

# MINUTES

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## COUNCIL MEETING

**Tuesday 27 August 2024**  
**6:30 pm**

City Hall  
57 Little Malop Street, Geelong 3220

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[www.geelongaustralia.com.au/meetings](http://www.geelongaustralia.com.au/meetings)

### COUNCIL:

Cr T Sullivan (Bellarine Ward) - Mayor  
Cr A Aitken (Windermere Ward) - Deputy Mayor  
Cr J Mason (Bellarine Ward)  
Cr E Wilkinson (Bellarine Ward)  
Cr M Cadwell (Brownbill Ward)  
Cr E Kontelj (Brownbill Ward)  
Cr P Murrihy (Brownbill Ward)  
Cr B Harwood (Kardinia Ward)  
Cr B Moloney (Kardinia Ward)  
Cr R Nelson (Kardinia Ward)  
Cr S Hathway (Windermere Ward)



<b>1. PROCEDURAL MATTERS.....</b>	<b>5</b>
1.1. Acknowledgement of Country .....	5
1.2. Apologies .....	5
1.3. Leaves of Absence.....	5
1.4. Declarations of Conflicts of Interest .....	5
1.5. Confirmation of Minutes .....	5
1.6. Public Question and Submission Time .....	6
1.7. Petitions .....	20
<b>2. REPORTS .....</b>	<b>21</b>
2.1. Adoption of the Disability Access and Inclusion Plan 2024-28 .....	21
2.2. Council Adoption of Neighbourhood Amenity Local Law 2024 and Local Law Manual 2024.....	58
2.3. Park Street, Portarlington - Declaration Report - Special Rate and Charge scheme SRC 362 .....	205
2.4. Proposed Sale of part 43 The Boulevard Norlane .....	239
2.5. Planning Scheme Amendment to Introduce Additional Properties in the Heritage Overlay .....	270
2.6. Economic Development Advisory Board Options Paper.....	459
2.7. Creamery Road Precinct Structure Plan and Development Contributions Plan .....	486
2.8. Mayor's Travel Report - UNESCO .....	817
2.9. Amendment C432ggee South Geelong Urban Design Framework - Consideration of Submissions.....	824
2.10. T2400071 - Rippleside Inclusive Playspace & Public Toilet .....	871
2.11. T2400011 - North Bellarine Aquatic Centre (NBAC) Stage 2 - Design Consultant .....	876
<b>3. RECORD OF INFORMAL MEETINGS OF COUNCILLORS.....</b>	<b>881</b>
3.1. Record of Informal Meetings of Councillors .....	881
<b>4. PLANNING DELEGATIONS.....</b>	<b>884</b>
4.1. Planning Delegations .....	884
<b>5. CONFIDENTIAL.....</b>	<b>888</b>

5.1. CEO Employment and Remuneration Matter (Confidential) .....888

**6. CLOSE OF MEETING.....888**

## **2.9. Amendment C432ggee South Geelong Urban Design Framework - Consideration of Submissions**

**Source:** Placemaking  
**Executive Director:** Tennille Bradley

### **Purpose**

1. To consider submissions to Planning Scheme Amendment C432ggee and recommend all the submissions be referred to an Independent Planning Panel.

### **Background**

2. The South Geelong Urban Design Framework (UDF) was driven and supported by the City's Settlement Strategy, gazetted in May 2021, the future redevelopment of Barwon Water's redundant 1.2-hectare depot site opposite the South Geelong train station and the State Government's Geelong Railway Line upgrade and station redevelopment.
3. The State Government's Housing Statement and draft Plan for Victoria housing targets will also require more "infill" housing in established suburbs close to existing infrastructure and transport.
4. The location of South Geelong in the context of the railway station, Central Geelong and Belmont shopping centres, Kardinia Park and the Barwon River environs make it one of Geelong's most desirable and easily accessible suburbs for infill housing.
5. On 27 September 2022, Council adopted the South Geelong Urban Design Framework (UDF) and resolved to prepare and exhibit Amendment C432ggee to implement the UDF.
6. The amendment extends the South Geelong Increased Housing Diversity Area to 800m around the South Geelong Station, excluding places of heritage significance, and rezones land identified as 'substantial change' to the Residential Growth Zone (RGZ). New 'Key Development Areas'; Moorabool Street and The Station Precinct, are proposed to be rezoned to the Mixed Use Zone (MUZ) together with the application of Design and Development Overlays (DDO) to control built form.
7. The amendment extends the Heritage Overlay (HO) to include an additional 193 properties in the City South Heritage Area (HO1641) and applies the HO to three properties nominated for individual significance. The Public Acquisition Overlay (PAO) and Environmental Audit Overlay (EAO) are applied to selected properties.
8. A draft Section 173 Agreement was prepared between Council and Barwon Water to facilitate improvements to South Geelong Station Precinct public realm and the deviation of Carr Street.
9. Public exhibition commenced on 5 April 2024 and closed on 13 May 2024.

## Key Matters

10. A total of 51 submissions were received to the exhibited amendment. Of the 51 submissions, 17 were accepting, 32 objected or requested changes to the amendment and 2 provided comments only.
11. The key issues raised include the proposed PAO on properties adjacent to Lamb Place to facilitate the widening of Lamb Place by 2 metres, proposed HO controls, the rezoning of land to the RGZ, and the desired built-form outcomes informed by the DDO's for both Key Development Areas. Other submitters requested a review of the UDF and proposed new planning policy.
12. Council officers have considered the submissions and recommend some changes to the DDO's, Residential Growth Zone Schedule 4 and local policy as outlined in this report. Council officers accept the request to remove property 262 Bellarine Street from the proposed HO. Requests to remove the PAO or change the proposed zone controls are not supported.
13. Homes Victoria's submission requested property 263 Yarra Street be rezoned to the RGZ. Council officers consider this request acceptable and recommend applying the RGZ to 263 Yarra Street.
14. The Department of Transport (DTP) made a late submission to the amendment with comments only. Most of the comments were requesting a change to the UDF and have been noted. Council officers recommend making minor changes to the DDO's and planning policy based on DTP submission and will mark up changes prior to a panel hearing. A full summary of DTP's submission and council officer response can be viewed at Attachment 3 to this report.
15. The amendment is considered a balanced approach to development in South Geelong that will help to achieve not only the City's housing needs but expectations the community has for how they want their suburb to develop.
16. It is recommended that all submissions be referred to an Independent Panel appointed by the Minister for Planning.

## **RESOLUTION – Item 2.9**

**Cr Mason moved, Cr Hathway Seconded -**

**That Council:**

- 1. Having considered all submissions to Amendment C432ggee to the Greater Geelong Planning Scheme resolves to:**
  - 1.1. Request the Minister for Planning appoint an Independent Panel under Part 8 of the Planning and Environment Act 1987;**
  - 1.2. Refer all submissions to the Panel; and**
  - 1.3. Submit to the Panel its response to the submissions generally as outlined in this report.**

**Carried**

### ***Financial Sustainability***

14. The amendment will not have any significant financial implications to Council except for the usual costs associated with the planning scheme amendment process including Panel hearing fees and the cost of engaging expert witnesses.
15. The PAO is proposed to be applied to properties fronting Moorabool Street adjacent to Lamb Place to facilitate the widening of the street. Two metres of land would be acquired by Council over time as properties are redeveloped. Costs to acquire land would be based on land values at the time of redevelopment.

### ***Community Engagement***

16. Consultation has been undertaken during the preparation of the UDF to understand the views of the community and directly affected landowners. The associated feedback has been considered in the preparation of the amendment.
17. Exhibition and notice of the amendment were conducted in accordance with the *Planning and Environment Act 1987*.
18. Notice was sent to 2508 owners and occupiers either directly impacted by the amendment or as nearby residents.
19. A statutory notice was published in the local newspaper and the Victorian Government Gazette. A media article was published in the Geelong Times and all relevant information provided on the C432ggee webpage on Council's website. A hard copy folder was also placed at Council's customer services desk.
20. Prescribed Ministers, relevant authorities and government agencies were notified.

### ***Social Equity and Sustainability***

21. The amendment provides for increased housing diversity near public transport and community services.
22. Local policy encourages affordable and social housing contributions in Key Development Areas consistent with the Council's Social Housing Plan 2020-2042 and State Government policy.

### ***Relevant Law/Policy/Legal Implications***

23. Council's 2020 Settlement Strategy outlines the need to provide infill housing opportunities to support population growth. The Settlement Strategy recommended the preparation of the UDF which included an Increased Housing Diversity Area (IHDA) review, and nomination as possible Key Development Areas.
24. Victoria Housing Statement 2024-34 recognises housing as one of the nation's biggest challenges and provides a long-term housing plan directing more housing in established suburbs close to existing infrastructure and transport.

### ***Alignment to Community Plan and Vision***

25. This report aligns with Our Community Plan 2021-2025 strategic priority Sustainable growth and environment by:
  - Meeting the housing needs of our future community.
  - Creating engaging places and spaces.

- Delivering best-practice Environmentally Sustainable Design principles and vibrant neighbourhoods.
  - Supporting our community and region to reduce emissions and build resilience to climate change.
26. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration:
- Sustainable development that supports population growth and protects the natural environment through the renewal of underutilised urban areas and buildings.

***Conflict of Interest***

27. No officer involved in the preparation of this report declared a general or material conflict of interest.

***Risk Assessment***

28. The UDF reviews the Increased Housing Diversity Area and aims to increase housing densities in well-serviced, appropriate locations. Failure to implement these recommendations may lead to increased pressure on outer growth areas, which lack sufficient infrastructure, and could negatively impact Geelong’s environment and biodiversity.

***Environmental Sustainability***

29. The amendment has a positive environmental impact by directing development within close proximity to public transport and provides for best practice environmentally sustainable design. The amendment appropriately manages negative environmental effects through the application of an Environmental Audit Overlay on potentially contaminated sites.

**Attachments**

1. Consideration of Submissions (30 July 24) C 432 ggee [2.9.1 - 23 pages]
2. Attachment 2 - Summary of Submissions Redacted C 432 ggee [2.9.2 - 13 pages]
3. Submitter No. 13 DTP (30 July 24) [2.9.3 - 6 pages]

## ATTACHMENT 1. – Consideration of Submissions C432ggee

### BACKGROUND

1. The South Geelong Urban Design Framework (UDF) was driven and supported by The City's Settlement Strategy, gazetted in May 2021, the future redevelopment of Barwon Water's redundant 1.2 hectare depot site and the State Government's commitment to the Geelong Line upgrade.
2. More recently, the State Government released Victoria's Housing Statement, a long-term housing plan directing more housing in established suburbs close to existing infrastructure and transport.
3. The location of South Geelong in the context of the station, Central Geelong and Belmont sub-regional shopping centres, Kardinia Park and the Barwon River environs make it one of Geelong's most desirable and easily accessible suburbs.
4. Amendment C432ggee implements the UDF into the Greater Geelong Planning Scheme by introducing new planning policy, rezoning land to new residential zone schedules and the Mixed Use Zone and applying the Design and Development Overlay, Heritage Overlay, Public Acquisition Overlay and Environmental Audit Overlay to nominated properties.
5. Increased densities will occur within Key Development Areas, including Moorabool Street, and the Station Hub and substantial change areas, whilst neighbourhood character and heritage values will be protected in identified incremental and minimal change areas.
6. The amendment applies to all land in the UDF study area and is shown in Figure 1 below.

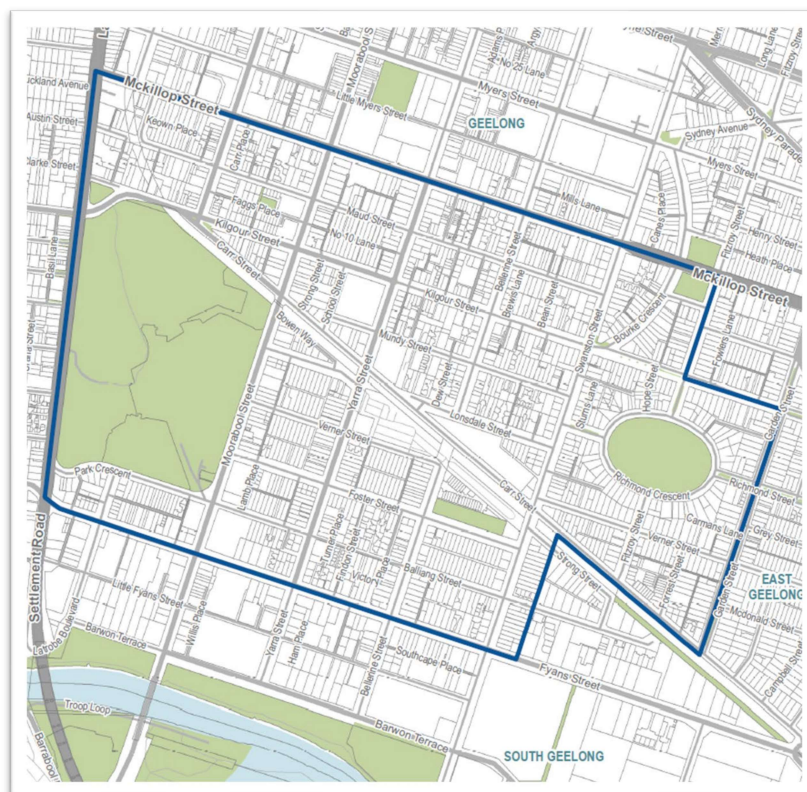
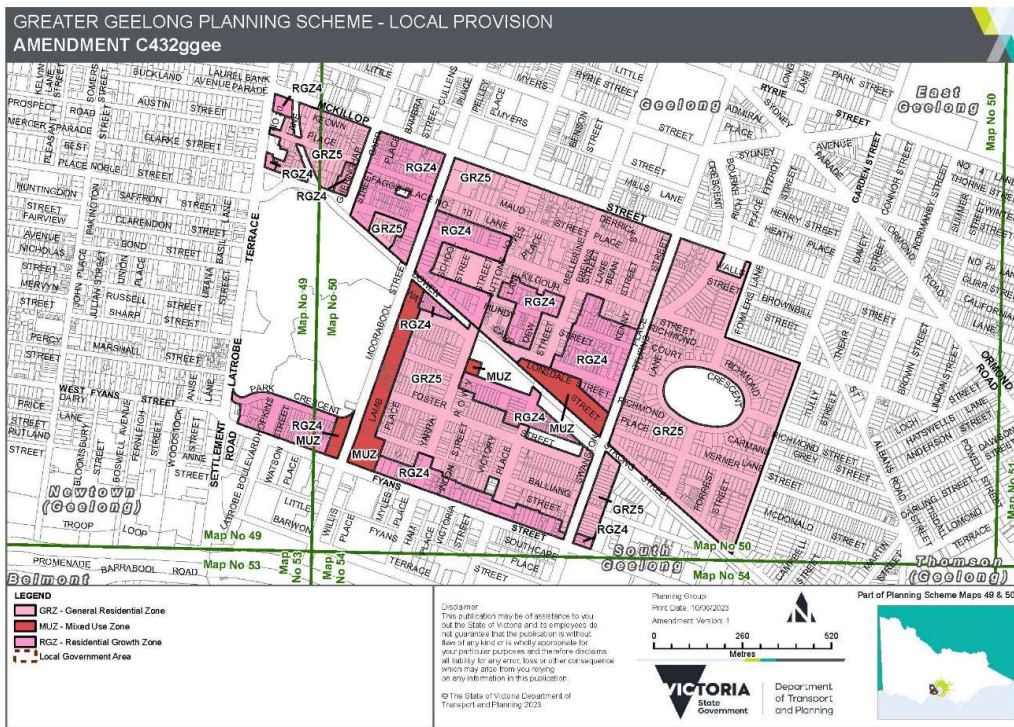


Figure 1: Map of South Geelong Urban Design Framework study area

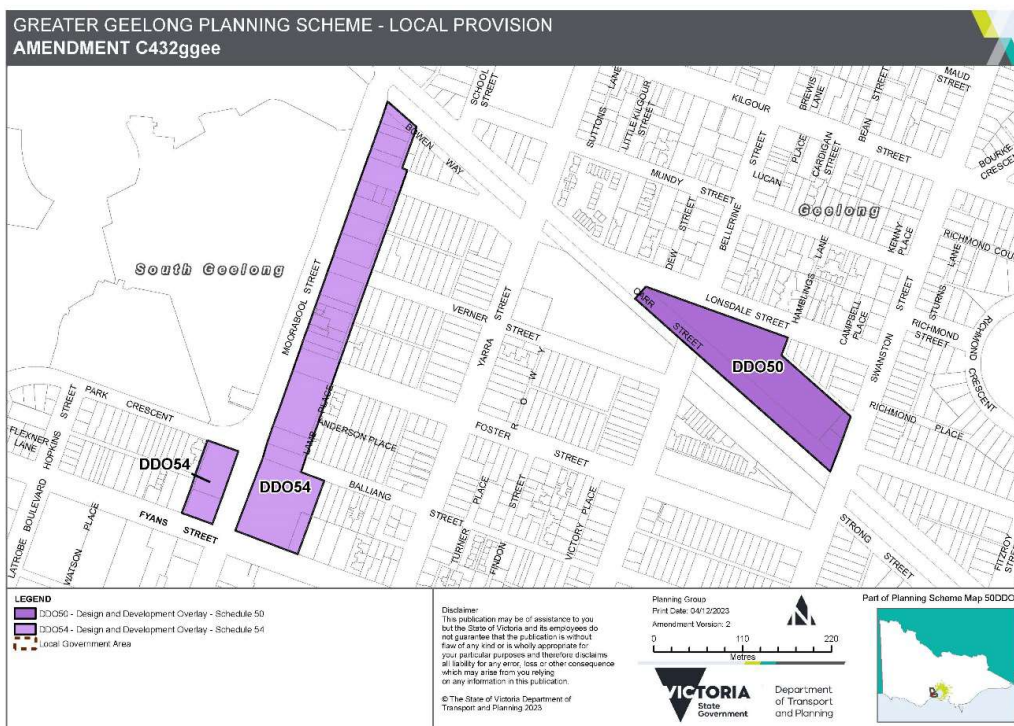
7. On 27 September 2022 Council resolved to support the preparation and exhibition of the amendment. The Council Report and resolution can be viewed [here](#).

## **PROPOSED PLANNING SCHEME CHANGES**

8. The amendment proposes to change the Greater Geelong Planning Scheme by:
  - a) Rezoning land at 40-44 Lonsdale Street and along Moorabool Street identified as 'Key Development Areas' to the Mixed Use Zone (MUZ).
  - b) Rezoning land identified as 'Substantial Change Area' to Residential Growth Zone Schedule 4 (RGZ4).
  - c) Rezoning land identified as 'Incremental and Minimal Change Area' to General Residential Zone Schedule 5 (GRZ5).
  - d) Applying the Heritage Overlay to an additional 193 properties in the City South Heritage Area, to three individual properties with local significance and removing it from properties that lack any defining heritage attributes or have the heritage overlay applied incorrectly.
  - e) Applying the Public Acquisition Overlay (PAO4) to the rear of the properties fronting Moorabool Street to facilitate the widening of Lamb Place to cater for deliveries and vehicle parking and movement.
  - f) Applying a Design and Development Overlay (DDO50 and DDO54) to the 'Key Development Areas' to control built form outcomes.
  - g) Applying the Environmental Audit Overlay to potentially contaminated land along Moorabool Street and 40-44 Lonsdale Street.
  - h) Inserting local policy at Clause 11.03 and Clause 16.01 to implement objectives and strategies for South Geelong's Key Development Areas and to facilitate the delivery of Social and Affordable Housing.
  - i) Amending Clause 72 to list the Statements of Significance for Kelvendon, Penlea and Kardinia Villa as incorporated documents and the South Geelong Urban Design Framework, September 2022 as a background document.
9. Before requesting authorisation for the amendment, council officers sought the views of the Environment Protection Authority (EPA) as required by Ministerial Direction No. 19, Rail Projects Victoria, Barwon Water, and the Department of Transport and Planning (DTP).



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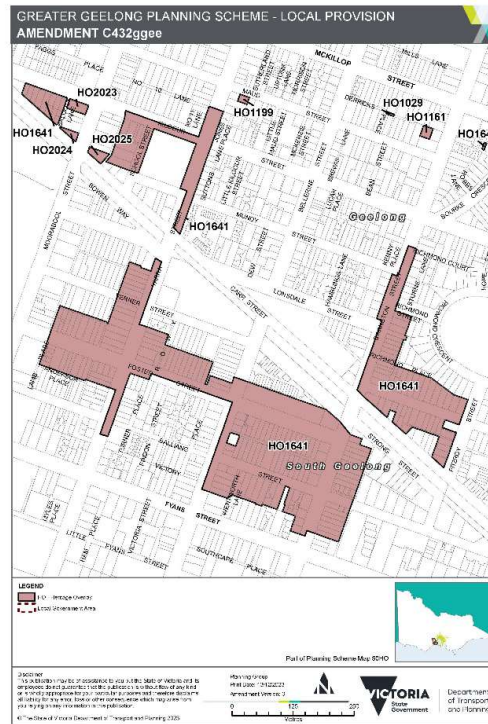
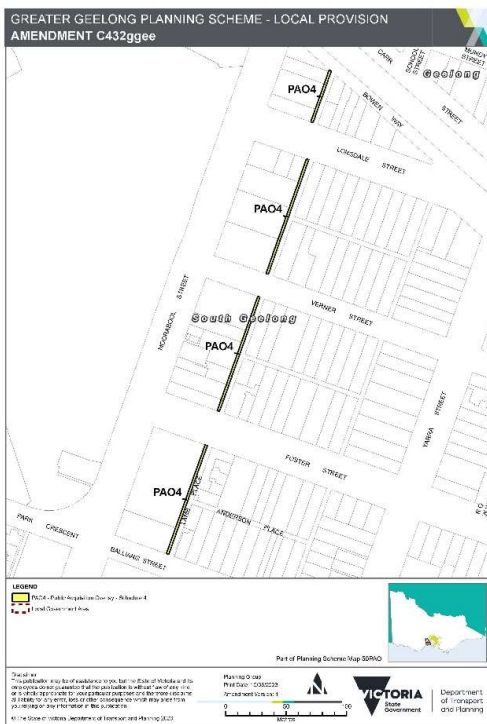
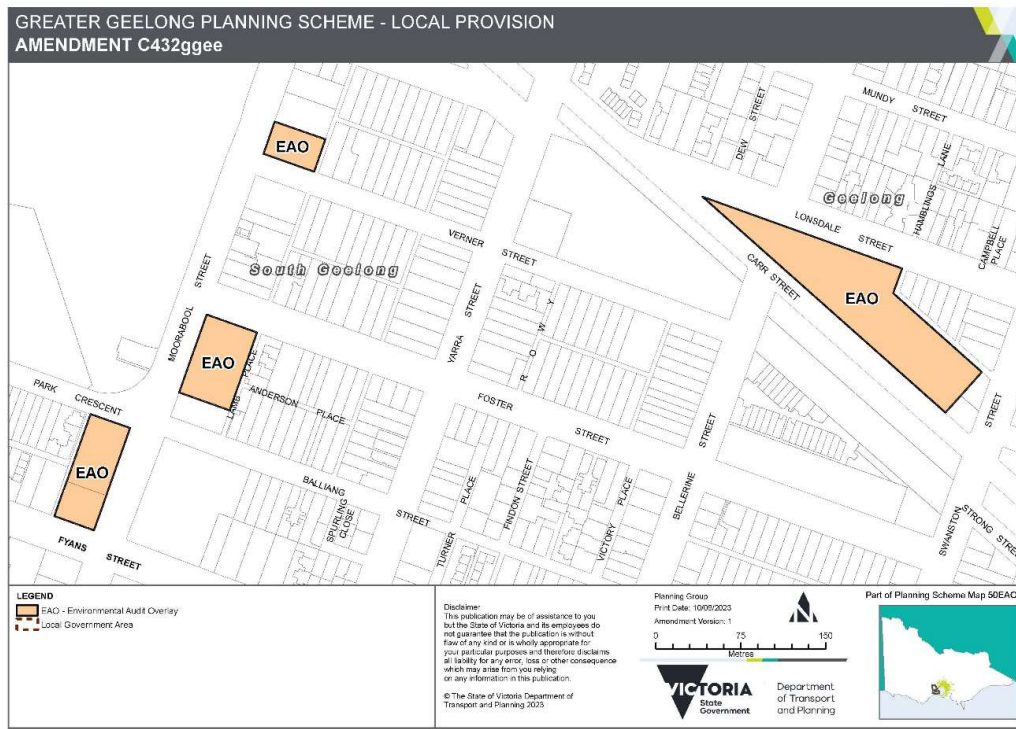


Figure 2: Amendment C432ggee Map changes

## **SECTION 173 AGREEMENTS**

10. Barwon Water Corporation is the Owner of land at 40-44 Lonsdale Street, Key Development Area in the Amendment. Two Section 173 agreements were drafted prior to exhibition with only one being agreed on at this time.

### Public Realm Works and Road Deviation Agreement

11. In order to facilitate the redevelopment of the site and provide for an improved public realm to the redeveloped Geelong South Station, Council and Barwon Region Water Corporation have drafted a Section 173 agreement that Barwon Region Water Corporation, subject to the approval of the Amendment, will at its own cost, as part of making the site ready for redevelopment by either Barwon Region Water Corporation or a 3rd party:

- deviate Carr Street.
- re-construct a portion of Lonsdale Street.
- provide Public Realm Improvement Works.

in accordance with the Public Realm Improvement Works Plan which was exhibited with the Amendment.

12. To facilitate this occurring, Council will transfer an equivalent size parcel of land, approximately 500m<sup>2</sup>, of the original Carr Street to Barwon Water Corporation in exchange for the new Carr Street Alignment.
13. Barwon Water are in general agreement with the public realm works and road deviation agreement.

### Affordable Housing Agreement

14. An affordable housing agreement was drafted to provide at least 5% of the total number of dwellings that are constructed on the site as Affordable Housing Dwellings.
15. Barwon Water indicated that the transfer of dwellings to a registered housing association for zero consideration or a monetary equivalent contribution of equal value cannot be committed to. Rather, they seek to facilitate up to 20 percent of dwellings to be affordable but require State and/or Federal Government funding.

## **AUTHORISATION AND PUBLIC EXHIBITION**

16. On 22 December 2023, Council requested Ministerial authorisation to exhibit Amendment C432ggee. The application was put on further review on 2 January 2024.
17. On 12 March 2024 under delegation from the Minister, Council was authorised to prepare and exhibit Amendment C432ggee subject to the following conditions:
- a) Remove the proposed Specific Control Overlay (SCO) and Social Housing Contribution incorporated document from the amendment. Relevant content of the incorporated document should be transferred to the proposed local policy at Clause 16.01-2L and any application requirements may be included in Design and Development Overlay (DDO) Schedule 54.
  - b) Revise the following documents as per the advice previously provided by Department of Transport and Planning (DTP) officers:
    - Clause 11.03-6L-05.
    - Clause 16.01-1L-02.

- Clause 16.01-2L (including the transfer of any relevant strategies within the proposed Social Housing Contribution incorporated document).
  - DDO Schedules 50 and 54 (including the transfer of any relevant application requirements within the proposed Social Housing Contribution incorporated document).
- c) Revise the following documents as per the attached:
- Explanatory Report (including removal of references to the proposed SCO and Social Housing Contribution incorporated document).
  - Instruction Sheet (including removal of references to the proposed SCO).
18. The amendment and supporting technical reports, draft section 173 agreement and incorporated documents were placed on exhibition from 11 April 2024 to 13 May 2024.
19. Notices were sent to 2508 directly affected landowners, residents and business owners. A statutory notice was published in the Times News Group and the Victorian Government Gazette. An informal notice appeared in the Times News Group in April.
20. Prescribed Ministers, relevant authorities and government agencies were notified.
21. The amendment documents and all supporting technical and planning reports were published on the City's C432ggee webpage. A hard copy folder was also placed at Council's customer services desk.

## SUBMISSIONS

22. A total of 51 submissions were received to the exhibited amendment. Of the 51 submissions, 17 were accepting, 32 objected to the amendment and 2 provided comments only.

## COMMON THEMES AND RESPONSES

### Public Acquisition Overlay (PAO)

23. Of the 51 submissions, 6 objected to the application of a PAO for 2 metres of land adjacent to Lamb Place for the following reasons:
- a) There is a lack of documentation or assessment explaining why 2m is needed.
  - b) Timing for a PAO has not been adequately considered.
  - c) The PAO combined with the setback requirement in DDO54 results in 4 metres of undevelopable land.
24. The following request was made by submitter no. 4.
- a) Requests a framework for widening of the laneway to be developed that allows progressive development and widening to occur.

### Council Officer Response

25. The PAO is to remain on the proposed properties adjacent to Lamb Place for the following reasons:
- a) The 2m PAO will provide for the widening of Lamb Place from 3-4m to approx. 6m wide at the rear of Moorabool Street properties. A 6m wide laneway allows for dual vehicle

carriageway, safe vehicle manoeuvring, provides a sufficient turning radius and allows for waste and emergency vehicle access. The proposed DDO54 seeks to encourage access from all vehicles to Moorabool Street properties from Lamb Place. The revised City South Heritage Area Design Guidelines support the redevelopment to the rear properties, particularly where access is available from a rear laneway. It is anticipated that overtime, the volume of traffic using Lamb Place and the connected laneways will increase above 300 vehicle movements per day. A 6m wide access way is consistent with Clause 56.06 and provides opportunities to soften the interface to sensitive residential hinterland with landscaping.

- b) The PAO will be acquired overtime as properties are redeveloped. There are currently properties that have buildings abutting Lamb Place that would need to be removed prior to Lamb Place being widened. It is not Council's intention to pursue the purchase of land associated with the PAO in one acquisition. This would result in several properties needing to be significantly altered or demolish buildings. It is anticipated it may take many years to achieve the widening of Lamb Place.
- c) The 2 metre setback (in addition to the 2m PAO) as specified in DDO54 is required to establish a reasonable separation distance and transition in height between new development on Moorabool Street and the predominantly single storey dwellings to the east. DDO54 encourages a two storey building height adjacent to the laneway gradually increasing in height to 5 or 6 stories as the setback to the Lamb Places increases. The rear setback will help to limit overlooking into private open space, limit overshadowing and reduce the impact of visual bulk from new development when viewed from the established residential properties.

## Heritage Overlay

26. Of the 51 submissions, 7 objected to the proposed or existing Heritage Overlay. The Heritage officer was consulted, and the following response provided in the table below. A detailed summary of each submission can be viewed at Attachment 2.

### Council Officer Response

No.	Summary of submission	Officer Response
15	Raised concerns regarding a lack of Heritage on properties 65, 67, 69, 71, 73 and 83 Kilgour Street, 190 & 194 Yarra Street and 313 & 315 Moorabool Street.	<p>These properties were all considered by the heritage assessors. The objective was not to include every historical house in South Geelong on the heritage overlay but conserve the outstanding streets of housing. Hence whilst 65-73 are a small cluster of reasonably fine Victorian period houses, the northern frontage of Kilgour St over the whole block is broken up by a number of unsympathetic modern housing that prevents the entire block being included as a contiguous addition to the South City Precinct.</p> <p>194 Yarra is already on a heritage overlay (HO1201) whilst 190 has some value but suffers the same non-contiguous effect as above. These two properties are modest examples of Victorian and Interwar styles, but their streetscape contribution is diminished by the high brick wall, fence and screen plantings, which also indicates that future residential use may be unsustainable due to traffic and the associated noise. The South City Precinct comprises quieter backstreets whilst this section of Moorabool will face pressure in future to be a more active, noisy, redevelopment zone in future.</p>
18	<b>25 Foster Street</b> Opposes the proposed heritage	25 Foster St is a reasonably intact Victorian period dwelling that contributes to the heritage streetscapes of the South City Precinct.

	<p>overlay for the following reasons:</p> <ul style="list-style-type: none"> <li>The house has many years of different substrates piled on top of one another.</li> <li>The house would not satisfy basic living standards and requires major renovations to make this property a habitable place.</li> </ul>	<p>The problems cited can all be rectified through maintenance repairs as typically required for houses of such an age irrespective of heritage standing, with upgrades such as the replacement of services, glazing/windows and cementitious plaster linings, installation of insulation, etc, permissible for heritage overlay places.</p> <p>The key constraint of an overlay is that demolition and replacement would not be supported.</p>
<b>20</b>	<p><b>74 Balliang Street</b></p> <p>Opposes proposed Heritage Overlay for the following reason:</p> <ul style="list-style-type: none"> <li>Due to the discouraged use of bare zincalume</li> </ul>	<p>74 Balliang is a reasonably intact Interwar period dwelling that makes a contribution to the heritage streetscapes of the South City Precinct.</p> <p>Nationwide, many LGAs prohibit the use of bare Zincalume on walls or roofs in all residential areas due to its reflectivity.</p> <p>Zincalume is not supported on heritage buildings (nationwide) as a replacement for the traditional bare galvanised steel as bare galvanising is darker and duller than Zincalume, thus it is not considered directly comparable.</p> <p>Where Zincalume is desired for longevity in a coastal heritage area, painted or Colourbond finishes in a grey to match a galvanised finish or a colour to match a previous colour scheme on the property, are generally permissible.</p>
<b>30</b>	<p><b>126 Swanston Street</b></p> <p>Requests for existing Heritage Overlay to be assessed and removed due to the following reasons:</p> <ul style="list-style-type: none"> <li>Conflict Between Zoning and Heritage: The property is of local significance, (HO1166) and is proposed to be zoned Residential Growth Zone. They argue that having both a heritage overlay, and a residential growth zone is overly restrictive and limits their ability to fully utilise their property.</li> <li>House is in a state of disrepair, and much of its heritage character has been lost, diminishing its historical significance. Specifically, it no longer pairs with 128 Swanston St, which was the original reason for its listing as locally significant.</li> <li>There are many other examples of the classic Geelong federation homes that are in better condition and that will remain as general residential rather than being amended to the residential growth zone.</li> </ul>	<p>126 Swanston Street is proposed to be rezoned to the Residential Growth Zone and is an individual heritage overlay not contiguous with either the existing or proposed South City Precinct, nor is it effected by proposed heritage overlay changes.</p> <p>It is a particularly fine Federation period dwelling that would warrant an overlay even if not paired with 128; whilst it is still possible to observe the similarities between 126 and 128, the differences being minor.</p> <p>Disrepair can all be rectified through maintenance repairs as typically required for houses of such an age irrespective of heritage standing, with upgrades such as the replacement of services, glazing/windows and cementitious plaster linings, installation of insulation, etc, permissible for heritage overlay places.</p> <p>While efforts are made to minimise any direct conflicts between the purpose of the zone and the overlay this is not always the best approach. Given the properties isolation from any other heritage precincts it would not be best practice to remove 126 Swanston Street from the proposed Residential Growth Zone based on its heritage significance.</p>
<b>39</b>	<p><b>6 School Street</b></p> <p>Opposes the proposed Heritage Overlay:</p> <ul style="list-style-type: none"> <li>It is counterintuitive to the urban location.</li> </ul>	<p>6 School St is a particularly fine and intact Interwar period dwelling that makes a contribution to the heritage streetscapes of the South City Precinct, and more importantly, along with the other dwellings along School St is an important component of the streetscape setting of the historical South Geelong Primary.</p>

		Both the Precinct streetscape and school setting are components of the South Geelong area highly-valued by the resident community, thus this is one of the most special and development-sensitive areas in South Geelong that needs to be protected.
<b>40</b>	<b>262 Bellerine Street</b>  Opposes the Heritage Overlay based on the following reason: <ul style="list-style-type: none"> <li>• 262 Bellerine was demolished and built in 2004/2005.</li> </ul>	Review of files confirms 262 Bellerine was built c2004 following demolition of the original dwelling. The new build is a recreation of a Victorian period dwelling, that complements the streetscapes of the South City Precinct. However, as a rebuild it is of no heritage value itself and being the last house on the proposed precinct boundary adjoining a likely redevelopment area adjoining the station, its removal from the proposed precinct addition is supported.  The adjoining 264 Bellerine on the corner should be retained so as to preserve the Foster St streetscape.
<b>52</b>	<b>2 School Street</b>  Opposes the proposed Heritage Overlay for the following reason: <ul style="list-style-type: none"> <li>• The house being transported to the area via truck and an extension added to the property</li> </ul>	2 School St is a reasonably intact Interwar period dwelling that makes a contribution to the heritage streetscapes of the South City Precinct, and more importantly, along with the other dwellings along School St is an important component of the streetscape setting of the historical South Geelong Primary.  Both the Precinct streetscape and school setting are components of the South Geelong area highly-valued by the resident community, thus this is one of the most special and development-sensitive areas in South Geelong that needs to be protected.  A preliminary file search has been unable to corroborate if and when the building was relocated. Relocation has the potential to add to the history of the place. Irrespective of whether 2 School St has been relocated, the dwelling still contributes to the streetscape and school setting.

27. The following changes to the amendment are recommended:

- a) It is recommended that 262 Bellerine Street be removed from the proposed Heritage Overlay and rezoned Residential Growth Zone Schedule 4.

## Zone Controls

### Rezoning of land to General Residential Zone (GRZ)

28. Of the 51 submissions, Submitter No. 7 (99 Swanston Street) and Submitter No. 28 (935 Foster Street) objected to being rezoned to the General Residential Zone and requested to be rezoned Neighbourhood Residential Zone for the following reasons:
  - a) Impact the GRZ will have on the heritage, landscape, and environmental character of the existing neighbourhood.
  - b) NRZ recognises areas of predominantly single and double storey residential development.
  - c) The NRZ will manage and ensure that development respects the identified neighbourhood character, heritage, environmental and landscape characteristics.
29. Submitter No. 39 (6 School Street) opposes the rezoning of their land to General Residential Zone Schedule 5 from General Residential Zone Schedule 4 on the basis that the location is

in an inner urban local, with great access to facilities, infrastructure and transport and therefore lends itself to urban growth.

Council Officer Response

30. The UDF outlines the changes to residential zones and is informed by The Capacity and Change Area review and The South Geelong Heritage Study Review. This report investigated the development capacity of the South Geelong study area to accommodate additional housing. It is a desktop analysis which established nine neighbourhood areas based on key attributes such as lot size, building area, setbacks, vegetation, building age/style, heritage etc and a housing capacity assessment which considered the likelihood and ability of an area to accommodate change.
31. The Capacity and Change Area Review identified six neighbourhood areas as being of minimal change. Of the six neighbourhoods, only one neighbourhood (Neighbourhood Area 9 - Swanston and Kilgour Street Cluster) is considered as no change.
32. Submitter No. 7 and No. 28 – Both properties are in the 'Minimal Change Area' owing to their strong distinctive attributes predominantly due to intact heritage dwellings, it does not eliminate potential for redevelopment as seen occurring currently. It should be noted that minimal change in this instance is not considered as equivalent to no change. It is this reason why the 'Incremental' and 'Minimal Change Areas' are proposed to be rezoned GRZ. The use of this zone will balance the need to support housing growth around the South Geelong Train station while still protecting heritage character.
33. Submitter No. 6 – 6 School Street is identified as being in the 'Substantial Change Area' and has heritage Significance. The 'Substantial Change Area' was characterised as having a low degree of neighbourhood character significance, and a substantial degree of change is expected. There are some properties identified as having heritage significance within the substantial change areas. The underlying zone should be compatible with the conservation of existing buildings and any direct conflicts between the purpose of the zone and the overlay should be minimised. Properties in the City South Heritage Area HO1641 identified as substantial change are proposed to be rezoned to GRZ instead of RGZ.

Rezoning of land to Residential Growth Zone Schedule 4 (RGZ4)

34. Of the 51 submissions, 13 expressed concerns or objected to the rezoning of land to the Residential Growth Zone Schedule 4 (RGZ4) for the following reasons:
  - a) Potential for overshadowing and overlooking on neighbouring properties. Residents concerned about a loss of privacy and loss of productive gardens for food production.
  - b) Potential increases in crime rates with a change in demographic.
  - c) Negative impacts to the landscape and environment of the area in particular the loss of green space.
  - d) Negative impacts to property values.
  - e) Increased levels of traffic and limited car parking.
  - f) Impact on amenity and neighbourhood character of the area.
  - g) Impact on the existing infrastructure.
  - h) Impact on surrounding heritage.
35. Submitter No. 49 requested the following changes to RGZ4:
  - a) RGZ that has an interface with GRZ5 is required to have a rear and side setback of 5 m.

- b) All future development takes into consideration the interface with the heritage values of the surrounding properties.
  - c) Discourages the use of the rear lanes as primary access in Verner Street.
36. Submitter No. 22 (Homes Victoria) requested 263 Yarra Street be rezoned to the RGZ for the following reason:
- a) The site enjoys a frontage to Yarra Street and Balliang Street, as well as a third street frontage to Turner Place. Its south boundary is shared with land proposed to be in the RGZ and land opposite is also proposed to be in the same zone. Given the lack of sensitive interfaces it is respectfully submitted the land be considered for inclusion within the RGZ, without requiring re-exhibition. This would provide greater opportunities for the site, which is appropriate for its location and context.
37. Submitter No. 45 requested the following changes to the Amendment in relation to the RGZ:
- a) The RGZ be applied to all the substantial change area.
  - b) Amend the schedule to allow the maximum building height to be varied where relevant decision guidelines are met.
  - c) Decision guidelines amended to support the delivery of positive outcomes such as the provision of affordable or social housing or exceptional public realm, environmental or social outcomes.

### Council Officer Response

#### Overshadowing and overlooking

38. Overlooking and overshadowing can be mitigated through the design of a building and will be managed through the planning permit process in accordance with Clause 55.04-5 (Overshadowing open space objective), Clause 55.04-6 (Overlooking Objective), and Clause 58.04 of the Planning Scheme when design details are known.

#### Crime

39. The UDF supports good urban design that considers Crime Prevention Through Environmental Design Guidelines (CPTED).
40. Clause 15.01 (Planning Policy) and Clauses 55 and 56 (Rescode) of the Geelong Planning Scheme require Council to consider safe building design and layout when considering multi dwelling applications.
41. There is no evidence that has been presented to Council that would indicate that increasing the number of dwellings in South Geelong will result in increased crime rates.

#### Neighbourhood Character

42. Existing planning policy at Clause 11.02 and Clause 16.01 supports South Geelong's evolution into an area of increased density due to its strategic location near the South Geelong Station, Central Geelong, and Belmont sub-regional shopping centre.
43. Council undertook a Capacity and Change Areas review to identify significant features within the study area relating to lot width, architectural styles and capacity for the area to accommodate development. Three change areas were identified; substantial, incremental and minimal where 'Substantial Change Areas' result in a substantially different scale and intensity of housing compared to other areas of a municipality.
44. The amendment directs significant housing change to Key Development Areas and the increased housing diversity area. The planning provisions guided by the UDF will ensure that change responds to the existing urban character. For example, Schedule 4 to the Residential Growth Zone directs development to respond to the surrounding built form and

character while the front setbacks would allow for the provision of a canopy tree complementing the existing character.

45. The planning response is tailored to each identified area, enabling increased density while preserving neighbourhood character. The change is anticipated to be incremental, as not all properties will be able to achieve maximum development due to constraints such as size and orientation. This approach means that the neighbourhood character will likely include a mixture of existing and new built forms, and it will be reviewed periodically to ensure that it continues to align with the community's vision for the area.

Environment and loss of green space.

46. Council officers do not agree that the amendment will negatively impact on the environment for the following reasons.

- a) There are several council strategies that guide planning and decision making that strive for an improved local environment and greener spaces.

The Urban Forest Strategy sets a target of improving Geelong's tree canopy cover from 14 to 15% over a thirty year period.

The Environmental Strategy adopted by Council on 8 September 2020 defines five key goals to guide our planning and decision making;

- Become a zero-emission, climate-ready city and region.
- Create greener community spaces.
- Contribute to a circular economy by reducing waste.
- Protect, enhance and restore our region's biodiversity.
- Achieve better integrate water management through planning and design.

- b) The vision for the South Geelong UDF includes increased green spaces and improved open space areas.

- c) The amendment considers the UDF vision and supporting strategies and provides the following drafted provisions:

- Clause 11.03-6L-05 objective to create green streets and public spaces.
- Schedule 5 to Clause 32.08 (GRZ) promotes a preferred neighbourhood character where the design and siting of new dwellings provides generous landscaping through the retention of existing canopy trees and requires landscaping to provide one canopy tree per dwelling.
- Schedule 4 to Clause 32.07 (RGZ) design objective is to minimise the loss of canopy trees and requires the development to provide 1 canopy tree in the front setback.
- Additional to the new provisions, existing planning provisions at Clause 15.01-5L protects areas with significant garden character.

- d) The Residential Growth Zone Schedule 4 (RGZ4) specifies that a development should provide 1 canopy tree in the front setback. It also specifies that the minimum street setback should be in accordance with Standard A3 or B6 or 3m, whichever is the lesser. It is recommended that the minimum street setback be amended to require a minimum of 3m in the instance that the Standard A3 or B6 is lesser to ensure sufficient room for the planting of 1 canopy tree.

- e) Permit applications would have to provide detailed landscape plans which achieve an effective garden setting with shade trees and responds to the existing garden character of the area.

### Property Value

47. Property value is outside the scope of the *Planning and Environment Act 1987* and the Victoria Planning Provisions, and its therefore not relevant to the amendment.

### Traffic and Parking

48. Of the 51 submission, 10 submitters raised concerns with either increased levels of traffic or a lack of carparking.
49. A Traffic Impact Assessment was not conducted for the study area for the following reasons:
- a) There were significant changes occurring along the railway line as part of duplication works, this involved road closures, creating one-way streets, separated rail/road. At the time Rail Projects Victoria and DTP had advised they had not prepared their own Traffic Impact Assessment to understand what implications these changes may result in. This made it extremely difficult for Council to undertake its own Traffic Impact Assessment.
  - b) Much of the work undertaken for the UDF occurred during Covid when traffic counts were low and would not reflect the regular conditions.
  - c) The UDF is a long-term vision for the area, it is expected that redevelopment of Moorabool Street and the balance of the UDF area will happen over time. The need for traffic mitigation and parking changes will continue to be assessed as development progresses with changes being made on an as needed basis.
50. Car parking would be considered with a permit application proposing additional dwellings in the study area and would be appropriately managed through Clause 52.06 (Car parking) of the Planning Scheme. Should car parking become an issue in the future, the City may consider a Parking Overlay or other measures such as parking restrictions and resident parking permits.

### Existing Infrastructure

51. Of the 51 submissions, 5 submitters raised concerns regarding the impact of higher densities on existing infrastructure. The infrastructure of primary concern included:
- a) Healthcare infrastructure.
  - b) South Geelong Primary School.
  - c) Utility services.
52. Submitter No. 42, (South Geelong Primary School) objected to the amendment and increased levels of housing around the school for reasons including increased traffic and safety concerns, challenges with parking, overlooking and privacy, strain on the school to service the community.
53. Council officers met with the principal and school council representative on 28 May 2024 to discuss their concerns. Many of the issues raised with traffic were current issues and the school was forwarded onto Traffic Engineering within the City of Greater Geelong.
54. The change is anticipated to be incremental, as not all properties will be able to achieve maximum development due to constraints such as size and orientation. Education facilities are considered under the Councils Social Infrastructure Strategy which is being reviewed in the next 12 months, however, it is not in the scope of this Amendment to consider supply and demand of State Government educational facilities.
55. The Planning Scheme requires future planning permits for development to consider the impact that a proposed development will have on existing infrastructure, utility services and community facilities. Utility and service providers would have the opportunity to require any development incorporate additional measures to address impacts through the planning permit process.

### Surrounding Heritage

56. The impact on surrounding heritage is mitigated through local policy at Clause 16.01-1L-02 and proposed policy at Clause 11.03-6L-05. Development in the area is likely to be incremental and needs to respect identified neighbourhood character and heritage values.
57. Submitter No. 27 raised concerns regarding inadequate protection for existing HO given the proposed inclusion to the RGZ. While efforts are made to minimise any direct conflicts between the purpose of the zone and the overlay this is not always the best approach. Given the properties isolation from any other heritage precincts it would not be best practice to remove 75 Fyans Street from the proposed RGZ based on its heritage significance.

Three Submitters submitted requests to change the RGZ4.

### Submitter No. 49

58. Council officers do not agree with the request to change the variation requirements to RGZ4 for the following reasons:
- a) Side and rear setback requirements are set out in the relevant standard of Clause 54 or Clause 55 and are calculated at 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. Where a new development has a building height of 13.5m, the rear and side setback requirement under clause 54 and 55 is 8.6m. The current planning provisions ensure adequate separation between dwellings and small second dwellings on adjacent lots, particularly above ground floor level.
  - b) The amendment proposes to include local policy for South Geelong in Clause 11.03-6L-05. A key objective is “to promote diverse, high-quality, sustainable urban environments whilst respecting identified neighbourhood character and heritage values.” Additionally, properties proposed to be rezoned to the RGZ are also included in the IHDA. Clause 16.01-1L-02 objective is to maintain streetscape character in heritage areas and provides heritage strategies directing development adjacent to heritage places to respect and be sympathetic to the significance of the place.
  - c) The City of Greater Geelong commissioned a heritage character study of the South Geelong study area to inform the South Geelong UDF. A general overview of the area revealed where there are rear lanes, most garages are located at the rear with access from these lanes adding to the significance of the area. Additionally, the City South Heritage Area Heritage Design Guidelines encourages vehicle access to be off service lanes and minor streets when these are available.

### Submitter No. 39 (Homes Victoria) - 263 Yarra Street

59. Council officers agree with the request to rezone 263 Yarra Street to the RGZ4 for the following reasons:
- a) 263 Yarra Street is in the City South Heritage Area Heritage Overlay (HO1641) and is non-contributory. The site is approx. 1000m<sup>2</sup> in size and has three street frontages. The property to the south and across Yarra Street to the west are included in the IHDA and proposed to be rezoned RGZ.
  - b) While the IHDA was revised to not include properties in the Heritage Overlay, the heritage significance is non-contributory and the site is bordered by RGZ. This would provide a great opportunity to increase social and affordable housing in a well located and provide a net community benefit.

### Submitter No. 45

60. Council officers do not agree with the request to apply RGZ to all the substantial change areas, or to amend the schedule to allow the maximum building height for the following reasons:

- a) There are properties within the Substantial Change Area that have been identified as having heritage significance. The underlying zoning should therefore be compatible with the conservation of these existing buildings. To minimise any direct conflicts between the purpose of the zone and the heritage overlay, it is proposed that properties in the City South Heritage Area (HO1641) identified as substantial change be rezoned to General Residential Zone instead of Residential Growth Zone.
- b) No maximum building height is specified in Schedule 4 to the Residential Growth Zone so the building height should not exceed 13.5 metres and is not a mandatory control.
- c) Council officers do not have a position on the request to include a decision guideline to support the delivery of positive outcomes such as the provision of affordable or social housing or exceptional public realm, environmental or social outcomes.

61. The following changes to the amendment are recommended:

- a) 263 Yarra Street be rezoned Residential Growth Zone Schedule 4.
- b) Residential Growth Zone Schedule 4 be amended to require a minimum street setback of 3m.

### Design and Development Overlay Schedule 50 (DDO50)

62. Of the 51 submission, 1 submitter requested changes to the Design and Development Overlay Schedule 50 (Barwon Water Site).
63. Submitter no. 3 (Barwon Water) noted that there is a lack of overshadowing or overshadowing potential, especially on Carr Street and that there is no technical justification for nominated preferred max building heights, street wall heights or setbacks.

#### Council Officer Response

64. A summary of the requested changes by Barwon Water (in red) and council officer response can be viewed in the table below.

DDO50 Section	Requested Change	Council Officer Response
Design Objectives	To develop an <del>ecologically sustainable, environmentally responsible</del> , transit-oriented precinct that <del>incorporates best practice environmental management</del> , maximises site yield to increase the supply of housing in Geelong.	Disagree. Maximising site yield is not considered to be an appropriate Design Objective.
Buildings and Works	Support the development of a <del>second</del> pedestrian link over the railway line, <del>if feasible. over the railway line along the Bellerino/Carr Street alignment generally in accordance with Map 3 to this schedule.</del>	Partially agree. Propose wording as follows: Support the development of a second pedestrian link over the railway line, if feasible, generally in accordance with Map 3 to this schedule.
	Development should <del>not exceed the generally be in accordance with</del> preferred maximum building heights as shown in Table 1 and Map 2 to this schedule.	Disagree. The language is consistent with the Central Geelong ACZ1 schedule. for discretionary heights as well as other DDOs of similar order located in inner Melbourne.
	Development should meet the following minimum floor to floor dimensions: 4 metres at ground level 3.2 - 3.5 metres for residential and non-residential uses in the levels above.  <del>Relocate under subheading Building Design</del>	Agreed.

Table 1	No change recommended. Refer to submission letter.	Building heights, street wall heights, above street wall heights and setbacks are all discretionary.
Building Separation	Development should provide a minimum of 9 metres distance between towers above the preferred maximum street wall height of 11 metres.	Disagree. This provides no change and less clarity.
Building Design	<del>Establish a low scale podium and reduce the visual prominence of the upper levels with setbacks as indicated in Table 1 and Figure 1, 2 and 4 for Parcel A and B.</del>	Disagree. The street wall heights are discretionary. Establishing a low scale podium will be reflective of the existing and future surrounding residential development.
	<del>Mitigate the impact of visual bulk with well-articulated facades that include variation in forms, materials, openings, and recesses and building separation in upper levels. smaller footprint and unique buildings.</del>	Disagree. The reference to smaller footprints and unique buildings is too vague and does not provide enough determining factors to consider variations to preferred outcomes.
	Create visual interest in upper levels through the provision of balconies, eaves, terraces, and verandas that <del>are visually recessed from adjoining streets and laneways but</del> ensures passive surveillance of the public realm.	Disagree.
	Introduce midblock pedestrian links connecting Lonsdale Street to Carr Street <del>as indicated in Map 3.</del>	Disagree. Pedestrian links are indicative. Map 3 provides direction to the desired location for the pedestrian link.
Wind and weather protection	Requested that these requirements apply to buildings 18m or taller.	Disagree. Weather protection is a requirement irrespective of height.
Access, Parking and Loading Areas	Minimise the impact of vehicle access and car parking on the public realm by: <ul style="list-style-type: none"> <li><del>Incorporating streetscapes and building interfaces that encourage movement by means other than private car.</del></li> <li><del>Consolidating vehicular entries and locate vehicle access at the rear of buildings generally in accordance with Map 3 (Parcel A via Bellerine Street, and Parcel B and C via future shared street or existing laneway).</del></li> <li>Locating private car parking where it cannot be seen from the public realm.</li> <li>Designing basement or carparking garage entrance to have minimal visual impact.</li> </ul>	Partial agreement. Amend to read as follows: Minimise the impact of vehicle access and car parking on the public realm by: <ul style="list-style-type: none"> <li>Incorporating streetscapes and building interfaces that encourage movement by means other than private car.</li> <li>Consolidating vehicular entries and locate vehicle access at the rear of buildings generally in accordance with Map 3.</li> <li>Locating private car parking where it cannot be seen from the public realm.</li> <li>Designing basement or carparking garage entrance to have minimal visual impact.</li> </ul>
	Provide car parking within the basement, <del>within a consolidated carpark suitable for future repurposing</del> or conceal it from the public realm if located within the podium by sleeving with active uses.	Agreed.
Decision Guidelines	Whether the development appropriately responds to the design objectives and requirements <del>including building heights, street wall heights and setbacks</del> in this schedule.	Agreed.
	Whether the development incorporates <del>ecologically sustainable environmentally responsible</del> design practices	Disagree.
	Whether <del>car parking demand</del> transport and movement can be appropriately managed	Disagree.
	Whether the development achieves appropriate levels of residential <del>yield</del> and density and is not an underdevelopment of the site.	Disagree. <i>Yield is a function of density and not necessary to include the term 'yield' in this guideline.</i>

## Design and Development Overlay Schedule 54 (DDO54)

65. Of the 51 submissions, 4 submitters requested changes to the Design and Development Overlay Schedule 54 (Moorabool Street).

66. Changes requested to DDO54 include:

- a) Removal of the proposed midblock future pedestrian links.
- b) Removal of the rear setback interface requirement.
- c) Changes to the maximum building heights, street wall heights and above street wall heights.
- d) Additional variation to preferred requirements.

### Council Officer Response

67. Council officers do not agree to remove the proposed midblock pedestrian links, the rear setback interface requirement or to change the building heights, street wall heights or above street walls height. Additional variation to preferred requirements is supported and will be drafted for a panel hearing. A summary of the requested changes and officer response can be viewed in the table below.

Requested change	Officer Response
<p><b><u>Future Pedestrian Links</u></b></p> <p>Submitter No. 4 requested the removal of proposed future pedestrian links.</p>	<p>Council officers recommend retaining the general requirement to create midblock pedestrian links for the following reasons:</p> <p>The proposed future pedestrian links will provide direct pedestrian connection from residential areas and South Geelong Station to Moorabool Street where appropriate and is supported by the Building Form and Layout strategies for Moorabool Street in the South Geelong UDF.</p> <p>The proposed future pedestrian links are also supported by existing planning policy. Clause 18.02-1S aims to facilitate an efficient and safe walking network for local areas that link with key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.</p> <p>Providing better opportunities for increased pedestrian, bicycle and transport links to Moorabool Street is strategically justified.</p>
<p><b><u>Rear Setback Requirement</u></b></p> <p>Submitter No. 4 requested the rear setback interface requirement be removed.</p>	<p>Council officers recommend retaining the 2 metre setback to boundaries adjoining laneways for the following reasons:</p> <p>The rear setback of 2 metres from the laneway extension is a discretionary requirement and is supported by the South Geelong UDF. It is to ensure development can provide improved landscaping within public spaces and streetscapes and to ensure an appropriate transition of building height and interface between Moorabool Street and residential properties to the east of Moorabool Street.</p>
<p><b><u>Building Heights, Street Wall Heights, and Above Street Wall Heights.</u></b></p> <p>Submitter No. 43 requested the preferred maximum building height be lowered to 5 storeys along Moorabool Street.</p> <p>Submitter No. 45 requested discretionary building heights, street wall heights and above street wall heights to ensure</p>	<p>Council officers do not recommend changing the building height, street wall heights and above street wall heights in DDO54 for the following reasons:</p> <p>The DDO54 building heights, street wall and above street wall heights are discretionary and reflect a number of conditions including the context, openness of Kardinia Park and surrounding residential areas. They are practical measures to limit amenity impacts and overshadowing to an acceptable level.</p>

<p>development respond to market demand and matters of development viability and recommends the second variation to preferred requirements decision guideline to be changed to remove the word <i>avoids</i>.</p> <p>Additional discretionary guidance should be provided in the DDO schedules which would enable positive outcomes to be sought in these locations in response to variations of preferred outcomes, such as the provision of affordable or social housing or exceptional public realm, environmental or social outcomes.</p> <p>Submitter No. 47 requested the preferred maximum building height be changed from 5 to 7 stories for 452-460 Moorabool Street for the following reason:</p> <ul style="list-style-type: none"> <li>Given the location and favourable North/South orientation towards Kardinia Park, and no direct interface with residential properties, the building height would not adversely affect local amenity or the public realm, thereby better fulfilling the intentions of the UDF.</li> </ul>	<p>A general requirement for building height is for "Development to not exceed the preferred maximum building heights to this schedule". Council officers recommend updating the design objectives of DDO54 to read "preferred maximum building heights" to provide consistency with the general requirements.</p> <p>A variation to preferred requirements needs to consider "Whether a variation to a requirement avoids or minimises adverse off-site impacts such as visual bulk, overlooking and overshadowing to adjacent residential properties and the public realm."</p> <p>Council officers agree that additional variation to preferred requirements is supported by proposed Clause 16.01-2L (Social and Affordable Housing) and is recommended to be included in both DDO50 and DDO54 to allow flexible development options and to maximise benefits from the Key Development Areas.</p>
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## Planning Policy

### Clause 11.03-6L-05 South Geelong

68. Submitter No. 1 opposed the limitation of commercial uses to ground levels and the number of buildings used solely for commercial. Recommends supporting a reduction in, or shared car parking space for commercial uses.
69. Submitter No. 3 recommends creating a useable water sensitive public green space within the broad Lonsdale Street Road reserve rather than "support centre median car parking along Lonsdale and Bellerine Streets adjacent to the Station Hub".
70. Submitter No. 4 requests the headings *Public Domain, Street Network and Access and Movement Networks* are removed from Clause 11.03-6L-05 as planning policy needs to relate to matters that require planning approval and the strategies under those headings pertain to public realm upgrades that will be the responsibility of the Council or the State Government. The strategies to which Submitter 4 references are below.

### Council Officer Response

71. Submitter No. 1 – Council officers do not agree to supporting a reduction in or shared car parking space for commercial uses for the following reason:
- The City has prepared a Retail Strategy that reviews current retailing trends, land use, and population growth, making recommendations for planning policy changes. The Retail Strategy identifies the Moorabool/Fyans Precinct in South Geelong as a dispersed restricted retail centre and does not support expanding this centre beyond its current commercial zone.
  - Planning policy supports retail and other commercial development within identified activity centres such as nearby Central Geelong and Belmont. Ground floor commercial

uses will provide services for the local community and events occurring at Kardinia Park with employment and shopping experiences expected to occur within existing centres.

- c) A key objective the South Geelong UDF is to support increase housing growth in an infill location, by limiting commercial development to ground floor locations along Moorabool Street, upper levels will be available for housing.

72. Submitter No. 3 – Council officers do not support a useable water sensitive public green space within the broad Lonsdale Street Road reserve rather than “support centre median car parking along Lonsdale and Bellerine Streets adjacent to the Station Hub” for the following reason:

- a) Lonsdale Street is an important link between the Station Hub Precinct and Moorabool Street Precinct/ Kardinia Park. The South Geelong UDF identifies Lonsdale Street as an area to provide for retail, residential and commuter car parking demands while allowing for sections to include planted medians with large canopy trees.

73. Submitter No. 4 – The following responses have been provided against the strategies requested to be removed from Clause 11.03-6L-05. Where Council officers have agreed with the request to review planning policy, changes will be drafted prior to a panel hearing.

Policy requested to be removed	Council Response
<p><b>Moorabool Street Strategies</b></p> <p><u>Public Domain</u></p> <p>1. Ensure entrances and paths to public spaces are designed to cater for all people including those with mobility difficulties.</p>	<p>Disagree – This policy is relevant to the future midblock pedestrian links.</p>
<p><u>Street Network and Access</u></p> <p>1. Discourage private vehicle use by designing streets for slow circulation speeds, giving priority to other modes at intersections and constraining provision of private vehicle parking.</p> <p>2. Support the development of safe pedestrian and cyclists’ crossings on Moorabool Street, particularly at Lonsdale and Foster Street intersections.</p> <p>3. Support the widening of Lamb Place to allow for rear loading vehicle access to development sites.</p>	<p>Disagree - Strategy one and two expand on strategic direction in the MPS to – Prioritise active and public transport modes over private vehicle use and should remain.</p> <p>Strategy one uses negative terminology and repeats policy in the MPS and will be redrafted for the panel hearing.</p> <p>Disagree - The third strategy supports the Public Acquisition Overlay and should remain.</p>
<p><b>Station Hub Strategies</b></p> <p><u>Movement networks</u></p> <p>1. Provide directional signage to clearly mark the start and finish of the Bellerine Rail Trail.</p> <p>2. Support an upgrade to the Bellerine/Lonsdale Street intersection to improve pedestrian and vehicle safety.</p> <p>3. Support improved pedestrian and bicycle connections through and to the station hub.</p> <p>4. Support the development of a pedestrian bridge over the railway line, connecting Bellerine Street ensuring access at either side of the station hub.</p>	<p>Agree - Strategy one and five are not considered implementable by the planning scheme and should be removed.</p> <p>Agree - Strategy two has occurred so is no longer needed.</p> <p>Disagree - Strategy three and four provide additional guidance to Design and Development Overlay 50 and should remain.</p>

<p>5. Support the provision of a bus stop accommodating additional bus routes improving access to the South Geelong Station Hub and surrounding suburbs.</p>	
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**Clause 16.01-1L-02 Increased Housing Diversity Areas (IHDA)**

74. Submitter No. 4 asks Council to clarify why the IHDA no longer applies to the Heritage Overlay.

**Council Officer Response**

75. The South Geelong UDF reviews the Increased Housing Diversity Area (IHDA) to extend 800m around the train station and includes land identified as 'Substantial Change Areas' and 'Key Development Areas'. It does not include heritage areas or 'Minimal Change Areas'.

76. While historically, the IHDA has been applied to properties in the heritage overlay, protecting existing heritage and neighbourhood character was one of the most important attributes the community raised during the engagement process. The community expressed concern with the conflicts that can arise between balancing the heritage outcomes with the need for higher density housing. The UDF supports new housing growth in heritage areas where development can meet the heritage objectives, for example at the rear or where access is available from a laneway. As a result, council officers recommended maintaining the General Residential zoning of heritage places due the proximity of the area to services and transport but also to encourage development.

77. An objective of Clause 16.01-1L (IHDA) is to evolve the character of IHDA through more intensive development by accommodating higher density housing. The Change and Capacity Report identified that there would be minimal change expected within heritage areas. Therefore, identifying heritage areas as locations for higher density housing would be in conflict with the findings of this study.

78. The amendment and South Geelong UDF is a localised response to manage conflict between substantial change areas and proposed heritage areas. The removal of places considered to poses heritage significance from the IHDA provides clarity to the community and reduces conflict in relation to the intensity of development expected in these areas. Some properties existing or proposed to be in the Heritage Overlay remain in the IDHA and are being rezoned RGZ as they are single properties with individual heritage significance and even if removed from the IHDA the properties would remain surrounded by the IHDA area.

**Urban Design Framework**

79. Of the 51 submissions, 5 submitters made recommendations to the UDF.

80. Submitter No. 3 believes properties between Yarra Street and Swanston Street immediately north of the train station could be included in the station precinct Key Development Area as shown in Figure 4 below.

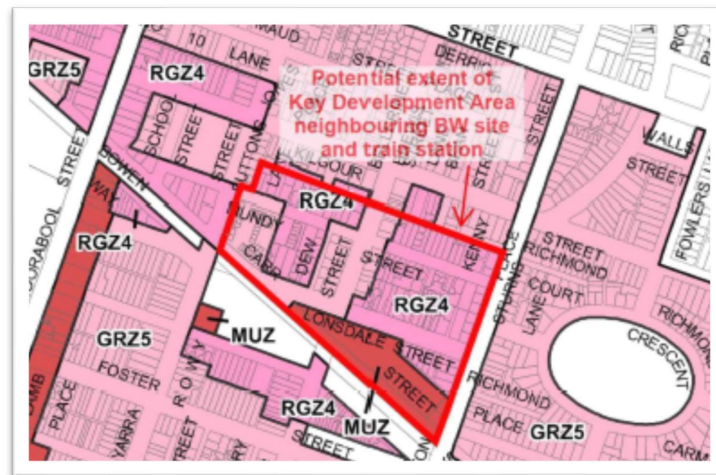


Figure 4; Submitter No. 3 proposed land to be included in the Key Development Area for the Station Precinct.

81. Submitter No. 4 requests a review of the South Geelong Urban Design Framework in particular:
  - a) Objectives and strategies to be consolidated.
  - b) Rear setback interface requirements.
  - c) Proposed future pedestrian links.
  - d) Reduction of on-street parking provision in Lonsdale St.
  - e) Overshadowing requirements that exceed typical ResCode standards contained at Clause 55.
82. Submitter No. 11 recommends improving access and connectivity between Moorabool Street and GMHBA Stadium in Geelong. Suggests making the area more pedestrian-friendly to better integrate the stadium with its surroundings, especially considering its increased capacity and proposes reconfiguring the layout, relocating or removing Moorabool Street.
83. Submitter No. 13 (Department of Transport) provided several comments to the UDF. A detailed summary with Council officer responses can be viewed at Attachment 3.
84. Submitter No. 37 requests to amend the UDF in the following ways:
  - a) Revise Figure 11 to ensure alignment with other plans; extend the south-eastern section of the study area boundary to or beyond Swanston Street.
  - b) Reinstate previous building height regulations permitting up to 10 storeys to encourage maximising densities within the Station Precinct.
  - c) Adopt a more flexible approach to building heights in the Moorabool Street Key Development Area, rather than rigidly capping heights at 6-7 storeys, while ensuring a balanced transition to lower scale areas to the east.
  - d) Expand the Moorabool Street Key Development Area to encompass the 'wedge' of land north of Lonsdale Street between Moorabool and Yarra Street.
  - e) Extend the IHDA into the area south of Foster Street between Yarra Street and Bellerine Street (Neighbourhood Area 8), and sites around Richmond Crescent (Neighbourhood Area 3).

- f) Introduce a section outlining additional actions necessary to address social and community infrastructure needs for the future South Geelong community to align with the upcoming review of the Geelong Social Infrastructure Plan.
- g) Incorporate a section considering potential UDF adjustments if an underground train station is constructed at South Geelong.
- h) Collaborate with Rail Projects Victoria to establish a more realistic timeline for redeveloping the Station land and multi-deck car park.

#### Council Officer Response

- 85. Council officers do not support the request to make changes to the adopted UDF, however Council will review the UDF to identify any errors and draft minor corrections prior to a panel hearing.
- 86. The UDF was adopted by Council in September 2022. Consultation has been a key part of the development of the South Geelong UDF. Three stages of public consultation have sought to provide opportunities for those impacted by the UDF to have input into the final framework. Having considered the views from submitters the UDF is considered a balanced approach to development in South Geelong that will help to achieve not only the City's housing needs but expectations the community has for how they want their suburb to develop.
- 87. DDO 54 - Moorabool Street Key Development Area, has identified a preferred building height. As discussed at point 113, building height has been determined based on extensive consultation with stakeholders. DDO54 identifies the criteria a developer would need to meet to vary a preferred requirement, including building height.
  - a) Council officers did consider the 'wedge' of land north of Lonsdale Street between Moorabool and Yarra Street to be included in the Key Development Area. However, it was not recommended as several of these lots were already developed with new houses. The remaining 3 sites will remain in the General Residential Zone and can be developed up to 3 storeys in height which will complement the scale of heritage buildings opposite the site.
  - b) Council officers did consider extending the IHDA into the areas south of Foster Street between Yarra Street and Bellerine Street (Neighbourhood Area 8), and sites around Richmond Crescent (Neighbourhood Area 3). However, it was concluded best to retain/rezone these areas to the General Residential Zone as they had experienced extensive new/replacement housing outcomes and are expected to experience incremental or minimal levels of change over time. These areas will also be adjacent to new heritage areas. The retention/rezoning of these areas to the General Residential Zone will still support housing growth at a scale which is sympathetic to the abutting heritage setting.
  - c) Council is committed to continuing to work with the DTP to improve transport outcomes for South Geelong and surrounding communities. If changes to public transport infrastructure not identified in the UDF were to occur, Council would need to consider those options at the time. There is insufficient information to indicate that there are other longer term plans for additional stations at this time.
- 88. Council regularly updates the city wide Social Infrastructure Plan. It is a stand-alone document that can be read independently of the UDF given the boundaries to the plan are larger than and do not directly align with the UDF boundaries (Area 9). Growth in Central Geelong and the south of Geelong, including areas nominated in the West Fyans/Fyans Street Precinct Structure Plan (currently under review) will require Council to investigate

additional social infrastructure needs for this part of Greater Geelong. The Social Infrastructure Plan is the appropriate place to document this.

## **CORRECTIONS TO THE AMENDMENT**

89. Several anomalies were discovered through the exhibition of the Amendment. The following corrections are recommended:

- a) Amend the Schedule to Clause 72.08 (Background Documents) to include the South Geelong UDF Heritage Review (City of Greater Geelong, 2023) as a background document.
- b) Amend the primary resources in the Statements of Significance for the three individual significant properties (HO2023, HO2024, HO2025) and the Statement of Significance and Heritage Design Guidelines for the City South Heritage Area to:
  - Add City of Greater Geelong, *South Geelong UDF Heritage Review*, November 2023 as a primary resource.
  - Remove Ecology & Heritage Partners Pty Ltd, *South Geelong Heritage Precinct HO1641, Peer Review*, August 2022 as a primary resource.
  - Remove South Geelong Urban Design Framework - Heritage Character Study (Authentic Heritage Services, June 2020).
  - Remove South Geelong Urban Design Framework - Proposed Revision to HO1641 City South Heritage Area (City of Greater Geelong, October 2021).

**ATTACHMENT 2 – Summary of submissions for Amendment C432ggee**

Submitter	Summary of Submission
<p><b>Submitter No. 1</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> Thompson Road, North Geelong</p>	<p>Opposes the PAO due to absorbing existing occupied floor space and developable land.</p> <ul style="list-style-type: none"> <li>• There is a lack of documentation or assessment explaining why 2m is needed.</li> <li>• Timing for a PAO has not been adequately considered.</li> </ul> <p>Concerns regarding carparking include:</p> <ul style="list-style-type: none"> <li>• The UDF presents a lack of policy, direction and assessment on car parking.</li> <li>• Absence of consideration for reduced parking requirements for commercial development.</li> </ul> <p>Concerns regarding DDO54 include:</p> <ul style="list-style-type: none"> <li>• General Requirement “<i>Consolidate sites where appropriate to maximise development potential while balancing equitable development opportunities on adjacent lots.</i>” How is this to be achieved?</li> <li>• A 2m setback is required and no evidence provided as to where the measurement has come from. The required setback combined with the 2m PAO results in 4m of undevelopable land.</li> <li>• Affordable Housing outcomes and Clause 16.01-2L, unsure if it is supported.</li> </ul> <p>Concerns regarding Clause 11.03-6L-06 include:</p> <ul style="list-style-type: none"> <li>• Opposes the limitation of commercial uses to ground levels and the number of buildings used solely for commercial.</li> <li>• Recommends supporting a reduction in, or shared car parking space for commercial uses, not just residential development.</li> </ul>
<p><b>Submitter No. 2</b></p> <p><b>Name:</b> B and K Nominees Pty Ltd</p> <p><b>Address:</b> Malop Street, Geelong</p>	<p>Opposes the PAO for the following reason:</p> <ul style="list-style-type: none"> <li>• The building on the site is only 6 years old, two stories high and constructed from tilt slab. There would not actually be 2 meters available for acquisition without serious renovation to the existing building</li> </ul>
<p><b>Submitter No. 3</b></p> <p><b>Name:</b> Barwon Water</p> <p><b>Address:</b> Ryrie Street, Geelong</p>	<p>Submitted as an acceptance, subject to the following:</p> <p>DDO50</p> <ul style="list-style-type: none"> <li>• There is a lack of overshadowing or overshadowing potential, especially on Carr Street. No technical justification for nominated preferred max building heights, street wall heights or setbacks.</li> </ul> <p>Clause 16.01-2L Social and Affordable Housing</p> <ul style="list-style-type: none"> <li>• Seeks to facilitate up to 20% of dwellings to be affordable but will need State and/or federal Government funding (directly or via a social housing provide) prioritising key and essential workers in provision of the balance of dwellings.</li> </ul> <p>Clause 11.03.6L-06 South Geelong</p> <ul style="list-style-type: none"> <li>• Recommends creating a useable water sensitive public green space within the broad Lonsdale Street road reserve rather than “support centre median car parking along Lonsdale and Bellerine Streets adjacent to the Station Hub”.</li> </ul>
<p><b>Submitter No. 4</b></p>	<p>Clause 11.03-6L-05</p> <ul style="list-style-type: none"> <li>• Requests a review of the Objectives and Strategies</li> </ul>

<p><b>Name:</b> Begley Group</p> <p><b>Address:</b> Moorabool Street, Geelong</p>	<ul style="list-style-type: none"> <li>• Remove Moorabool Street strategies under the headings Public Domain, Street Network and Access and Movement Networks.</li> </ul> <p>Zone Controls:</p> <ul style="list-style-type: none"> <li>• Supports the rezone of Moorabool Street to MUZ.</li> <li>• Asks council to clarify why the Increased Housing Diversity Area no longer applies to the Heritage Overlay.</li> <li>• Requests council to reconsider the zone control to properties between Moorabool Street and Station Street along Lonsdale and Verner Street.</li> </ul> <p>Design and Development Overlay Schedule 54 (DDO54)</p> <ul style="list-style-type: none"> <li>• Requests rear setback interface requirements to be removed.</li> <li>• Requests proposed future pedestrian links be removed.</li> </ul> <p>Public Acquisition Overlay</p> <ul style="list-style-type: none"> <li>• Requests a framework for widening of the laneway to be developed that allows progressive development and widening to occur.</li> </ul> <p>Requests a review of the South Geelong Urban Design Framework in particular:</p> <ul style="list-style-type: none"> <li>• Objectives and strategies to be consolidated.</li> <li>• Rear setback interface requirements.</li> <li>• Proposed future pedestrian links.</li> <li>• Reduction of on-street parking provision in Lonsdale St.</li> <li>• Overshadowing requirements that exceed typical ResCode standards contained at Clause 55.</li> </ul>
<p><b>Submitter No. 5</b></p> <p><b>Name:</b> Bogan</p> <p><b>Address:</b> McKillop Street, Geelong</p>	<p>Accepting</p>
<p><b>Submitter No. 6</b></p> <p><b>Name:</b> Bogan</p> <p><b>Address:</b> McKillop Street, Geelong</p>	<p>Accepting</p>
<p><b>Submitter No. 7.</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> Swanston Street, Geelong</p>	<p>Opposes the rezone from NRZ to GRZ and higher density for the following reasons:</p> <ul style="list-style-type: none"> <li>• It will impact the heritage, landscape, and environmental character of the existing neighbourhood.</li> <li>• Will increase density in an already dense area that has very limited on street parking.</li> <li>• Add further strain on the South Geelong Primary School.</li> </ul>
<p><b>Submitter No. 8</b></p> <p><b>Name:</b> Buchter</p> <p><b>Address:</b> McKillop Street, Geelong</p>	<p>Opposes the whole amendment.</p> <ul style="list-style-type: none"> <li>• Environmental Impact: Increased population density could harm Geelong's unique environmental landscape and ecosystems, leading to heightened pollution levels and strain on natural resources.</li> <li>• Healthcare Infrastructure: Geelong's healthcare facilities are already overburdened. Higher density living would further strain these resources, compromising the ability to provide adequate healthcare services.</li> <li>• Crime and Safety: Higher population densities are associated with increased crime rates. The proposed density increase could</li> </ul>

	<p>overstress law enforcement resources, potentially leading to slower response times and decreased safety.</p> <ul style="list-style-type: none"> <li>• Preservation of City Character: The amendment threatens the charm and quaintness of Geelong, risking a transformation into a "concrete jungle" devoid of its distinctive character.</li> </ul>
<p><b>Submitter No. 9</b></p> <p><b>Name:</b> Chappell</p> <p><b>Address:</b> Aphrasia Street, Newtown</p>	Accepting
<p><b>Submitter No. 10</b></p> <p><b>Name:</b> Chisholm</p> <p><b>Address:</b> Lonsdale Street, South Geelong</p>	<p>Opposes building heights above 3 storeys.</p> <ul style="list-style-type: none"> <li>• Parking Issues on Lonsdale Street between Yarra and Moorabool Street: Suggest limiting all parking to two-hour parking and adding meters.</li> <li>• Building Height: To preserve the character of South Geelong, recommend limiting building heights to three storeys, similar to regulations in other desirable suburbs like Elwood. Concerns that six-story buildings could attract developers who compromise on quality, potentially harming property values and the aesthetic of the area.</li> </ul>
<p><b>Submitter No. 11</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> Chalon Court, Highton</p>	<p>The following recommendations have been made:</p> <ul style="list-style-type: none"> <li>• Improving access and connectivity between Moorabool Street and GMHBA Stadium in Geelong.</li> <li>• Suggest making the area more pedestrian-friendly to better integrate the stadium with its surroundings, especially considering its increased capacity.</li> <li>• To future-proof the area and facilitate potential stadium expansions, propose reconfiguring the layout, relocating or removing Moorabool Street.</li> </ul>
<p><b>Submitter No. 12</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> Kilgour Street, Geelong</p>	<p>Opposes the RGZ for the following reasons:</p> <ul style="list-style-type: none"> <li>• Traffic and Safety Concerns: The area is already extremely busy during peak hours and school drop-off and pick-up times. Increased density housing will likely exacerbate traffic congestion and parking issues, affecting the safety and convenience of residents, particularly around South Geelong Primary School.</li> <li>• Parking and Bin Collection Issues: Due to current parking capacities being maxed out, residents face difficulties in parking near their homes, and rubbish bins are often not collected because cars block access to them.</li> <li>• Preservation of Local Character: The area is known for its well-preserved character homes, especially Victorian homes from the 1890s with their gardens, which contribute to the local historical character. Increased density housing, often less aesthetically pleasing, could diminish this local character. Suggest that GRZ would be less detrimental to local parking, traffic, child safety, and the preservation of local character, and would align more consistently with adjacent proposed zones.</li> </ul>
<p><b>Submitter No. 13</b></p> <p><b>Name:</b> Department of Transport and Planning</p>	<p>The following comments and recommendations have been made:</p> <p>Housing Density and Infill:</p> <ul style="list-style-type: none"> <li>• The objective to accommodate more residents and visitors needs to be delivered with consideration of open space provision as well as access to community infrastructure and critical services.</li> </ul>

<p><b>Address: GO Box, Melbourne</b></p>	<ul style="list-style-type: none"> <li>• The SGUDF should address accessibility of the existing or proposed housing stock as part of the capacity of the SGUDF area, even though housing diversity was a primary objective.</li> <li>• It is recommended that further assessment of the Barwon Water site, including technical assessment of potential maximum heights, is done with a view to the long-term maximisation and realisation of benefits from this strategic development site. Utilisation of the methodology, or similar methodology, employed for the Central Geelong Framework Plan to allow flexible development options should be strongly considered.</li> </ul> <p>Arterial and Local Road Network</p> <ul style="list-style-type: none"> <li>• The SGUDF should contain interface measures such as controlling setbacks, limiting new vehicle crossovers, parking controls to maintain the efficient operation of McKillop Street, Latrobe Terrace and Fyans Street as Principal Freight Corridors. The Central Geelong Framework Plan (2023) includes controls on the north side of McKillop Street which give effect to similar interface measures.</li> <li>• A comprehensive Traffic Impact Assessment should be undertaken for the SGUDF study area to inform any potential upgrades to the arterial and local road network including intersections as a result of the proposed changes to street character and changes to vehicle, public and active transport patterns and volumes as a result.</li> <li>• Council should consider a vehicle connection from the proposed multi-deck car park to Swanston Street, situated between Foster Street and the railway line.</li> <li>• The UDF should not preclude an increase in commuter car parking spaces at South Geelong station whether at-grade or multi-deck. It should not reduce the current number of commuter car parking spaces.</li> <li>• As well as the proposed intersection upgrade at Yarra &amp; Verner Streets, upgrades to the intersections of Yarra Street with Foster Street, and Bellerine Street with Verner Street, Foster Street and Fyans Street need to be investigated.</li> <li>• Along McKillop Street, the capacity of right-turn lanes should also be investigated, to ensure increased demand for vehicle movements into the SGUDF area can be accommodated.</li> <li>• The direction in the SGUDF to discourage private vehicles on Moorabool Street is not supported and will result in adverse impacts on the surrounding road network. The SGUDF needs to maintain and support Moorabool Street's current function as a connector road into the CBD.</li> </ul> <p>Public Transport</p> <ul style="list-style-type: none"> <li>• To support ongoing bus operation and potential future expansion of public transport coverage, keeping the streetscape bus-friendly needs to be a key component of the future character of Moorabool Street.</li> <li>• The proposed typical cross section of Moorabool Street in SGUDF figure 107 shows that bus stops are placed in either a parking lane or within a two-way cycle lane. This would present significant safety risks between bus and cycle users on Moorabool Street and needs to be addressed.</li> <li>• There is inconsistency around the proposed bus infrastructure for the South Geelong Station precinct. Item 5 in the key for Figure 66 (page 68) refers to a bus interchange however the Station Hub Concept Plan Key for Figure 68 (page 70) states that bus stops will be relocated to Yarra Street. It is unclear how buses are proposed to service the precinct based on the current information. In either</li> </ul>
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	<p>case, bus movements within the precinct must be developed with and agreed to by DTP.</p> <ul style="list-style-type: none"> <li>Yarra Street carries one bus route, but this could change in the future as the land in the SGUDF study area is redeveloped and travel patterns change. Redevelopment of this precinct must therefore provide for bus capable roads. Additional bus stops for rail replacement buses must also be provided.</li> </ul> <p>Active Transport</p> <ul style="list-style-type: none"> <li>DTP support the objective in Section 3.4.2 to “improve universal access, pedestrian, cycling circulation and safety” in the SGUDF area. This must be implemented in a way that does not compromise the operation of other modes.</li> <li>Several of the short-term strategies noted in the SGUDF including the improved intersection at Moorabool and Lonsdale Streets as well as integration of the Bellarine Rail trail into the South Geelong Station redevelopment have been delivered.</li> <li>Active transport connections into the SGUDF study area should be integrated with existing active transport infrastructure outside of the SGUDF study area.</li> </ul>
<p><b>Submitter No. 14</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> Surf Coast Highway, Belmont</p>	Accepting
<p><b>Submitter No. 15</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> Kilgour Street, Geelong</p>	<p>Opposes the rezone of land bound by Moorabool, Kilgour, Yarra Street and Lane no 10 from GRZ to RGZ.</p> <ul style="list-style-type: none"> <li>Infrastructure Concerns: including drainage, water, sewer, gas, communications, power.</li> <li>Heritage Concerns: regarding lack of Heritage on properties 65, 67, 69, 71, 73 and 83 Kilgour Street, 190 &amp; 194 Yarra Street and 313 &amp; 315 Moorabool Street.</li> <li>Increased Traffic and Carparking Concerns: Questions if a Traffic Study has been done.</li> <li>Overshadowing Concerns for existing residents</li> <li>Change of Demographic potential increase in crime.</li> </ul>
<p><b>Submitter No. 16</b></p> <p><b>Name:</b> Fujian Lao Investments Pty Ltd</p> <p><b>Address:</b> Moorabool Street, Geelong</p>	Opposes PAO and DDO54 - proposed pedestrian link to Moorabool Street
<p><b>Submitter No. 17</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> Daisy Street, Newtown</p>	<p>Opposes the proposed PAO for the following reason:</p> <ul style="list-style-type: none"> <li>Removing 2m from land when developing your own property.</li> </ul>
<p><b>Submitter No. 18</b></p> <p><b>Name:</b> Individual Submitter</p>	<p>Opposes the Heritage Overlay for the following reasons:</p> <ul style="list-style-type: none"> <li>The house has many years of different substrates piled on top of one another.</li> <li>The house would not satisfy basic living standards and requires major renovations to make this property a habitable place.</li> </ul>

<p><b>Address:</b> Foster Street, South Geelong</p>	
<p><b>Submitter No. 19</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> PO Box</p>	<p>Accepting</p>
<p><b>Submitter No. 20</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> Balliang Street, South Geelong</p>	<p>Opposes Residential Growth Zone along Fyans Street for the following reason:</p> <ul style="list-style-type: none"> <li>• Overlooking and overshadowing concerns.</li> </ul> <p>Opposes proposed Heritage Overlay for the following reason:</p> <ul style="list-style-type: none"> <li>• Due to the discouraged use of bare zincalume</li> </ul>
<p><b>Submitter No. 21</b></p> <p><b>Name:</b> Hehir</p> <p><b>Address:</b> Lonsdale Street, Geelong</p>	<p>Opposes RGZ based on the following reasons:</p> <ul style="list-style-type: none"> <li>• There is no clear rationale for the differing building heights in RGZ and GRZ.</li> <li>• Overlooking: The proposed 3 and 4-story units would overlook the private spaces of existing one-story homes.</li> <li>• Overshadowing: The taller buildings would block natural sunlight from reaching existing one-story homes, particularly from the east, north, and west, significantly affecting the living conditions of these residents.</li> <li>• Parking: Increased density will impact parking.</li> <li>• Misspelled Lonsdale in the caption of the artist drawing.</li> </ul>
<p><b>Submitter No. 22</b></p> <p><b>Name:</b> Homes Victoria</p> <p><b>Address:</b> GPO Box, Melbourne</p>	<p>The following request has been made: 263 Yarra Street be included in the RGZ for the following reason:</p> <ul style="list-style-type: none"> <li>• The site enjoys a frontage to Yarra Street and Balliang Street, as well as a third street frontage to Turner Place. Its south boundary is shared with land proposed to be in the Residential Growth Zone and land opposite is also proposed to be in the same zone. Given the lack of sensitive interfaces it is respectfully submitted the land be considered for inclusion within the Residential Growth Zone, without requiring re-exhibition. This would provide greater opportunities for the site, which is appropriate for its location and context.</li> </ul>
<p><b>Submitter No. 23</b></p> <p><b>Name:</b> Hyland</p> <p><b>Address:</b> 38 Forfar Road, Hamlyn Heights</p>	<p>Requests the proposed RGZ be rezoned to GRZ for the area bordered by McKillop Street, Moorabool Street, Carr Street and Gheringhap Street for the following reasons:</p> <ul style="list-style-type: none"> <li>• Incompatibility with Existing Structures: The proposed building heights of up to 13.5 meters and increased densities are not in keeping with the predominantly 2-storey and single-level detached homes currently in the area.</li> <li>• Lack of Access to Services: The area does not have significantly better access to services and transport compared to other areas, questioning the rationale for higher density zoning.</li> <li>• Impact on Local Character and Environment: The increase in building density is expected to negatively alter the neighbourhood's character, lead to the loss of garden areas, and not be adequately mitigated by street detailing or tree plantings.</li> </ul>

	<ul style="list-style-type: none"> <li>Quality of Life: Concerns include increased traffic, decreased property values, and overall negative impacts on the quality of life due to higher density.</li> <li>Overshadowing: Specific concerns about potential future developments that could overlook and overshadow existing properties, particularly in relation to a proposed 4-storey development adjacent to the submitter's property at 2/36 McKillop Street.</li> </ul>
<p><b>Submitter No. 24</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> Verner Street, Geelong</p>	Accepting
<p><b>Submitter No. 25</b></p> <p><b>Name:</b> Jaques</p> <p><b>Address:</b> Verner Street, Geelong</p>	Accepting
<p><b>Submitter No. 26</b></p> <p><b>Name:</b> Kardinia Picture Frames</p> <p><b>Address:</b> Moorabool Street, Geelong</p>	<p>Opposes the PAO</p> <ul style="list-style-type: none"> <li>There is concern about how these changes will impact businesses.</li> <li>Need for Clearer Communication: The amendments have been communicated via documents, but there is a strong feeling that a face-to-face discussion would be more effective in explaining the pros and cons associated with the changes.</li> </ul>
<p><b>Submitter No. 27</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> Fyans Street, South Geelong</p>	<p>Concerns regarding the proposed and existing Heritage Overlay include:</p> <ul style="list-style-type: none"> <li>Inadequate Protection for Existing Heritage Overlay: Concerns regarding 75 Fyans Street, which already has a heritage overlay (HO935), how it will be preserved given its inclusion in the Residential Growth Zone. This zone also encompasses surrounding buildings, which could impact the heritage site.</li> <li>Inconsistent application of Heritage Overlay: Some properties with apparent significant heritage value are not included under the heritage overlay, while others without historical significance are included.</li> </ul>
<p><b>Submitter No. 28</b></p> <p><b>Name:</b> Ling</p> <p><b>Address:</b> Foster Street, South Geelong</p>	<p>Supports the increase of Heritage Overlay in South Geelong including Foster Street.</p> <p>Requests Verner and Foster Street be zoned NRZ for the following reasons:</p> <ul style="list-style-type: none"> <li>Recognises areas of predominantly single and double storey residential development</li> <li>Manages and ensures that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.</li> </ul>
<p><b>Submitter No. 29</b></p> <p><b>Name:</b> Lynch</p> <p><b>Address:</b> Foster Street, South Geelong</p>	<p>Opposes the proposed building heights for the following reasons.</p> <ul style="list-style-type: none"> <li>Inadequate Consultation: concern that the change has been poorly advertised, perhaps intentionally, as some neighbours did not receive notification.</li> <li>Building Heights inappropriate for a residential area. Does not specify which height.</li> </ul>

	<ul style="list-style-type: none"> <li>Heritage Overlay should be applied to the zoning. Does not specify which zoning.</li> <li>Overshadowing and overlooking a concern.</li> </ul> <p>Requests exhibition is extended for two weeks.</p>
<p><b>Submitter No. 30</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> Swanston Street, Geelong</p>	<p>Requests for existing Heritage Overlay to be assessed and removed due to the following reasons:</p> <ul style="list-style-type: none"> <li><b>Conflict Between Zoning and Heritage:</b> The property is of local significance, (HO1166) and is proposed to be zoned Residential Growth Zone. They argue that having both a heritage overlay, and a residential growth zone is overly restrictive and limits their ability to fully utilise their property.</li> <li>House is in a state of disrepair, and much of its heritage character has been lost, diminishing its historical significance. Specifically, it no longer pairs with 128 Swanston St, which was the original reason for its listing as locally significant.</li> <li>There are many other examples of the classic Geelong federation homes that are in better condition and that will remain as general residential rather than being amended to the residential growth zone.</li> </ul>
<p><b>Submitter No. 31</b></p> <p><b>Name:</b> Mantzaris</p> <p><b>Address:</b> Foster Street, South Geelong</p>	<p>Opposes the rezoning to Residential Growth Zone Schedule 4 (RGZ4), particularly around Verner Street and behind Foster Street and makes the following requests:</p> <ul style="list-style-type: none"> <li>Any and all development needs strict set back requirements so that adjacent residents are not affected by overshadowing.</li> <li>Development must be required to adhere and observe the Heritage Overlay in the area.</li> <li>The lanes behind Verner Street and Foster Street cannot and must not be used as primary access routes.</li> <li>It is vitally important that all planning applications need to be clearly advertised and provide an opportunity for residents to comment on any and all developments.</li> </ul>
<p><b>Submitter No. 32</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> 33 Mundy Street, Geelong</p>	<p>Opposes the rezoning of Mundy Street, between Bellerine Street and Swanston Street to RGZ for the following reasons:</p> <ul style="list-style-type: none"> <li>Concerns regarding overshadowing on food production in backyards of 31 and 33 Mundy Street</li> <li>8 properties between Bellerine and Swanston Street all contain large gardens with mature trees, expresses a need to maintain properties with mature trees and large backyards to provide shade and cooling on hot days and combat climate change effects of hotter temperatures during summer.</li> </ul>
<p><b>Submitter No. 33</b></p> <p><b>Name:</b> Omer</p> <p><b>Address:</b> Mercer Street, Geelong</p>	Accepting
<p><b>Submitter No. 34</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> Fyans Street, South Geelong</p>	Accepting

<p><b>Submitter No. 35</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> Flourish Drive, Mt Duneed</p>	Accepting
<p><b>Submitter No. 36</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> Franklin Street, Newport</p>	Accepting
<p><b>Submitter No. 37</b></p> <p><b>Name:</b> Property Council of Australia Address: Exhibition Street, Melbourne</p>	<p>There's concern about the diminished role of South Geelong in accommodating infill growth due to changes in the Urban Design Framework (UDF), particularly related to heritage analysis and expansion of the Heritage Overlay.</p> <p>A capacity study conducted after the draft UDF indicates that South Geelong can only accommodate about 3% of the housing targets specified in the Settlement Strategy, which is notably less compared to other areas like Geelong West and Highton.</p> <p>Requests to amend the UDF in the following ways:</p> <ul style="list-style-type: none"> <li>• Revise Figure 11 to ensure alignment with other plans; extend the south-eastern section of the study area boundary to or beyond Swanston Street.</li> <li>• Reinstate previous building height regulations permitting up to 10 storeys to encourage maximising densities within the Station Precinct.</li> <li>• Adopt a more flexible approach to building heights in the Moorabool Street Key Development Area, rather than rigidly capping heights at 6-7 storeys, while ensuring a balanced transition to lower scale areas to the east.</li> <li>• Expand the Moorabool Street Key Development Area to encompass the 'wedge' of land north of Lonsdale Street between Moorabool and Yarra Street.</li> <li>• Extend the IHDA into the area south of Foster Street between Yarra Street and Bellarine Street (Neighbourhood Area 8), and sites around Richmond Crescent (Neighbourhood Area 3).</li> <li>• Introduce a section outlining additional actions necessary to address social and community infrastructure needs for the future South Geelong community to align with the upcoming review of the Geelong Social Infrastructure Plan.</li> <li>• Incorporate a section considering potential UDF adjustments if an underground train station is constructed at South Geelong.</li> <li>• Collaborate with Rail Projects Victoria to establish a more realistic timeline for redeveloping the Station land and multi-deck car park.</li> </ul>
<p><b>Submitter No. 38</b></p> <p><b>Name:</b> Roberts</p> <p><b>Address:</b> 11 Fyans Street, South Geelong</p>	Accepting

<p><b>Submitter No. 39</b></p> <p><b>Name:</b> Roberts</p> <p><b>Address:</b> School Street, Geelong</p>	<p>Opposes the rezone from GRZ4 to GRZ5 for the following reason:</p> <ul style="list-style-type: none"> <li>The location is in an inner urban local, with great access to facilities, infrastructure and transport and therefore lends itself to urban growth.</li> </ul> <p>Opposes the proposed Heritage Overlay:</p> <ul style="list-style-type: none"> <li>It is counterintuitive to the urban location.</li> </ul>
<p><b>Submitter No. 40</b></p> <p><b>Name:</b> Scott</p> <p><b>Address:</b> Bellerine Street, South Geelong</p>	<p>Opposes the Heritage Overlay based on the following reason:</p> <ul style="list-style-type: none"> <li>262 Bellerine was demolished and built in 2004/2005</li> </ul>
<p><b>Submitter No. 41</b></p> <p><b>Name:</b> Showell</p> <p><b>Address:</b> Bellerine Street, South Geelong</p>	<p>Opposes the RGZ, in particular, to properties along Verner Street for the following reasons:</p> <ul style="list-style-type: none"> <li>Overshadowing to properties 246-254 Bellerine Street.</li> <li>Going 13.5m in an area with only single storey homes would look ridiculous and out of place.</li> </ul>
<p><b>Submitter No. 42</b></p> <p><b>Name:</b> South Geelong Primary School / Leanne Dowling</p> <p><b>Address:</b> Yarra Street, Geelong</p>	<p>Opposes the RGZ and increase in density.</p> <ul style="list-style-type: none"> <li><b>Increased Traffic and Safety Risks:</b> The increase in housing density around the school is expected to significantly raise traffic levels, particularly during peak times such as student drop-off and pick-up, which could endanger student safety.</li> <li><b>Parking Challenges:</b> The proposed changes will likely reduce parking availability and limit all-day parking options, affecting school staff, families, and visitors who cannot frequently move their vehicles due to their work schedules.</li> <li><b>Privacy and Security Concerns:</b> High-density housing close to the school could compromise the privacy and security of students during outdoor activities and learning.</li> <li><b>Overcrowding and Infrastructure Strain:</b> The school is already operating above its optimal capacity, and increased local population density could lead to higher student enrolments, further straining facilities.</li> <li><b>Expansion Needs:</b> The school council suggests acquiring nearby residential blocks to expand the school's facilities, enhancing outdoor play areas and accommodating more students, similar to successful expansions at other local schools</li> </ul>
<p><b>Submitter No. 43</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> Lonsdale Street, South Geelong</p>	<p>Requests the following changes:</p> <ul style="list-style-type: none"> <li>Carparking along Lonsdale Street be limited to 2 hours, aside from residents with parking permits.</li> <li>Any rezoning of Moorabool Street should allow for sufficient car parking on that street.</li> <li>Council implements extensive tree planting along the train line.</li> <li>Limit the properties to 5 storeys along Moorabool Street and ensure that all approvals do not lead to shadowing, increased noise and excessive lighting.</li> <li>Upgrade footpath opposite Kardinia Park.</li> <li>Council work with V-Line and other relevant bodies to address the constant graffiti on the Moorabool Street rail overpass.</li> </ul>
<p><b>Submitter No. 44</b></p>	<p>Accepting</p>

<p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> Franklin Street, Newport</p>	
<p><b>Submitter No. 45</b></p> <p><b>Name:</b> UDIA Victoria</p> <p><b>Address:</b> Wellington Street, Collingwood</p>	<p>Opposes the amendment and requests the following changes are made:</p> <p><u>Social Housing Plan:</u></p> <ul style="list-style-type: none"> <li>• 13,500 new social housing units over the next 20 years believe this to be an underestimate. Requests Council to increase diverse housing and provide innovative housing solutions.</li> </ul> <p><u>Residential Growth Zone:</u></p> <ul style="list-style-type: none"> <li>• be applied to all the substantial change area.</li> <li>• Amend the schedule to allow the maximum building height to be varied where relevant decision guidelines are met.</li> <li>• Decision guidelines amended to support the delivery of positive outcomes such as the provision of affordable or social housing or exceptional public realm, environmental or social outcomes.</li> </ul> <p><u>Design and Development Overlays:</u></p> <ul style="list-style-type: none"> <li>• Provision of succinct and clear design objectives within each Schedule.</li> <li>• Ensure that each Schedule has strong regard to the policy context as proposed at Clause 11.03-6L-05 South Geelong.</li> <li>• Ensure that the Buildings and Works requirements as set out in each Schedule are drafted in a consistent and clear manner.</li> <li>• Ensure that Building Height, Street Wall Height, and Above Street Wall Height requirements are sufficiently discretionary to enable future detail design and development to respond to the key applicable policy and planning objectives, and importantly, respond to market demand and matters of development viability.</li> <li>• Ensure the Decision Guidelines embed appropriately worded guidance to enable variation beyond the preferred maximum built-form requirements set out in each Schedule. We note that there is very limited discretionary guidance provided to enable variations to the preferred requirements of each DDO, including Building Height.             <ul style="list-style-type: none"> <li>- We note that there is very limited discretionary guidance provided to enable variations to the preferred requirements of each DDO, including Building Height. Where provided, the discretionary guidance relates to either architectural outcomes or off-site impacts and this is a very limited framing of discretion. Historically, the City of Geelong has treated discretionary heights as mandatory heights, and this approach will need to be more flexible if infill housing targets are to be realised.</li> <li>- The City is encouraged to consider the relevant discretionary bullet points in DDO50 and DDO54 to be re-written as per the below, noting the absolute avoidance of any off-site impacts is not in keeping with the redevelopment objectives sought. – “Whether a variation to a requirement avoids or minimises adverse offsite impacts such as visual bulk, overlooking and overshadowing to adjacent residential properties and the public realm.”</li> <li>- We encourage additional discretionary guidance to be provided in the DDO schedules which would enable positive outcomes to be sought in these locations in response to variations of preferred outcomes, such as the provision of affordable or social housing or exceptional public realm, environmental or social outcomes.</li> </ul> </li> </ul>

<p><b>Submitter No. 47</b></p> <p><b>Name:</b> Verikios</p> <p><b>Address:</b> Thear Street, East Geelong</p>	<p>Requests the following change to DDO54</p> <ul style="list-style-type: none"> <li>Increase preferred height limits from 5 to 7 storeys on the Western side of Moorabool Street. Given the location and favourable North/South orientation towards Kardinia Park, and no direct interface with residential properties, the building height would not adversely affect local amenity or the public realm, thereby better fulfilling the intentions of the UDF.</li> </ul>
<p><b>Submitter No. 48</b></p> <p><b>Name:</b> VicTrack</p> <p><b>Address:</b> LaTrobe Street, Melbourne</p>	<p>Accepting</p>
<p><b>Submitter No. 49</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> Foster Street, South Geelong</p>	<p>Opposes the rezone to RGZ along Verner Street due to the following reasons:</p> <ul style="list-style-type: none"> <li>Higher density housing should be concentrated on major roads like Yarra and Moorabool Streets, which are close to the station, rather than in residential areas.</li> </ul> <p>Requests the following changes:</p> <ul style="list-style-type: none"> <li>Residential Growth Zone that has an interface with GRZ5 is required to have a rear and side setback of 5 m.</li> <li>All future development takes into consideration the interface with the heritage values of the surrounding properties.</li> <li>Discourages the use of the rear lanes as primary access in Verner Street.</li> <li>We also seek assurances that there will be no changes to third-party rights throughout the amendment process for future development applications which are adjacent to the GRZ land.</li> </ul>
<p><b>Submitter No. 50</b></p> <p><b>Name:</b> Wilson</p> <p><b>Address:</b> East Kirkby Court, Highton</p>	<p>Accepting</p>
<p><b>Submitter No. 51</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> Boyne Avenue, East Geelong</p>	<p>Accepting</p>
<p><b>Submitter No. 52</b></p> <p><b>Name:</b> Individual Submitter</p> <p><b>Address:</b> School Street, Geelong</p>	<p>Opposes the proposed Heritage Overlay for the following reason:</p> <ul style="list-style-type: none"> <li>The house being transported to the area via truck and an extension added to the property.</li> </ul>

**Note:** 'Individual submitter' term used where consent not granted to publish name online



**ATTACHMENT 3 – Submitter No. 13 Department of Transport and Planning**

DTP (Transport) Comment		Officer Response (proposed changes in red)
<b>General Comments</b>		
<p>The objective to accommodate more residents and visitors needs to be delivered with consideration of open space provision as well as access to community infrastructure and critical services.</p>	<p>Noted</p>	
<p>It is noted that some investigation into accessibility was conducted, primarily focused on public space and movement infrastructure.</p> <p>The SGUDF should address accessibility of the existing or proposed housing stock as part of the capacity of the SGUDF area, even though housing diversity was a primary objective.</p>	<p>Noted</p>	
<p>It is recommended that further assessment of the Barwon Water site, including technical assessment of potential maximum heights, is done with a view to the long-term maximisation and realisation of benefits from this strategic development site.</p> <p>Utilisation of the methodology, or similar methodology, employed for the Central Geelong Framework Plan to allow flexible development options should be strongly considered.</p>	<p><b>Update the DDO50 and DDO54 variations to preferred requirements to the following:</b></p> <ul style="list-style-type: none"> <li>• Whether a variation to a requirement <del>avoids or</del> minimises adverse off-site impacts such as visual bulk, overlooking and overshadowing to adjacent residential properties and the public realm.</li> <li>• <b>Whether the proposal results in, or substantially facilitates, the delivery of appropriately secured public benefits including:</b> <ul style="list-style-type: none"> <li>- <b>Social and other specialised housing in excess of any minimum requirement in this Scheme.</b></li> <li>- <b>Provision of pedestrian links or public open space in excess of any minimum requirement in this Scheme.</b></li> </ul> </li> </ul>	
<p>The SGUDF should contain interface measures such as controlling setbacks, limiting new vehicle crossovers, parking controls to maintain the efficient operation of high movement corridors McKillop Street, Latrobe Terrace and Fyans Street.</p>		<p>McKillop Street is proposed to be primarily zoned GRZ5. No variation to the setback requirement has been specified in Schedule 5 to the General Residential Zone. Planning Provisions at Clauses 54 and 55 would apply and require the following:</p>

	<p><i>“The average distance of the setbacks of the front walls of the existing buildings on the abutting allotments facing the front street or 9 metres, whichever is the lesser.”</i></p> <p>The majority of McKillop Street has been identified as Area 6 in The Capacity and Change Review and is characterised by front setbacks typically between 3-5m.</p> <p>Properties facing McKillop Street on the north side of the street are required to be setback a minimum of 3m.</p> <p>No variation is required in Schedule 5 to the GRZ.</p> <p>Latrobe Terrace and Fyans Street are primarily Residential Growth Zone.</p> <p>The minimum street setback requirement is as follows:</p> <p><i>“In accordance with Standard A3 or B6 or 3m, whichever is the lesser.”</i></p> <p>There are only two properties fronting LaTrobe Terrace that are being rezoned RGZ4.</p> <p>Properties along Fyans Street were identified as Area 2 in The Capacity and Change Review and is characterised by front setbacks typically between 3 to 5m with buildings to the street corners positioned to property boundary.</p> <p><b>Update RGZ4 to specify minimum street setback of 3m.</b></p>
<p><b>Arterial and Local Road Network</b></p>	
<p>A comprehensive <b>Traffic Impact Assessment</b> should be undertaken for the SGUDF study area to inform any potential upgrades to the arterial and local road network including intersections as a result of the proposed changes to</p>	<p>A Traffic Impact Assessment was not conducted for the study area for the following reasons:</p> <ul style="list-style-type: none"> <li>a) There were significant changes occurring along the railway line as part of duplication works, this involved road closures, creating one</li> </ul>

<p>street character and changes to vehicle, public and active transport patterns and volumes as a result.</p>	<p>way streets, separated rail/road. At the time RPV/DTP had advised they had not prepared their own traffic impact assessment to understand what implications these changes may result in. Making it extremely difficult for Council to undertake its own TIA.</p> <p>b) Much of the work undertaken for the UDF occurred during Covid when traffic counts were low.</p> <p>There will be incremental changes to development outcomes in UDF area (exception Moorabool Street), as this area is capable of redevelopment presently. The UDF does not significantly alter the housing outcomes for the majority of the UDF area.</p>
<p>Council should consider a vehicle connection from the proposed multi-deck car park to Swanston Street, situated between Foster Street and the railway line.</p>	<p>Noted</p>
<p>The UDF should not preclude an increase in commuter car parking spaces at South Geelong station whether at-grade or multi-deck. It should not reduce the current number of commuter car parking spaces.</p>	<p>Urban growth in the area is likely to be incremental.</p> <p>The consideration to a reduction in carparking for residential development is for Moorabool Street only.</p> <p>The station hub strategy is to encourage shared car parking through the provision of a multi deck carpark or alternative car parking arrangement.</p> <p>It does not resolve in an increase in commuter carparking</p>
<p>As well as the proposed intersection upgrade at Yarra &amp; Verner Streets, upgrades to the intersections of Yarra Street with Foster Street, and Bellerine Street with Verner Street, Foster Street and Fyans Street need to be investigated.</p>	<p>Council acknowledges that there may need to be intersection upgrades and improved pedestrian crossing points over time. The UDF identifies possible intersection upgrades at Lonsdale/Moorabool, Yarra/Verner and Lonsdale Bellarine. These crossing points were determines based on advice from Council traffic engineers and discussions with DTP. Several improved pedestrian crossing points were also identified. The UDF concepts will require Council to investigate the timing, need and preferred locations for these types of changes as development progresses. The area is expected to undergo significant change overtime. Council is committed to monitoring the impact from these change into the future.</p>

<p>Along McKillop Street, the capacity of right-turn lanes should also be investigated, to ensure increased demand for vehicle movements into the SGUDF area can be accommodated.</p> <p>With a direct connection to one of 5 river crossings in inner urban Geelong, Moorabool Street will continue to serve as a city connector road, connecting Geelong's southern suburbs to the Geelong CBD.</p> <p>The direction in the SGUDF to <i>discourage private vehicles on Moorabool Street</i> is not supported and will result in adverse impacts on the surrounding road network.</p>	<p>Noted. Council is committed to monitoring the impact from these change into the future.</p>
<p>Amend Clause 11.03 to reword the following strategy:</p> <p>Discourage private vehicle use by designing streets for slow circulation speeds, giving priority to other modes at intersections and constraining provision of private vehicle parking.</p> <p><u>To</u></p> <p><b>Design Streets for slow circulation speeds and support the reduction of private vehicle parking.</b></p>	<p>Amend Clause 11.03 to reword the following strategy:</p> <p>Discourage private vehicle use by designing streets for slow circulation speeds, giving priority to other modes at intersections and constraining provision of private vehicle parking.</p> <p><u>To</u></p> <p><b>Design Streets for slow circulation speeds and support the reduction of private vehicle parking.</b></p>
<p>While DTP is fully supportive of improving walking, cycling and public transport and streetscape outcomes, the SGUDF needs to maintain and support Moorabool Street's current function as a connector road into the Geelong CBD.</p>	<p>Noted</p>
<p><b>Public Transport</b></p>	
<p>To support ongoing bus operation and potential future expansion of public transport coverage, keeping the streetscape bus-friendly needs to be a key component of the future character of Moorabool Street.</p>	<p>Noted. Update Section 4.2A Desired Future Character <i>"Walking, cycling and public transport use will be encouraged through the provision of appropriate infrastructure and bus friendly streetscapes."</i></p>
<p>The proposed typical cross section of Moorabool Street in SGUDF figure 107 shows that bus stops are placed in either a parking lane or within a two-way cycle lane. This would present significant safety risks between bus and cycle users on Moorabool Street and needs to be addressed.</p>	<p>Misinterpretation of the plans, bus lanes not placed in two way bike lane – please review figure 109 for clarification of two way set up. Additionally, specifics will be ironed out in design phase.</p>
<p>There is inconsistency around the proposed bus infrastructure for the South Geelong Station precinct. Item 5 in the key for Figure 66 (page 68) refers to a bus interchange however the Station Hub Concept Plan Key for Figure 68 (page 70) states that bus stops will be relocated to Yarra Street. It is unclear how buses are proposed to service the precinct based on the current</p>	<p>Noted. This would need to be finalised with DTP</p>

<p>information. In either case, bus movements within the precinct must be developed with and agreed to by DTP.</p>	
<p>Yarra Street carries one bus route, but this could change in the future as the land in the SGUDF study area is redeveloped, and travel patterns change. Redevelopment of this precinct must therefore provide for bus capable roads. Additional bus stops for rail replacement buses must also be provided.</p>	<p>Noted</p>
<p><b>Active Transport</b></p>	
<p>DTP support the objective in Section 3.4.2 to “improve universal access, pedestrian, cycling circulation and safety” in the SGUDF area. This must be implemented in a way that does not compromise the operation of other modes.</p>	<p>The City has mode share goals for 50% of trips to work to be accommodated on public transport and active transport. The City will continue to plan for the future accordingly while noting that 50% mode share is across the entire LGA, meaning that some areas will need to be well above 50% to accommodate those that are poorly served by PT and too far to bike ride. Sth Geelong is in close proximity that residents would be encouraged to make the majority of their daily trips by foot, bike and PT.</p>
<p>Several of the short-term strategies noted in the SGUDF including the improved intersection at Moorabool and Lonsdale Streets as well as integration of the Bellarine Rail trail into the South Geelong Station redevelopment have been delivered.</p>	<p>Noted – Please note that this is not a new document.</p>
<p>Active transport connections into the SGUDF study area should be integrated with existing active transport infrastructure outside of the SGUDF study area.</p>	<p>Noted</p>
<p>DTP are supportive of measures to promote the Bellarine Rail Trail, including the creation of a distinctive ‘starting point’ at South Geelong Station. Opportunities to integrate wayfinding towards the rail trail should also be explored throughout the precinct.</p>	<p>Noted</p>

SGUDF Ref	Page No.	Comments
General	N/A	Consider the benefit of including a list of all acronyms used in the Urban Design Framework within the opening pages of the report.
General	N/A	We note the strong visual graphic and mapping throughout. To ensure accessibility we recommend enlarging road names throughout all maps in the report to improve mapping legibility.
Figure 1	7	We recommend the inclusion of train station names on all maps to provide the reader with a strong transport context.
Figure 2	9	We suggest re-orienting the aerial to read north-south to align with orientation of other maps used throughout. Include a north arrow and scale bar.
Section 2.4		The proposed addition of new heritage overlays that seek to protect contributory built form elements thereby informing future place character is supported.
Figure 29	29	The status of land parcels shown in a hatched beige colour is unclear. We suggest the legend shown on Figure 36 is updated.
Figure 33	33	The placement of Neighbourhood Area 1 and subsequent key development site is well located with respect to the amenity offering of GMHBA Stadium and surrounding facilities adjacent to Moorabool Street. In addition, the connectivity value and convenience of being located close to South Geelong Railway Station for the proposed Neighbourhood Area 1 north of the rail lines optimises the development opportunity.
Section 2.4	34	Repeated text in opening sentences. An additional map note is recommended to show the reader where the Barwon Water site is located.
Figure 46	50	This plan shows a "pedestrian crossing over or under the railway line" on the alignment of Bellerine Street.
Section 6	108	The former Department of Transport is now called the Department of Transport and Planning.
Section 4.1	63	The proposed multi-deck commuter carpark design should be able to be adaptively reused in the future for residential or commercial uses as appropriate.
Figure 66	68	We note that item 5 in the key references Verner Street and Bellerine Street public realm upgrades as State Government responsibility. Please include notation "subject to future funding approval".
Figure 68	70	While supportive of the residential densities and apartment development to the north of Carr Street, we recommend considering if the open space amenity is reasonably proportionate to the number of dwellings proposed. Consider potential re-orientation of buildings to accommodate more usable open space configuration instead of linear parks and improve connection between the open spaces.
Figure 68	70	It seems the second sentence in point 7 "A mixed-use...Verner St." may not be related to point 7 station carpark development – please review and amend accordingly.