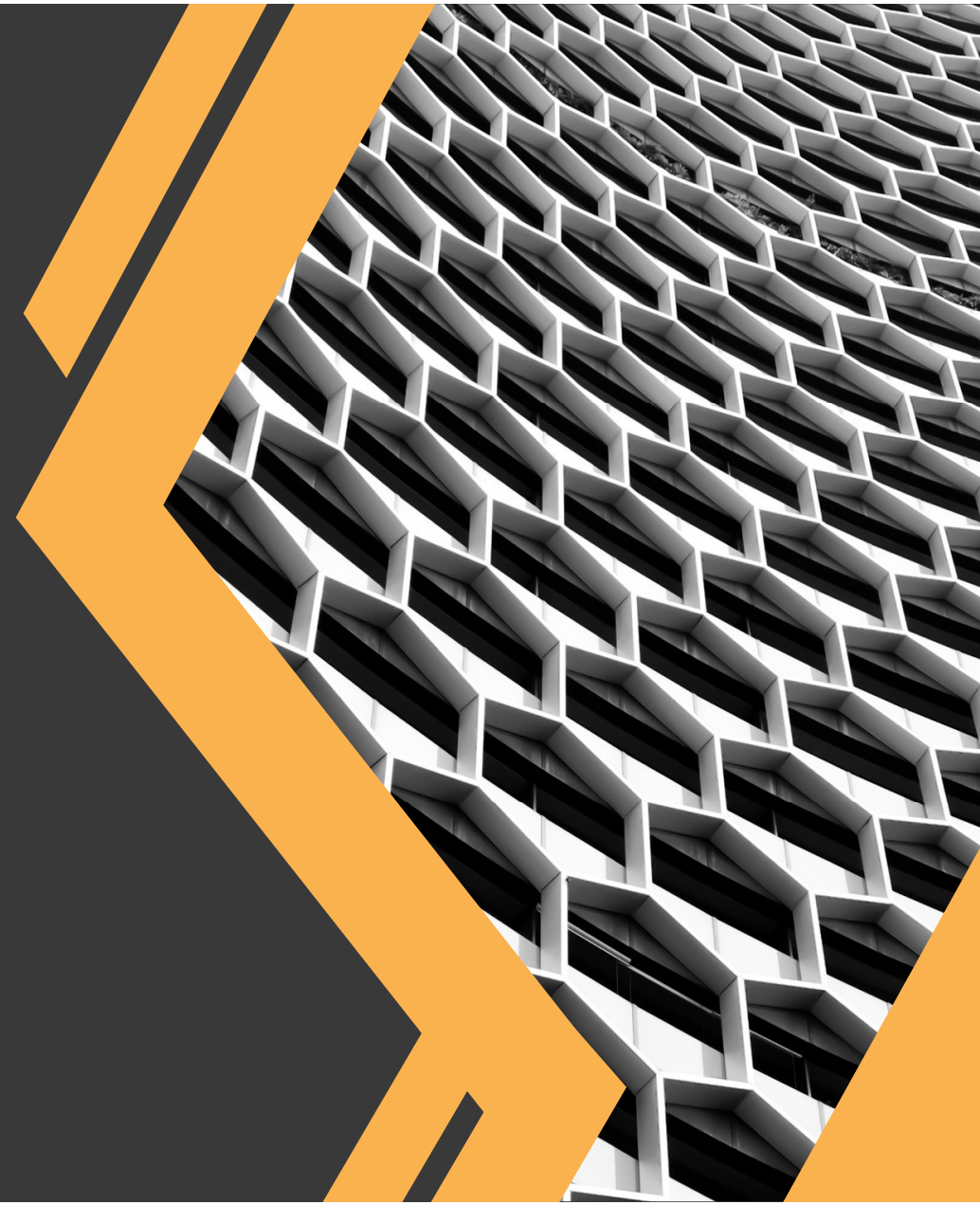




**Marshall PSP  
Planning Panels  
Victoria  
(PPV)**

John Glossop, Director





# Amendment C278ggee

- The Amendment concerns land around the Marshall Train Station, which comprises the northern part of the Armstrong Creek Urban Growth Area (ACUGA). Specifically, the key features of the Amendment seek to:
  - Incorporate the Marshall Precinct Structure Plan (March 2024) (the PSP).
  - Insert a new Schedule 7 (Marshall PSP) to the Urban Growth Zone (UGZ7).
  - Insert a new Schedule 10 to the Development Contributions Plan Overlay (DCPO10) and incorporate the Marshall Development Contributions Plan (August 2023).
  - Insert a new Schedule 51 (137 Barwarre Road, Marshall) to the Design and Development Overlay (DDO51).
  - Apply the Environmental Audit Overlay to three parcels of land.
  - Amend the Schedule to Clause 52.16 (Native Vegetation Precinct Plan) and incorporate the Marshall Native Vegetation Precinct Plan (October 2022).



# My instructions

My instructions were as follows:

*We are instructed to brief you to:*

- *review the enclosed materials and meet with Council and its legal team to discuss your preliminary views;*
- *if instructed to do so, prepare an expert witness statement, participate in any relevant conclave and provide evidence at the upcoming planning panel hearing.*

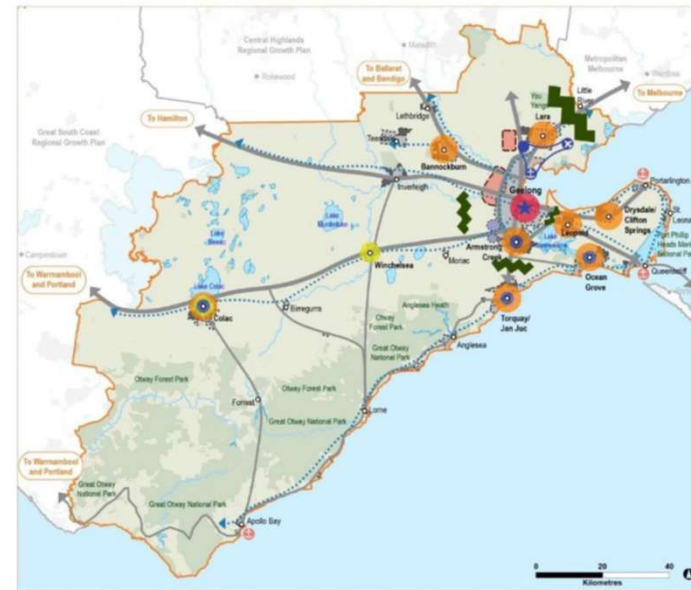
*Your expert witness statement must comply with the requirements of Planning Panels Practice Note 1, a copy of which is included in the enclosed brief.*

*In addition to any other matter you consider relevant, your review and expert witness statement should address the following:*

- *The issues raised in submissions and Council's response to those submissions;*
- *Whether you are able to support the proposed PSP and planning ordinance drafting, either as exhibited or subject to any changes you may recommend.*

# The planning framework

- Geelong is the largest regional city in Victoria. According to Plan Melbourne 2017-2050, between 2011 and 2031, Greater Geelong, Greater Bendigo and Ballarat are projected to account for 50 per cent of all population growth outside Melbourne.
- State draft housing targets say that municipality has 127,300 existing dwellings and an additional 139,800 are sought by 2051. This draft target is more than double the existing dwelling stock and hastens the need to locate and release land suitable for urban development.



## SETTLEMENT ROLE AND GROWTH

- ★ Reinforce the role of Geelong as a regional city and Victoria's second largest city
  - Strengthen Central Geelong's role as a major regional city centre by supporting growth with a focus on identified infill housing opportunity areas and building on the region's health, education and research capabilities
  - Support planned growth and reinforce the role of district towns
  - Introduce new targeted growth nodes at Colac and Winchelsea
  - Identification of two Further Investigation Areas in Geelong
  - Identification of four key settlement breaks
  - Existing urban areas
  - Planned growth areas
  - Designation of settlement boundaries for all towns
  - Settlement
- Provide infrastructure and services for planned growth areas and infill development

## MAJOR INFRASTRUCTURE

- An efficient and equitable public transport, road and freight network leveraged off existing infrastructure
- ✈ Airport
- ⚓ Port of Geelong
- ⚓ Minor port

## EMPLOYMENT GROWTH

- Maintain productive agricultural areas
  - Development of a national transport and logistics precinct
  - Strengthen and protect the identified existing and planned employment areas
  - Future employment nodes
- Provide land and infrastructure for existing and future employment nodes

## ENVIRONMENT

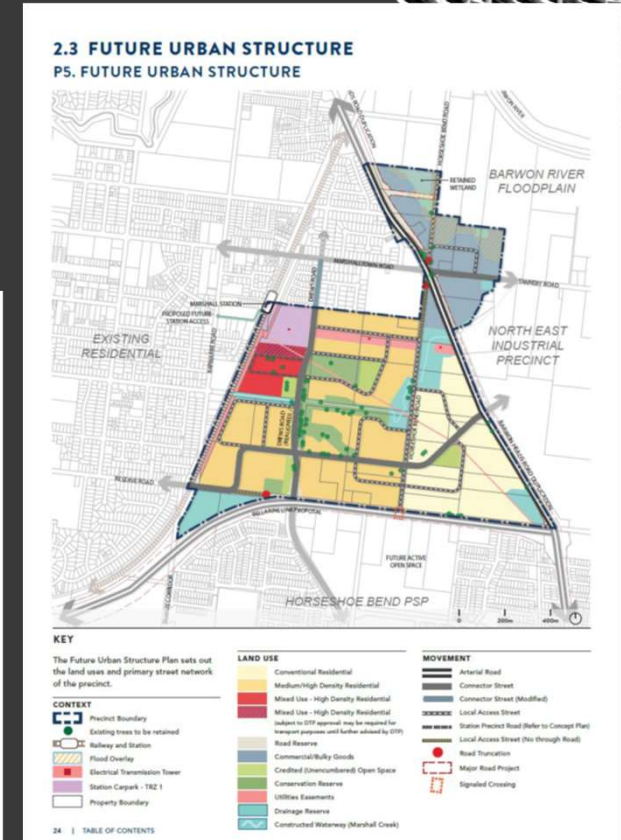
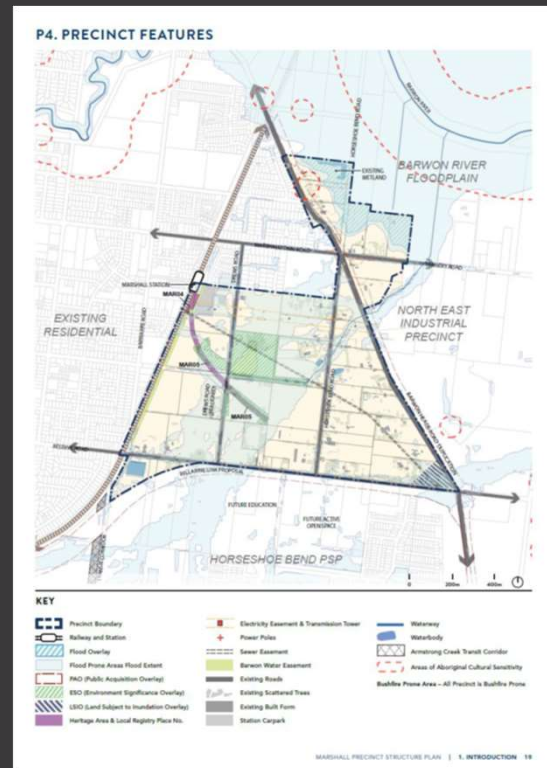
- Maintain and enhance natural assets and infrastructure
- Lakes and wetlands
- Rivers

# The Marshall PSP

The Marshall PSP (the PSP<sup>1</sup>) has been prepared by the City of Greater Geelong.

The PSP is structured around ten themes. These are:

- Character, heritage and housing.
- Open space
- Biodiversity
- Transport and movement
- Integrated water management
- Climate resilient communities
- Circular economy
- Employment, retail and community facilities
- Energy and technology
- Delivery.



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# What are the issues?

Many aspects of the PSP are uncontroversial and clearly supported by a wider review of planning policy and the area's physical context. There are, however, some key aspects which require a detailed analysis. These are:

- Housing
- The Station Precinct
- The bulky goods area.



# Housing

## Findings

- I support the allocation of different densities across the Precinct west of Barwon Heads Road.
- Achieving a higher density than was contemplated in the Framework Plan is appropriate in town planning terms and reflects the growing importance of capitalising on well-located land and perhaps also demonstrates that the housing market in Greater Geelong is maturing.
- It provides for more diverse housing than is typical in Armstrong Creek and suburban Geelong and captures benefit from the Government's recent investment in Marshall Station. The selection of applied zones is also appropriate to achieve the density outcomes sought by the PSP.
- I support the PSP's attitude to social and affordable housing subject to a small change.



# The Station Precinct

## Findings

- The 'loss' of the TZ1 land may have consequential implications for the delivery of the Station Concept Design Intention Plan in the PSP. For instance, the north / south 'Key Pedestrian Link' might need to be relocated and the design treatment of the northernmost east-west 'Local Street' might change. It follows that the planning control should be flexible enough to react to such a change. That said the planning control should still provide sufficient guidance so that the 'essence' of the current concept is not lost.
- While I agree that there needs to be some flexibility in the planning controls to adapt / react to circumstances such as the loss of the TZ1 land, it is also important to retain the overall design intention for the Marshall Station precinct, which contains some good planning ideas.
- I have made some recommendations about wording to address my concerns.



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# Bulky goods

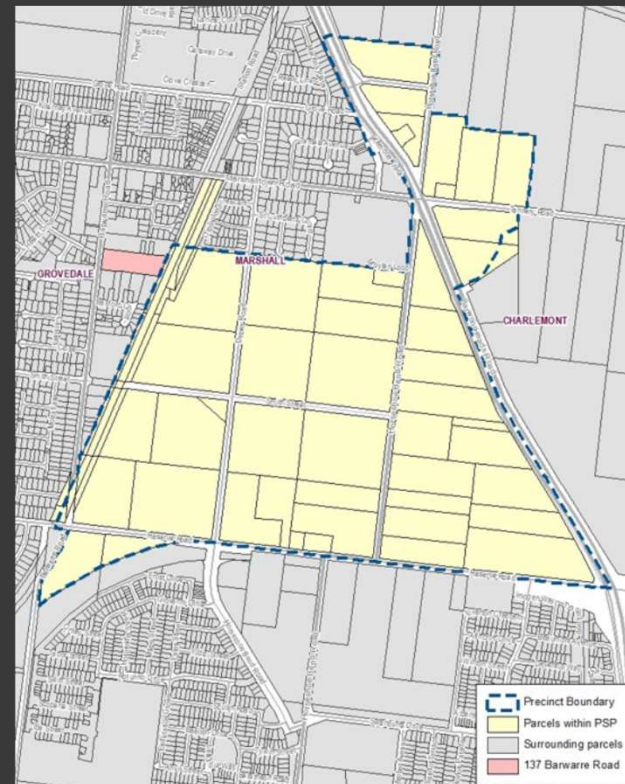
## Findings:

- The exhibited Amendment showed the northern portion of the Marshall PSP as 'commercial / bulky goods' with an applied zone of the Commercial 2 Zone (C2Z). The exhibited table of uses in the UGZ7 additionally prohibits 'supermarket' and 'education centre' from occupying this land.
- The relation with the NEIP needs to be considered.
- Having taken account of the above, my key findings on the 'new' bulky goods area are that the land is highly constrained and somewhat isolated making it well suited for only a few purposes. It could conceivably be used for either bulky goods or residential purposes although, I would slightly favour the former.



# DDO51

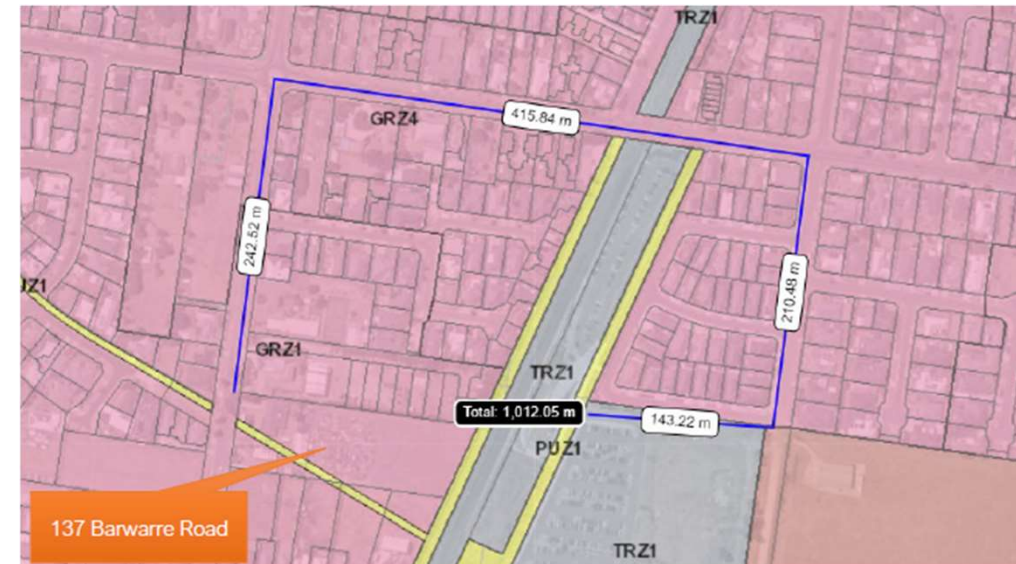
- The Amendment proposes to apply a new Schedule 51 of the Design and Development Overlay (DDO51) to the land at 137 Barwarre Road, Marshall. This site is outside the Marshall Precinct and located west of the Marshall Train Station.
- The purpose of DDO51 is to facilitate direct public access to the Station for the Grovedale community to the west of the railway line.





# DDO51 (continued)

- There is clear strategic and community value in the outcome Council is seeking through DDO51. The proposed connection would provide an immediate link to the Station from the west, reduce walking time and in turn increase the likelihood that train travelers will walk, rather than drive, to the Station.
- At present, it is necessary to approach the Station from the west via either Marshalltown Road (to the north) or Reserve Road (to the south).
- The distance from 137 Barwarre Road to the Station via Marshalltown Road is around 1km. Reserve Road is around 700m south of 137 Barwarre Road. This site, therefore, provides an important strategic opportunity to improve the connectivity of the Grovedale community to high capacity public transport.
- I have proposed changes to the exhibited ordinance.





# Conclusions

- The provision of a new residential community within the PSP is appropriate along with the distribution of housing densities.
- The Station Precinct is well designed and will provide a valuable service to train users and the community. There needs to be greater flexibility in the design of the Station precinct. I recommend that a notation should be added to P18 of the PSP that says: *'This concept plan provides an indicative example of how the Station Precinct could be developed'*.
- However, there should be some limits to this flexibility. Accordingly, I recommend that Clause 2.4 and 2.5 of UGZ7 be amended as follows: ~~Unless the Responsible Authority agrees otherwise t'~~ *The UDF must .....*
- The exhibited bulky goods area can be supported provided an economic analysis demonstrates no unreasonable impacts on other designated bulky good areas. The exhibited bulky goods area could conceivably be used for either bulky goods or residential purposes although, I would slightly favour the former.
- I support the principle of providing a link to Marshall Station through 137 Barwarre Road although I do not support the exhibited drafting of DDO51.
- I recommend my marked up version of this overlay be applied. An amendment to the Schedule to Clause 53.01 could also be made to ensure that the provision of a link to the railway station would offset the public open space contribution.
- Map 4 of the PSP should be reviewed and updated at intervals across the PSP's development to reflect the reduced flood extent.

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**Finish**

