the Framework Plan (p 234).
31. **In my view, there is far greater logic for the inclusion of this land in the Creamery Road Precinct, rather than the Batesford South Precinct for the following reasons:**

- a. The land is not affected, nor has it ever been affected by quarry operations;
 - b. The land is physically separated from the balance of the Batesford South Precinct by the Moorabool River Corridor. However, it is physically aligned with, and opposite the Creamery Road Precinct north of the Midland Hwy. The land is generally at the same level as the land north of the Midland Hwy and continues at that level to the escarpment (approximately 350m at its narrowest point and approximately 900m at its widest point) where it drops quite steeply to the Moorabool River;
 - c. The land is readily serviceable using the same utility connections as the rest of the Creamery Road Precinct;
 - d. The land is located within one kilometre of the established suburbs of Bell Post Hill and Hamlyn Heights with direct access via Midland Hwy;
 - e. I consider that this land parcel is one of the most desirable areas for development in the WGGA by virtue of its elevated position, the outlook and views to the south and its proximity to the established areas of Geelong and the connectivity provided by the Ring Road;
 - f. The land would be serviced with the infrastructure that supports the Creamery Road Precinct, not the Batesford South Precinct. This infrastructure includes the Midland Highway and the associated signalised intersection with the north-south connector street, and the connection to the Ring Road. This can be clearly seen on the map at p 238 of the Framework Plan;
 - g. Early development of the land would make a vital financial contribution to the development of the local infrastructure needed in the Precinct as outlined in (b) above, as well as the Clever and Creative Corridor that runs through the land;
 - h. Early development of the land would also provide support for the proposed neighbourhood activity centre on Midland Hwy and potentially bring forward the development of the centre.
32. The proposed clause 21.20-3 – Strategies, exhibited as part of Am C395 includes the following dot point:
- “Avoid urban development in the precinct between Midland Highway and McCanns Lane in the short to medium term to ensure that ongoing transition of the Batesford Quarry is undertaken in a comprehensive and appropriate manner”.
33. Furthermore, the proposed clause 21.20-4 – Implementation, Further Work, exhibited as part of Am C395 includes the following provision:
- “Include the Batesford Quarry and adjacent land in the Urban Growth Zone at a time when quarry operations have ceased and detailed geotechnical and groundwater investigations and monitoring have assessed the subject land and proven the viability of the proposed end use”.

34. As I have pointed out, the land south of the Midland Hwy and north of the Moorabool River does not affect the quarry operation and, in turn, is not impacted by the quarry operation. On the other hand, the land is readily serviceable and can be developed in the short to medium term.
35. Hence, I consider that the land south of the Midland Hwy and north of the Moorabool River should be included in the Creamery Road Precinct for the reasons I have set out in my evidence.
36. This will require some amendments to the exhibited material as follows:
- Plan 47 of the Framework Plan should be amended to include the land in the Creamery Road Precinct, and the "Estimated Growth" numbers on p 239 amended to include the development of the land.
 - The 11th dot point in clause 21.20-3 should be amended to:
"Avoid urban development in the Batesford Quarry Work Authority Area in the short to medium term to ensure that ongoing transition of the Batesford Quarry is undertaken in a comprehensive and appropriate manner".

COMBINE BATESFORD NORTH AND CREAMERY ROAD PRECINCTS

37. I consider that the Batesford North and Creamery Road Precincts should be combined. I understand that there are around 9 landowners in these Precincts that own the majority of the land.
38. The size of each of the Creamery Road and Batesford North Precincts is very small, with the key metrics outlined as follows (from the Framework Plan):
- a. Creamery Road Precinct – Total area of 350 ha, 3,102 dwellings;
 - b. Batesord North Precinct – Total area of 430 ha, 3,799 dwellings.
39. This compares with the size of the Precincts in the Armstrong Creek Growth Area of Geelong as follows:
- a. Armstrong Creek East – Total area of 794 ha, 7,200 dwellings;
 - b. Armstrong Creek West – Total area of 553 ha, 5,970 dwellings.
40. As a further example, the four PSP areas that comprise the Wyndham North Growth Area will yield approximately 9,000 to 12,000 dwellings in each PSP area. These PSP areas are 3 to 4 times the size of the Creamery Road and Batesford North Precincts.
41. I consider that combining the two precincts would better facilitate the achievement of the policy objectives in the Greater Geelong Planning Scheme including:
- Clause 21.06 Settlement and Housing and specifically Clause 21.06-3 Managing future growth – 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."
42. In my view, the planning and delivery of development in the areas north of the Moorabool River should be undertaken concurrently with the areas north of the Midland Hwy to ensure that local infrastructure delivery

is planned and sequenced appropriately and that development to the south of the Midland Hwy contributes to the provision of infrastructure to support development, including the upgrade of the Midland Hwy, intersections on the Midland Hwy and the Clever and Creative Corridor. The development of the areas north of the Moorabool River will primarily rely on the Midland Hwy for access and will form part of the catchment for the planned neighbourhood activity centre on the Midland Hwy.

43. I consider that combining the Batesford North and Creamery Road Precincts will provide economies of scale in the delivery of infrastructure and a greater funding pool through development contributions to fund the local infrastructure.

LAND TO THE WEST OF THE QUARRY

44. The land to the west of the quarry has been rehabilitated and a large portion of this land has never been quarried, including the Balyarta land.
45. This land is available for development in the short to medium term and hence, my view is that it is more logical for the land to be included in the McCanns Lane Precinct than in the Batesford South Precinct.
46. The benefits of including this land in the McCanns Lane Precinct include:
 - a. The land is readily serviceable using the same utility connections as the rest of the McCanns Lane Precinct;
 - b. The land would be more readily serviced with the infrastructure that supports the McCanns Lane Precinct, rather than the Batesford South Precinct. This infrastructure includes the Hamilton Highway and the associated signalised intersection with the north-south Clever and Creative Corridor. This can be clearly seen on the map at p 242 of the Framework Plan;
 - c. Early development of the land would make a vital financial contribution to the development of the local infrastructure needed in the Precinct as outlined in (b) above, as well as the Clever and Creative Corridor that runs through the land.

DEVELOPMENT SEQUENCING

47. Plan 40 in the Framework Plan identifies proposed development sequencing as short term, medium term and long term precincts, but I note that these terms are not defined in the Delivery Section of the Framework Plan.
48. As I have argued, the land south of the Midland Hwy and north of the Moorabool River should be included in the Creamery Road and Batesford North Precincts. Moreover, there are very good planning and infrastructure reasons to combine the precincts into one precinct.
49. As I have stated previously, I understand that the quarry operation will cease in 2025 and that the majority of the rehabilitation work is complete, rehabilitation work is ongoing and the balance of the work will be completed soon after the quarry operation ceases. In addition, I understand that the quarry will take on the

appearance of a lake within 3-5 years of the quarry operation ceasing. I understand that the evidence from Golder will assist in clarifying these timeframes.

50. As a result, I consider that the ABCL land west of the quarry should be included in the McCanns Lane Precinct. Furthermore, the development of the Batesford South Precinct (excluding the area north of the Moorabool River which I have already addressed) could commence in the medium term rather than the long term if medium term is defined as 5-10 years. The development of the Precinct is then likely to continue to progress over the medium to long term, which I would define as 10-20 years.
51. In my view, the development of the Batesford South Precinct will be critical to the provision of:
- a. The infrastructure required to connect the northern parts of the WGGA with the southern parts as shown on Plan 51 on p246. This connecting infrastructure includes the north-south arterial road and intersection and associated bridge over the Moorabool River, and the Clever and Creative Corridor including another bridge over the Moorabool River; and
 - b. Funding for the sub-regional and regional infrastructure that will be required for the Growth Areas;
 - c. Access to the lake which will be a significant regional tourist and recreation asset, not only for the N&WGGA but for all of Geelong.
52. The critical role of the Batesford South Precinct in delivering infrastructure and services, as contemplated by the amendment, is further highlighted by Table T1 below.

T1. ESTIMATED DWELLING YIELDS OF PRECINCTS

Precinct	Estimated Yield (Dwellings)	% of Total
Creamery Road	3,012	13.1%
Batesford North	3,799	16.5%
McCanns Lane	3,148	13.7%
Merrawarp Road	2,306	10%
Batesford South	10,689	46.6%
TOTAL WGGA	22,954	

Source: City of Greater Geelong Northern and Western Growth Areas Framework Plan, 2019, pp 239, 241, 243, 245 and 248.

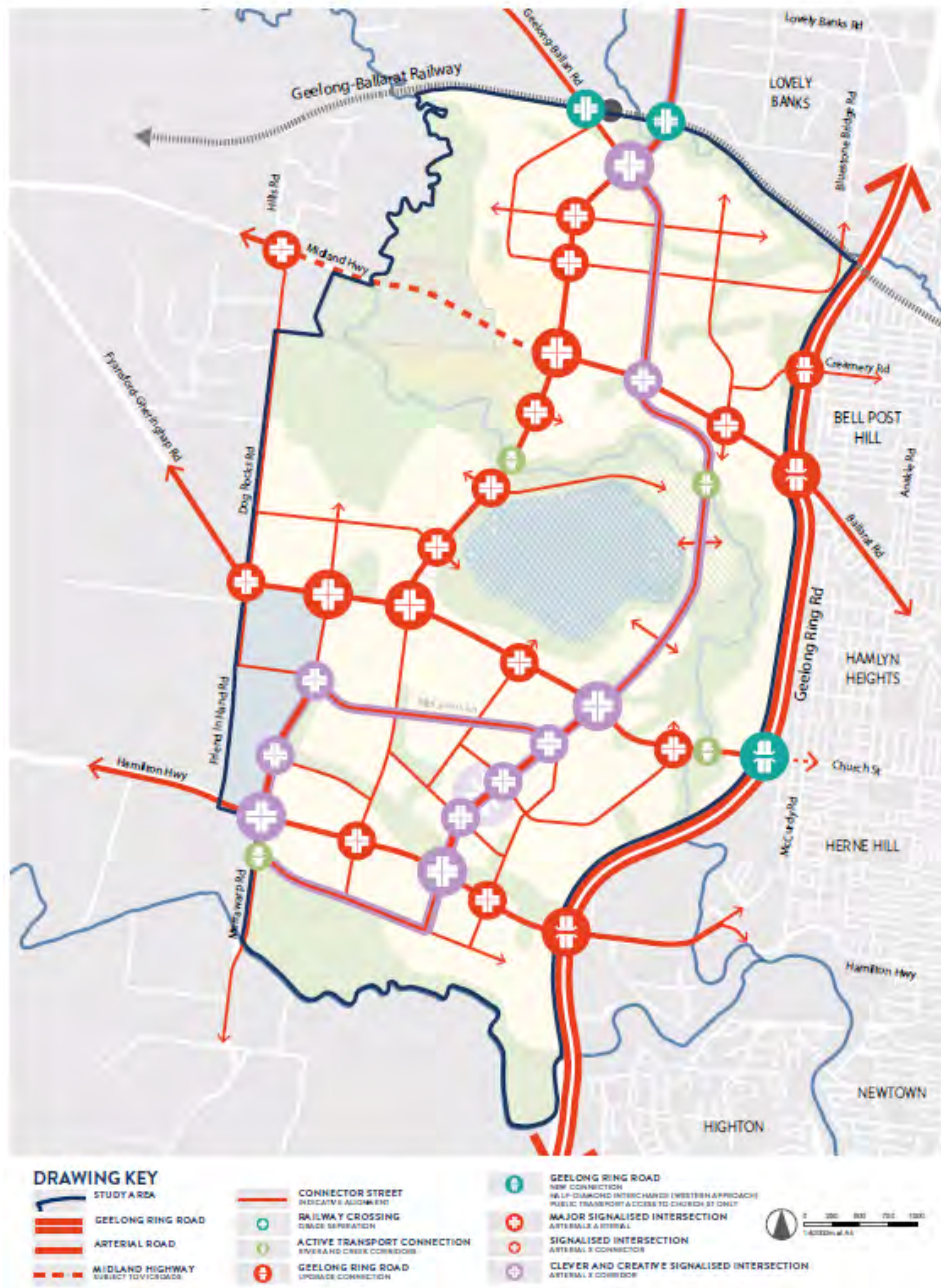
53. Table T1 shows how relatively small the proposed PSP areas are, with the exception of the Batesford South Precinct, which will account for almost half of the WGGA. **In my view, this demonstrates that critical infrastructure will not be able to be funded and delivered until the Batesford South Precinct is well under development, and potentially mitigates against the viability and attractiveness of the balance of the WGGA.**

4.2. INFRASTRUCTURE REQUIREMENTS – N&WGGA

54. The Northern and Western Growth Areas Framework Plan, 2019 identifies the need for a range of infrastructure items including transport, social infrastructure and utilities (including transport, stormwater and drainage). I have included a list of infrastructure required by precinct in the Western Geelong Growth Area in Appendix B.

55. Regional and sub-regional infrastructure identified in the Framework Plan as required to serve the estimated population of the Western Geelong Growth Area includes:
- a. Arterial roads and connector streets– pp 205;
 - b. Creative and Clever Corridor– pp 205;
 - c. Geelong Ring Road connection upgrades – pp 205;
 - d. Social infrastructure including:
 - i. “One cultural hub that incorporates a library, arts and cultural spaces and meeting rooms;
 - ii. One health and wellbeing centre;
 - iii. Three secondary schools;
 - iv. One police station collocated with a justice centre
 - v. One emergency hub”. – Page 153.
56. Specific infrastructure identified to be needed in the Framework Plan, 2019 includes the “upgrade and duplication of the Midland Highway and Hamilton Highway to urban-standard arterial roads; upgrade of parts of Geelong-Ballan Road, Evans Road, Lynnburn Road to urban-standard arterial roads; new south-west arterial road to the west of Batesford Quarry; a new east-west arterial road to the south of Batesford Quarry; upgrade of freeway interchanges on the Geelong Ring Road at the Midland Highway and Hamilton Highway; a new half-diamond freeway interchange on the west side of the Geelong Ring Road in direct proximity to Church Street, Hamlyn Heights (subject to detailed investigation); grade separations; upgrade of... roads to urban standard connector streets, new and comprehensive connector street network; signalised intersections.. and controlled intersections along the connector street network, where required”. – pp 205.
57. Two bridge crossings are also identified as being required, with page 207 of the Northern and Western Geelong Growth Areas Framework Plan states “*Bridge crossings of the Moorabool River crossings will be limited to key access points.*
- New bridges that provide vehicle access across the Moorabool River corridor will be limited to opportunities illustrated on Plan 37.”*
58. Figure F4 identifies the location of transport infrastructure required to open up the Western Geelong Growth Area, including the two bridges over the Moorabool River.

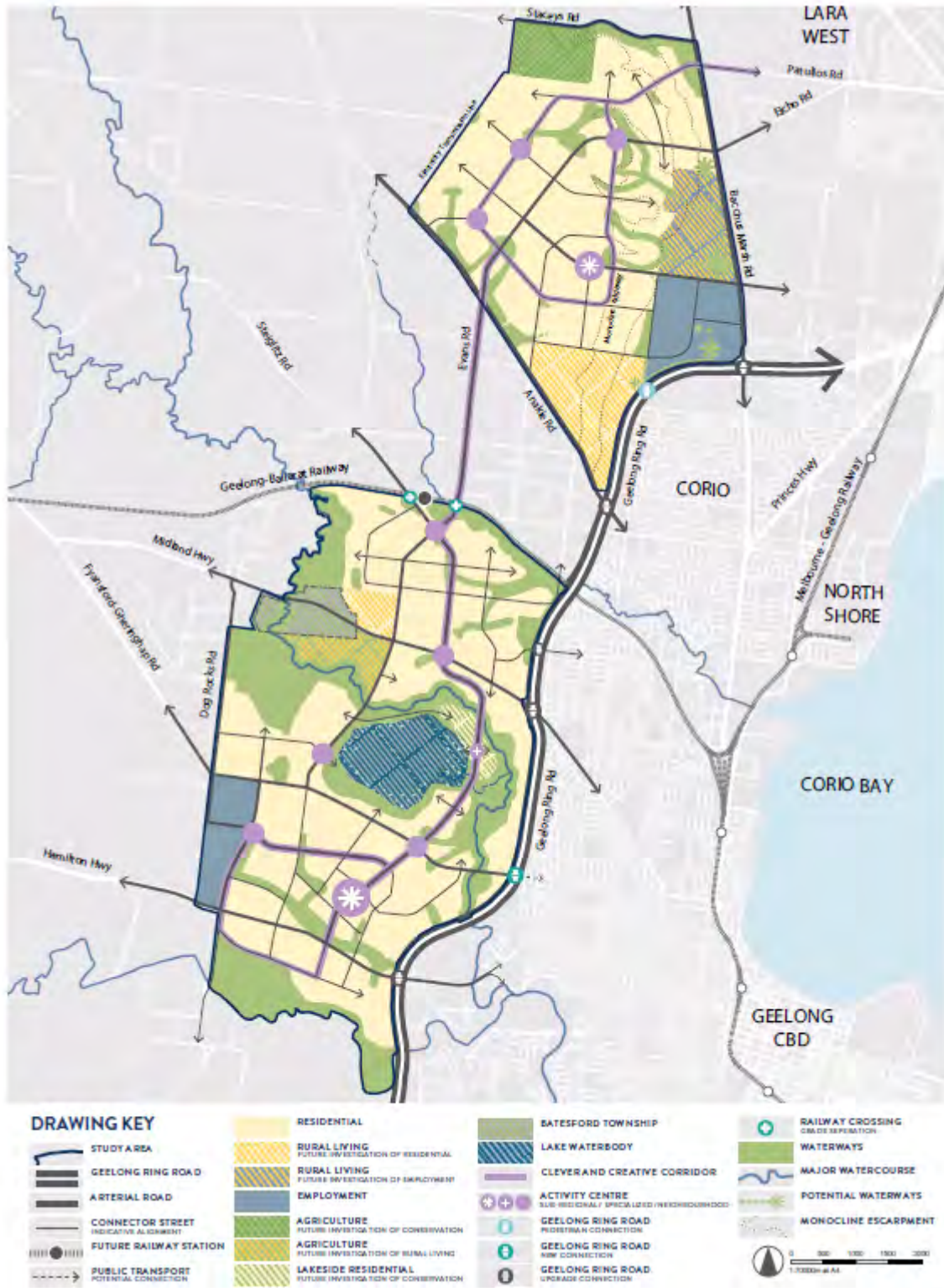
F4. INTEGRATED TRANSPORT PLAN - WESTERN GEELONG GROWTH AREA



Source: City of Greater Geelong Northern and Western Growth Areas Framework Plan, 2019, pp. 204.

59. The Framework Plan, 2019 also identifies the need for a range of open space, sport and recreation infrastructure including open space networks, regional lake and open space reserve (former Batesford Quarry), two indoor recreation centres and an aquatic centre – pp 153.
60. Infrastructure shared between the Northern and Western Growth Areas includes the Clever and Creative Corridor, which is identified in Figure F5.

F5. FUTURE URBAN STRUCTURE NORTHERN AND WESTERN GEELONG GROWTH AREA



Source: City of Greater Geelong Northern and Western Growth Areas Framework Plan, 2019, pp. 32.

PROPOSED CLAUSE 21.08 DEVELOPMENT AND COMMUNITY INFRASTRUCTURE

61. The Amendment also seeks to amend Clause 21.08 Development and Community Infrastructure of the Greater Geelong, including the amendment of an objective and the insertion of new strategies. I provide a summary of these objectives and strategies below:

Clause 21.08-3 Development and Community Infrastructure

Objectives:

- *To provide development infrastructure in an efficient and timely manner.*
- *To plan for and provide services, facilities and infrastructure that respond to the changing needs of the City's population.*

Strategies:

- *Ensure that development levies applied in the growth areas adequately caters for local infrastructure to support the metropolitan equivalent dwelling density and population yield.*
- *Identify state infrastructure to deliver sustainable new communities including transport infrastructure and health and education facilities.*
- *Explore opportunities to use private sector funding to assist with delivering infrastructure.*
- *Ensure that development and community infrastructure is provided in a sustainable and timely manner in all areas, with particular regard to the servicing of new communities in new urban growth areas and large urban infill areas.*
- *Ensure development proceeds in a logical, sequenced manner which maximises the efficient delivery and use of development and community infrastructure.*
- *Where development departs from a relevant staging plan or is out-of-sequence in terms of being serviced by council's current capital works program, require the proponent to meet or carry the full capital cost of providing the necessary development and community infrastructure to service the proposed development where appropriate.*
- *Prepare Infrastructure Contributions Plans and Development Contributions Plans in designated growth areas across the municipality.*

62. I have highlighted in bold type, some of the key Objectives and Strategies from the policy where I consider that the Framework Plan does not provide an adequate response or where the approach outlined in the Framework Plan will not deliver the required outcomes from an infrastructure and funding point of view.

63. I have already identified the size of the PSP areas as mitigating against the efficient planning and delivery of infrastructure.

64. I have also identified that the Development Sequencing (Plan 46) in the Framework Plan will mitigate against proper planning, delivery and funding of sub-regional infrastructure and infrastructure that connects the southern parts of the WGGGA with the northern parts and also connects the WGGGA with the NGGA. The Delivery

provisions (p235-248) of the Framework Plan do not provide any additional guidance as to how this will be achieved.

INFRASTRUCTURE FUNDING

65. Under existing planning legislation and policy, infrastructure can be funded through, amongst other things, a Development Contributions Plan (DCP) or an Infrastructure Contributions Plan (ICP). This is foreshadowed in clause 21.08-3 Development Contributions, in the planning scheme.

66. Council, in its summary of submissions (Council Meeting Agenda, 24th September 2019, p 56), tacitly acknowledges that shared funding of infrastructure is critical in WGGA (“supported in part”) and responds as follows:

“The City has been informed by DELWP and the VPA that policy is currently being prepared to apply the Infrastructure Contributions Plan (ICP) to greenfield developments in regional Victoria, including Greater Geelong. The City generally supports the introduction of the ICP to support the funding of infrastructure in the growth areas. The City notionally supports the strategic intent of the universal application of development levies throughout the Western Geelong Growth Area, noting that several large transport infrastructure projects will be required within individual precincts that provide a wider benefit to the entire growth area.”

67. I note that the Council also proposes to amend p71 of the Settlement Strategy by adding a Direction:

“Ensure infrastructure funding strategies recognise items that deliver high level infrastructure that benefit multiple PSP areas will require a contribution”. **I support the inclusion of this Direction.**

68. **I consider that similar wording should be included in the Delivery provisions of the Framework Plan, together with guidance as to how this “high level” infrastructure will be planned, funded and delivered.** In order to collect contributions from those precincts identified for early development, such as the Creamery Road Precinct, a detailed investigation of the scope, cost and delivery of the regional infrastructure will need to be undertaken. Otherwise I consider that there is a risk that Council will under-collect contributions for this high level infrastructure from early development. This could have the consequence of the infrastructure not being delivered, or having to be funded in part by the Council, recognising the apportionment principles that govern the preparation of DCPs and ICPs.

69. The *Development Contributions Guidelines, 2007* provide guidance on how to apportion costs and determine catchments; stating:

“For the purposes of calculating levies in a DCP, the costs of infrastructure projects are shared amongst all the likely uses. The likely users will include existing and future development. In this way, new development will not be charged for the whole cost of an infrastructure project that others will use and costs are distributed on a fair and equitable basis.” – Page 13.

70. Furthermore, under the *Infrastructure Contributions Plan Guidelines, 2019*,

"If an ICP applies a supplementary levy to fund infrastructure that can be funded from a standard levy and a supplementary levy, the planning authority must:

- *estimate the cost of the infrastructure to be funded from a supplementary levy*
- *demonstrate that the infrastructure to be funded from the supplementary levy cannot be wholly or partially funded by the standard levy. This is usually done by estimating the cost of all infrastructure to be funded by a standard levy.* – Page 46.

71. Bridges, such as those contemplated by the Framework Plan over the Moorabool River, would be a Supplementary Item and would require all infrastructure to be costed in order to determine whether they can be funded under the Standard Levy, and if not, the quantum of the Supplementary Levy that would be required.
72. The Infrastructure Contributions Plan Guidelines, 2019 also provide guidance to the apportioning of infrastructure costs, stating the following:

"If an ICP imposes a standard levy for a particular class of development, the levy applies to all development in that class in the ICP plan area.

Where a supplementary levy is proposed, the ICP plan area should be carefully chosen so that the supplementary levy rate applies across the whole of the plan area and external apportionment of infrastructure costs is avoided or minimised.

In general, external apportionment of the cost of a supplementary levy allowable item should only be required where the project is located on the edge of the ICP plan area and the need for that infrastructure is also generated by development outside the plan area." – Page 46.

73. What I have pointed out here is that, **regardless of whether the infrastructure contribution mechanism is a DCP or ICP, a regional approach to infrastructure contributions will be required and that this must be undertaken prior to, or concurrently with, the first PSP to be prepared in the WGGA. This is necessary not only to ensure equity and fairness in the funding of infrastructure by all development, but also to provide certainty to the Council that the infrastructure will be funded and delivered.** What this means is that the scope, cost and timing/triggers for the provision of regional and sub-regional infrastructure will need to be investigated in detail as part of the first PSP to be delivered so that an overarching DCP/ICP is introduced alongside the first PSP(s).
74. In my view, **the model that will need to be adopted in the N&WGGA is that which was adopted for the Wyndham North Growth Area.** The Wyndham North Development Contributions Plan, prepared by MPA in 2014, covered four adjoining PSP areas, Oakbank, Riverdale, Tarneit North and Trugannina. At the time of preparation of the DCP, not all of the PSPs had been prepared.
75. The Planning Panel Report for the Wyndham North DCP outlined support for this approach for several reasons including:

“One of the driving rationales for this approach has been the desire to internalise as many costs as possible, particularly those associated with the arterial road network and associated major intersection works. This means that cost apportionment between the DCP and surrounding development, which is a significant issue in many recent DCPs is reduced significantly.” – pp 160.

76. The Panel also outlined support for the large DCP and encouraged the approach to be considered in the future stating:

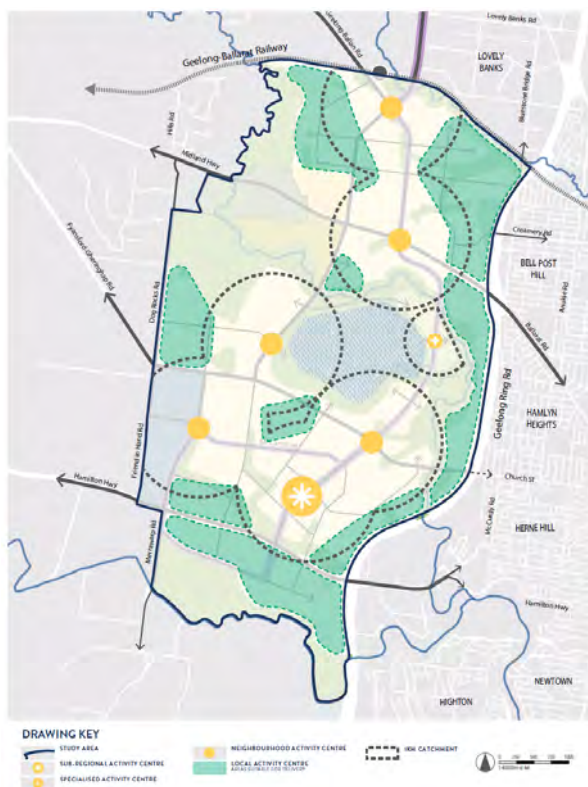
“The Panel believes that the approach used by the MPA in this instance, of a ‘super DCP’ and essentially a single charge area, is a good one. It is recognised that there is likely to be relatively limited scope in the future for a DCP of such magnitude, but the Panel urges the MPA to continue this approach where possible. - pp 160.

77. In my view, the Framework Plan and the policy at clause 21.08-3 should clearly state that development should not occur until the regional and sub-regional infrastructure for the Growth Area has been investigated and costed so that contributions can be collected from all development for those items.

4.3. LOCATION OF THE SUBREGIONAL CENTRE

78. The Framework Plan identifies a Sub Regional Activity Centre located in the south west portion of the McCanns Lane Precinct in the southern section of the WGGA. This is shown in Figure F6 below.

F6. ACTIVITY CENTRES PLAN WESTERN GEELONG GROWTH AREA



Source: City of Greater Geelong Northern and Western Growth Areas Framework Plan, 2019, pp172.

79. ABCL in its submission argued for the location of the centre to be moved to the northern part of the WGGA, abutting Midland Hwy.
80. The Framework Plan, 2019 (p 179) states “Activity centres in the growth area need to be considered in the context of Geelong’s existing retail hierarchy. The timing, location and size of activity centres must be carefully planned to support the local communities while managing impact upon the City’s broader network of centres. The location of the sub-regional activity centre in the southern half of the Western Geelong Growth Area is an important factor to ensure the future advancement of the Corio Shopping Centre.”
81. The Urban Enterprise report titled “Western Geelong Growth Area Retail and Activity Centre Technical Report”, dated June 2017 was prepared for a landowner consortium including ABCL. The report identified location options for a sub-regional activity centre and identified the advantages and disadvantages of each option. The report also identified network planning principles that should govern the form and location of activity centres as follows:
- “Additional centres should be fully integrated with and form an organic extension of the existing activity centre network and hierarchy.
 - Ensure that the location and size of new centres does not encroach significantly on the catchment of existing centres to the extent that their role and viability is threatened.
 - Ensure that any new sub-regional centre (if required), forms part of the existing sub-regional centre network and considers the primacy of Geelong CBD as the flagship centre in the region. Locate new sub-regional centres on the arterial road network and any proposed public transport route.
 - Locate neighbourhood activity centres to maximise accessibility for new growth area residents, encourage active transport, and reduce car trips. 80-90% of households should be within 1km of an activity centre of sufficient size to allow for provision of a supermarket.
 - All new neighbourhood centres should be located proximate to the proposed collector road system, any proposed public transport route and pedestrian network.
 - Locate new centres where they may contribute to improving the existing centre network, and service existing residential areas which are poorly serviced / undersupplied.
 - Large format retail uses are located along major transport routes (arterial roads), with high visibility, easy access, and have regard to the existing bulky goods centres and demand and supply context. Where possible, co-locate large format retail uses either within, or in close proximity to, an activity centre, particularly a sub-regional centre (if required).
 - The proposed role and land allowance for activity centres encourages a diverse mix of uses including retail, commercial, entertainment, and recreation.” – p23-24.
82. The report also states that “broader strategic planning should aim to:

- Encourage community facilities (e.g. schools, community centres, active open space) to co-locate with each other, and in close proximity to an activity centre;
 - Encourage high-medium density residential uses surrounding activity centres;
 - Encourage opportunities for co-location of diverse employment uses and business types; and
 - Where possible, ensure the delivery of activity centres and community facilities are staged within the early development of the growth area to ensure that new residents have adequate access to services and facilities." – p24.
- 83.** I agree with these principles in respect of determining the optimal location for the sub-regional activity centre.
- 84.** A report was prepared by Tim Nott for the City of Greater Geelong titled "Northern and Western Geelong Growth Areas Consolidated Activity Centre Assessment", dated September 2017. The report recommends the location of the sub-regional centre at Hamilton Hwy (p30) primarily due to concerns about the impact of the proposed sub-regional centre on the existing Corio Shopping Centre.
- 85.** The Urban Enterprise report considered that a Hamilton Hwy location would have the following advantages:
- a.** High profile location at the intersection of Hamilton Highway and the major north-south road – likely to be attractive for retail anchors and bulky goods;
 - b.** Excellent accessibility to the Ring Road and passing traffic;
 - c.** Would improve the sub-regional retail service provision for Fyansford.
- 86.** The report also identified that the Hamilton Hwy location would have the following disadvantages:
- a.** Not readily accessible for residents of the WGGA northern precinct;
 - b.** Only a limited local catchment to the south of the Hamilton Highway – could be a more appropriate location for a Neighbourhood Centre or Large Neighbourhood Centre;
 - c.** Lower traffic volumes than Midland Highway;
 - d.** Could impact on catchment of Geelong CBD for SRC shopping.
- 87.** Whilst the Nott report considered the projected effects on the size of the catchment for the Corio Shopping Centre, I note that it did not consider the trading performance of the Corio Shopping Centre in the assessment. However, the Nott report made a recommendation primarily on the basis of the impact of the proposed sub-regional activity centre on the Corio Shopping Centre.
- 88.** It is clear to me that there are potential trade-offs that need to be made in respect of the network planning principles in relation to the final location of the sub-regional activity centre. However, in my view, it is not possible at this time to make an informed decision about what those trade-offs and impacts are. Further information and detail is required in relation to the final alignments of the arterial road network and bridge crossings, the final scope of public transport provision, the sequencing of development and the sequencing and delivery of transport infrastructure. In addition, information is needed in respect of the trading performance of the Corio Shopping Centre in order to complete an assessment of the likely impacts of a sub-

regional activity centre on the Corio Shopping Centre. As a result, I consider that **there should be some flexibility in the Framework Plan regarding the location of the sub-regional activity centre in the Framework Plan, so that this can be further assessed during the PSP stage, based on all the relevant information upon which such an assessment needs to be made.**

5. CONCLUSIONS

89. My conclusions and recommendations in respect of the subject land and proposed Amendment C395 are as follows:

- a. The ABCL land south of the Midland Hwy and north of the Moorabool River should be included in the Creamery Road Precinct.
- b. Plan 47 of the Framework Plan should be amended to include the land in the Creamery Road Precinct, and the “Estimated Growth” numbers on p 239 amended to include the development of the land.
- c. The 11th dot point in clause 21.20-3 should be amended to “Avoid urban development in the Batesford Quarry Work Authority Area in the short to medium term to ensure that ongoing transition of the Batesford Quarry is undertaken in a comprehensive and appropriate manner”.
- d. The Batesford North and Creamery Road Precincts should be combined for more orderly planning and for more efficient and effective infrastructure planning and delivery.
- e. The land to the west of the quarry, including the Balyarta land, should be included in the McCanns Lane Precinct, as there is no impediment to the early development of this land.
- f. The development of the Batesford South Precinct could and should commence earlier than the timeframe nominated in the Framework Plan.
- g. The development of the Batesford south Precinct will be critical to the provision of the infrastructure required to connect the northern parts of the WGGA with the southern parts, as well as the funding for the sub-regional and regional infrastructure and provision of access to the lake which will be a significant regional tourist and recreation asset.
- h. Regardless of whether the ultimate infrastructure contribution mechanism in WGGA is a DCP or ICP, a regional approach to infrastructure contributions will be required and this must be undertaken prior to, or concurrently with, the first PSP to be prepared in the WGGA.
- i. The scope, cost and timing/triggers for the provision of regional and sub-regional infrastructure will need to be investigated in detail as part of the first PSP to be delivered so that an overarching DCP/ICP is introduced alongside the first PSP(s).
- j. The Framework Plan and the policy at clause 21.08-3 should clearly state that development should not occur until the regional and sub-regional infrastructure for the Growth Area has been investigated and costed so that contributions can be collected from all development for those items.
- k. There should be some flexibility in the Framework Plan regarding the location of the sub-regional activity centre in the Framework Plan, so that this can be further assessed during the PSP stage.

DECLARATION

I have made all the inquiries that I believe are desirable and appropriate and that no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.

A handwritten signature in black ink, appearing to read 'M Ainsaar', is centered on a light gray rectangular background.

Matt J Ainsaar
Managing Director, Urban Enterprise Pty Ltd
BTRP, Grad Dip Prop, MAPI, FAPI, CDP

APPENDICES

APPENDIX A REQUIREMENTS OF PLANNING PANELS VICTORIA – EXPERT EVIDENCE

NAME:

Matt Jacques Ainsaar, Managing Director, Urban Enterprise

ADDRESS:

Level 1, 302-304 Barkly Street, Brunswick, Victoria, 3056

QUALIFICATIONS:

- Bachelor of Town and Regional Planning, University of Melbourne
- Graduate Diploma of Property, RMIT University
- Professional Affiliations: Member, Planning Institute of Australia
- Member, Victorian Planning and Environmental Law Association
- Fellow, Australian Property Institute

EXPERIENCE

I have more than 40 years' experience as a planner and land economist and have extensive expertise in strategic planning, urban economics and development contributions.

I have expertise in strategic planning, property market assessments, urban economics, financial contributions arrangements for local government open space strategies, reviewing proposed open space contributions for Councils and developers, preparation of Development Contributions Plans for Councils as well as negotiating development contributions arrangements with Councils on behalf of developers. I have appeared as an expert witness at Planning Panel hearings and VCAT hearings in respect of property market assessments, open space contributions and development contributions, for both developers and Councils.

AREAS OF EXPERTISE

Areas of expertise include strategic urban planning, development contributions, land economics, property and tourism planning.

EXPERTISE TO PREPARE THIS REPORT

I have undertaken numerous assignments for public and private sector clients in regard to urban economics, strategic planning, open space contributions and development contributions for more than 30 years. I have appeared as an expert witness in numerous planning panel hearings and VCAT hearings in respect of urban economics, open space contributions and development contributions.

I am therefore qualified to prepare this report and expert witness statement.

INSTRUCTIONS

My instructions from Norton Rose Fulbright, as they relate to Amendment C395 are as follows:

- I. Review the exhibited documents and background documents relevant to my area of expertise, including:

- i. Northern & Western Geelong Growth Areas Framework Plan dated March 2019;
 - ii. The City of Greater Geelong Settlement Strategy; and
 - iii. Adelaide Brighton's written submission prepared by Golders dated 29 July 2019.
- m. Confer with instructing solicitors and counsel as necessary;
- n. Prepare an expert report considering economic and infrastructure funding issues associated with the AB site including (but not limited to) a consideration of:
- i. The relocation of the sub-regional centre as proposed by Adelaide Brighton;
 - ii. Whether the proposal by Adelaide Brighton:
 - iii. Include land north of the Moorabool River in the Batesford North and Creamery Road Precincts; and
 - iv. Include the land known as 'Balyarta' in the Batesford North Precinct;
- Is consistent with the land supply and housing affordability principles and objectives of the City of Greater Geelong Settlement Strategy.
- v. The anticipated infrastructure needs of the Western Growth Area including 'higher order' infrastructure items such as the Clever and Creative Corridor and bridges could be funded equitably;
 - vi. Any recommended changes to the Amendment documentation in relation to infrastructure funding.
- o. Present my expert report at the Panel hearing expected to commence on 12 November 2019.
- p. I received supplementary instructions from Norton Rose Fulbright dated 25th October, seeking my opinion as to whether the location of the subregional activity centre in the Western Geelong Growth Area should be flexible, and ultimately resolved during the PSP stage/s.

FACTS, MATTERS AND ASSUMPTIONS RELIED UPON:

I have relied on the following for my assessment:

- Geelong Settlement Strategy, 2018;
- Northern and Western Geelong Growth Areas Framework Plan;
- Adelaide Brighton's written submission prepared by Golders dated 29 July 2019;
- City of Greater Geelong Part A Submission to the Planning Panel for Am C395;
- Plan of subdivision 332100U;
- City of Greater Geelong C395 Amendment documentation including:
 - C395 Explanatory Report;
 - C395 Instruction Sheet;
 - Clause 21.08 Development and Community Infrastructure; and

- Clause 21.20 Northern and Western Geelong Growth Areas.
- Northern and Western Geelong Growth Areas Clever and Creative Corridor, prepared by AECOM, November 2018;
- Northern and Western Geelong Growth Areas Consolidated Activity Centre Assessment, prepared by Tim Nott, September 2017;
- Western Geelong Growth Area Retail and Activity Centre Technical Report, prepared by Urban Enterprise, June 2017;
- Quarry to Lake Conversion, WGGGA, January 2019;
- The following certificates of title:
 - Certificate of Title Volume 03616 Folio 049;
 - Certificate of Title Volume 01324 Folio 713; and
 - Certificate of Title 11641 Folio 972;
 - Lots 1 and 2 on TP344847 on Certificate of Title 04518 Folio 539; and
 - Lots 1, 2 and 3 on TP572132B on Certificate of Title 02714 Folio 668;
 - Certificate of Title Volume 10178 Folio 514;
 - Certificate of Title Volume 10178 Folio 515;
 - Certificate of Title Volume 10178 Folio 517;
 - Certificate of Title Volume 10178 Folio 518;
 - Certificate of Title Volume 10178 Folio 519;
 - Certificate of Title Volume 10178 Folio 520;
 - Certificate of Title Volume 10178 Folio 080; and ;
 - Certificate of Title Volume 10178 Folio 081.
- Site visit on 30 October 2019;
- Minutes of Community Focus Council Meeting, Greater Geelong City Council, 9 October 2018;
- Minutes, Ordinary Meeting of Council, City of Greater Geelong Council, 26 March 2019;

DOCUMENTS TAKEN INTO ACCOUNT:

See above.

IDENTITY OF PERSONS UNDERTAKING THE WORK:

Matt J Ainsaar

SUMMARY OF OPINIONS:

Refer to Section 5: Conclusions.

APPENDIX B INFRASTRUCTURE REQUIRED BY PRECINCT

Dwellings	Local Intergrated Infrastructure Required	Local Waterway Infrastructure	Social Infrastructure
Creamery Road			
3,012	<ul style="list-style-type: none"> Clever and Creative Corridor (including upgrade of Geelong-Ballan Road and upgrade and alignment of Evans Road) External upgrade of Evans Road towards the Northern Geelong Growth Area to connect the Clever and Creative Corridor One arterial road intersection on Midland Highway A minimum of four Clever and Creative Corrdior intersections on the arterial and connector street network Linear active transport corridor along Cowies Creek A connector and local street network including upgrades to Creamery Road and Bluestone Bridge Road 	<ul style="list-style-type: none"> Intergrated water management that retains water within the urban environment and conveys stormwater flows to the Cowies Creek catchment 	<ul style="list-style-type: none"> One multipurpose community centre One maternal and child health centre Kindergarten One long day child care centre Two primary schools One emergency hub A network of active open space and passive open space Sub regional sport reserves and facilities (to be provided outside precinct)
Batesford North			
3,799	<ul style="list-style-type: none"> Clever and Creative Corridor (including upgrade of Geelong-Ballan Road) A minimum of four Clever and Creative Corrdior intersections on the arterial and connector street network Local arterial road duplication and extension of Lynnburn Road One arterial road intersection on Midland Highway One arterial road intersection on Geelong-Ballan Road 	<ul style="list-style-type: none"> Intergrated water management that retains water within the urban environment and conveys stormwater flows to the Moorabool River catchment and Cowies Creek catchment 	<ul style="list-style-type: none"> One neighbourhood centre One intergrated children's centers incorporatating maternal and child health services, community meeting spaces, a kindergarten and long and occasion care centres One long day child care centre Two primary schools One Secondary School A network of active open space and passive open space Sub regional sport reserves and facilities (to be provided outside precinct) Indoor recreation centre

Dwellings	Local Intergrated Infrastructure Required	Local Waterway Infrastructure	Social Infrastructure
	<ul style="list-style-type: none"> Two local arterial road intersections on the extension of Lynnburn Road A local arterial road, connector and local street network Linear active transport corridor along the Moorabool River corridor 		
McCanns Lane			
3,148	<ul style="list-style-type: none"> Clever and Creative Corridor A minimum of nine Clever and Creative Corridor intersections on the arterial and connector street network Three arterial road intersections on the Hamilton Highway Local upgrades on Friend in Hand Road and McCanns Lane A local arterial road, connector and local street network 	<ul style="list-style-type: none"> Intergrated water management that retains water within the urban environment and conveys stormwater flows to the Moorabool River catchment and Barwon River catchment. 	<ul style="list-style-type: none"> One cultural hub incorporating a district library One multipurpose community centre One long day child care centres One kindergarten One maternal and child health centre One health and wellbeing centre incoporting a community health centre, flexible community meeting spaces, youth and senior spaces and services to support aged, disabled and culturally and linguistically diverse members of the community Two primary schools One Secondary School One police station collocated with a justice centre A network of active open space and passive open space Sub regional sport reserves and facilities (to be provided outside precinct)
Merrawarp Road			
2,306	<ul style="list-style-type: none"> Clever and Creative Corridor A minimum of five Clever and Creative Corridor 	<ul style="list-style-type: none"> Intergrated water management that retains water 	<ul style="list-style-type: none"> One neighbourhood centre One maternal and child health centre One kindergarten

Dwellings	Local Intergrated Infrastructure Required	Local Waterway Infrastructure	Social Infrastructure
	<p>intersections on the arterial and connector street network</p> <ul style="list-style-type: none"> • Two arterial road intersections on Hamilton Highway • A connector and local street network • Linear active transport corridor along the Barwon Creek Corridor 	<p>within the urban environment and conveys stormwater flows to the Moorabool River catchment and Barwon River catchment</p>	<ul style="list-style-type: none"> • One primar school • A network of active open space and passive open space • Sub regional sport reserves and facilities (to be provided outside precinct)
Batesford South			
10,689	<ul style="list-style-type: none"> • Clever and Creative Corridor • A minimum of five Clever and Creative Corridor intersections on the arterial and connector street network • Three new road bridge crossings of the Moorabool River, including two arterial road bridges • A local arterial road, connector and local street network including upgrades to Dog Rocks Road and Blackall Road • Seven local arterial road intersections • One arterial road intersection on Midland Highway at Blackall Road, within Golden Plains Shire. 	<ul style="list-style-type: none"> • Intergrated water management that retains water within the urban environment and conveys stormwater flows to the Moorabool River Catchment 	<ul style="list-style-type: none"> • One multipurpose community centre • One neighbourhood centre • One intergrated children's centers incorporatating maternal and child health services, community meeting spaces, a kindergarten and long and occasion care centres • One kindergarten • Two long day child care centres • Four primary schools • One Secondary School • A network of active open space and passive open space • Sub regional sport reserves and facilities (to be provided outside precinct) • Potential provision of a sub regional sport reserves and facilities on approximately 12 ha of unencumbered land • A network of passive open space for employment land equivalent to 2% of the net developable area.

Source: City of Greater Geelong Northern and Western Growth Areas Framework Plan, 2019, pp 239, 241, 243, 245 and 248.

