

MINUTES

COUNCIL MEETING

Tuesday 12 December 2023
6:00 pm

City Hall
57 Little Malop Street, Geelong 3220

LIVE STREAMED ON THE CITY'S WEBSITE:

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 Murrhly (Brownbill Ward)
Cr B Harwood (Kardinia Ward)
Cr B Moloney (Kardinia Ward)
Cr R Nelson (Kardinia Ward)
Cr S Hathway (Windermere Ward)

2.2. Amendment C436ggee and Planning Permit PP-573-2021 - Balmoral Quay in Rippleside - Consideration of Submissions

Source: Planning and Design
Acting Executive Director: Joanne Van Slageren

Cr Aitken declared a Conflict of Interest in Item 2.2 Amendment C436ggee and Planning Permit PP-573-2021 – Balmoral Quay in Rippleside – Consideration of Submissions in that Cr Aitken has a financial interest in a property within the area and left the meeting room at 7.42pm.

Cr Kontelj declared a Conflict of Interest in Item 2.2 Amendment C436ggee and Planning Permit PP-573-2021 – Balmoral Quay in Rippleside – Consideration of Submissions in that a family member resides in the direct area of Balmoral Quay and left the meeting room at 7.42pm.

Purpose

1. To consider submissions on Amendment C436ggee and Planning Permit PP573/2021 and refer them to an independent panel appointed by the Minister for Planning.

Background

2. Amendment C436ggee updates and replaces Schedule 2 to the Comprehensive Development Zone and associated incorporated documents being the Rippleside Comprehensive Development Plan February 2000 and the Rippleside Urban Design Guidelines June 2000.
3. The primary change to these documents is to allow the maximum building height in Stage 5 of the Balmoral Quay development to increase from 13.5 metres to 27 metres (28.3m to the top of services). The amendment is combined with a planning permit application (PP-573-2021) for the development of an apartment complex at 1 and 11 Harbourside Drive, Rippleside.
4. On 22 November 2022 Council resolved to support the preparation and exhibition of the amendment and planning permit. Public exhibition occurred from 24 August 2023 to 25 September 2023 and notices were sent to 144 owners and occupiers of land in proximity to the site, government authorities and prescribed ministers.

Key Matters

5. As a result of public exhibition, a total of 173 submissions including a petition with 419 signatures were received. Of these, 167 submissions objected to the proposal and six submissions either supported, did not object or provided comments only.
6. A number of consistent themes were raised by the submissions, as follows:

Key themes raised in submissions	No. Of mentions
Traffic	155
Character	101
Building Scale/Height	103
Overshadowing to Rippleside Park	53

7. Discussion on the key themes and Council officer responses are in **Attachment 1** of this report and a summary of submissions is in **Attachment 2**.
8. Under the *Planning and Environment Act 1987*, Council must now either: change the amendment as request by submitters; abandon the amendment or parts of it as requested by submitters; or refer submissions to a panel.
9. It is recommended that the submissions be referred to an independent panel and council officers will endeavour to further resolve issues in the lead up to a panel hearing which is scheduled for February 2024 subject to Council's resolution.

RESOLUTION - Item 2.2

Cr Murrhly moved, Cr Mason seconded -

That Council having considered all submissions to Amendment C436ggee and Planning Permit Application PP573/2021 Balmoral Quay Rippleside resolves to:

- 1. Request the Minister for Planning appoint an independent panel under Part 5 of the Planning and Environment Act 1987 to consider submissions relating to the amendment;**
- 2. Refer all submissions to the panel;**
- 3. Submit to the panel its response to the submissions generally as outlined in this report; and**
- 4. Engage an independent traffic expert witness for the panel process.**

Carried

Financial Sustainability

10. Should the amendment proceed to the panel process, officers recommend the engagement of an independent traffic expert to review the amendment, planning permit application and traffic concerns raised by submissions.
11. There are no significant financial implications to Council for the amendment process beyond engagement of an expert witness and officer time. As this is a proponent initiated amendment, fees charged by Planning Panels Victoria will be paid for by the proponent.

Community Engagement

12. Community engagement was undertaken in the form as directed by the *Planning and Environment Act 1987*. Notices were sent to 144 owners/occupiers, that both directly adjoined the site, or were located on Balmoral Crescent or Liverpool Street. A notice was also placed in the local newspaper and all relevant information provided on the [C436ggee webpage](#) on Council's website. Relevant authorities were also notified of the exhibition.

Social Equity and Sustainability

13. The development includes a social housing contribution of one of the proposed apartments. This is consistent with the City's Social Housing Plan 2020-2041. It also responds to some submissions which took issue with a cash contribution instead of a dwelling.

Relevant Law/Policy/Legal Implications

14. A response to relevant planning scheme policies was provided in the report to Council on 22 November 2022. Council officers consider the amendment is consistent with state and local planning policies relating to the delivery of urban consolidation, social and affordable housing, a range of housing types in well serviced locations, environmentally sustainable design, and urban design.
15. The amendment is consistent with the Social Housing Plan 2020-2041, Housing Diversity Strategy and Settlement Strategy.

Alignment to Community Plan and Vision

16. This report aligns with Our Community Plan 2021-2025 strategic priority:
Sustainable growth and environment.
17. 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.

Conflict of Interest

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

Risk Assessment

19. The primary concern raised by submitters relates to potential traffic hazards resulting from the proposal. In reviewing these concerns with council traffic engineers, the hazards and concerns were considered manageable and the traffic engineers were comfortable with the proposal. In order to fully consider traffic related risks and issues, and ensure that these matters are appropriately addressed, council officers recommend engaging an independent expert traffic engineer for the panel process, should Council resolve to refer submission to a panel.
20. A geotechnical assessment has been prepared to accompany the amendment that is based on best practice principles.

Environmental Sustainability

21. The planning permit includes conditions to ensure the development addresses planning policy requirements for achieving best practice environmentally sustainable design.

Attachments

1. Consideration of Submissions [2.2.1 - 22 pages]
2. Summary of Submissions [2.2.2 - 13 pages]

Attachment 1 – Consideration of Submissions to Amendment C436ggee

BACKGROUND

1. The amendment is a combined planning permit application and planning scheme amendment under section 96A of the Act. It affects the land currently within the Comprehensive Development Zone Schedule 2 as shown at Figure 1 below. The amendment is required to facilitate Planning Permit PP573-2021 which seeks to develop 1 and 11 Harbourside Drive with 84 apartments.
2. The main purpose of amendment is to update Schedule 2 to the Comprehensive Development Zone and the associated incorporated documents being the Rippleside Comprehensive Development Plan February 2000 and the Rippleside Urban Design Guidelines June 2000.
3. The Rippleside Comprehensive Development Plan February 2000 currently permits a height of up to 13.5 metres (AHD) on 1 and 11 Harbourside Drive which this amendment is seeking to increase to 27 metres (28.2 metres to top of services) (AHD).
4. Minor changes are also proposed to the Rippleside Urban Design Guidelines June 2000, mainly relating to updating the document to remove references to outdated planning policy and update relevant maps and figures where appropriate.
5. The mapped extent of the zone and the overlays that affect the land are not proposed to change as a part of the amendment.



Figure 1 - Amendment Area

SITE CONTEXT

6. The subject site is located in the suburb of Rippleside and is approximately 400 metres east of the Princes Highway with access from Liverpool Street. It is in an established residential area which generally comprises residential development and public open space.
7. St Helens Park is located to the north of the site which comprises a small beach area, a jetty, kiosk, open space areas, along with an asphalted car parking area. To the south of the site is Rippleside Park which has a public car park which abuts the southern boundary of the site.
8. The site was formerly known as the Rippleside Shipyards. It comprises an overall area of approximately 2.8 hectares that has since been subdivided in accordance with Planning Permit PP1046/2014 and PP647/2004.
9. The site is currently zoned Comprehensive Development Zone – Schedule 2 and is affected by an Environmental Audit Overlay as shown at Figure 2. The adjoining bay area is zoned Public Park and Recreation. The seabed is Crown Land, managed by the Department of Environment, Land, Water and Planning, while the water and foreshore areas of Rippleside Park and St Helens Beach are also Crown Land managed by the City of Greater Geelong as a Committee of Management.

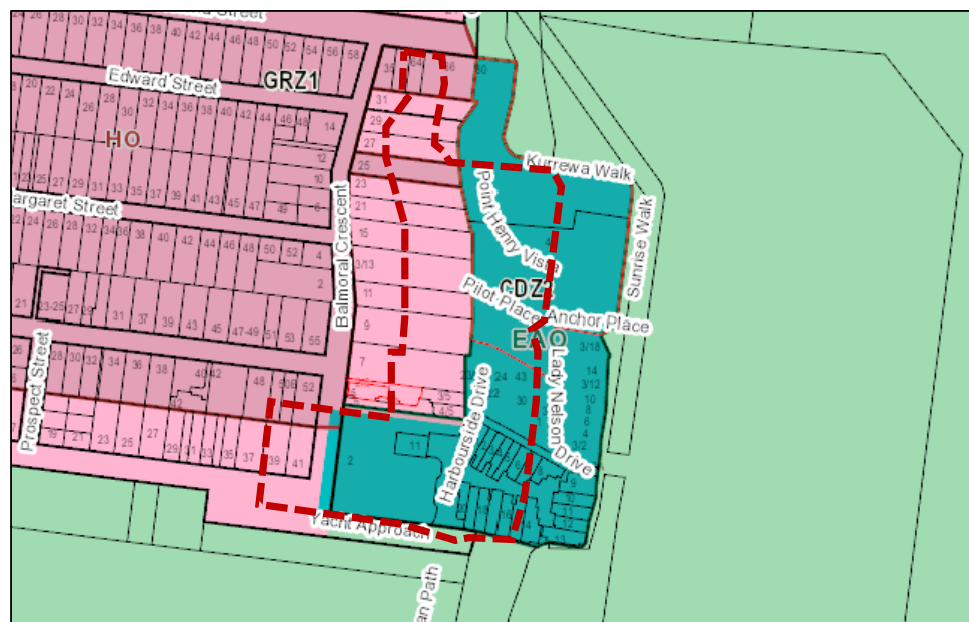


Figure 2 - Amendment Area Zone/overlay Context

HISTORY

10. Amendment C002 was Gazetted on 8 March 2001 which rezoned the land to the Comprehensive Development Zone Schedule 2, implemented the Environmental Audit Overlay, and included the 'Rippleside Comprehensive Development Plan' and 'Rippleside Urban Design Guidelines' as Incorporated Documents into the Planning Scheme.
11. Planning Permit PP647/2004 was issued on 28 February 2005 for the use of the land for a convenience shop, restricted recreation facility, marina and more than 98 dwellings, and construction of buildings and works, at the direction of the Victorian Civil & Administrative Tribunal in its Order dated 28 February 2005. It has subsequently been amended several times for minor secondary consent changes (PP647/2004/A and PP647/2004/B).
12. The site has been partially developed in accordance with Planning Permit PP647/2004. Specifically in accordance with Planning Permit PP647/2004/C issued on 21 March 2005, and

the Comprehensive Development Plan and Rippleside Urban Design Guidelines, the development of this land has commenced and the delivery of new dwellings on the land is substantially underway, with dwellings delivered within Stage 1 and Stage 2, as well as the delivery of the remediated Rippleside Beach, waterfront path and the stage 1 (30 berths) of the Rippleside Marina.

13. Stages 3 and 4 containing 61 dwellings are due for completion December 2023. As is the infill/Triangle Park and viewing/seating areas on public access walkways. The St Helens Beach renourishment and outfall drain relocation is due to be completed in November 2023.
14. Figure 3 below shows the stages of the Balmoral Quay development.

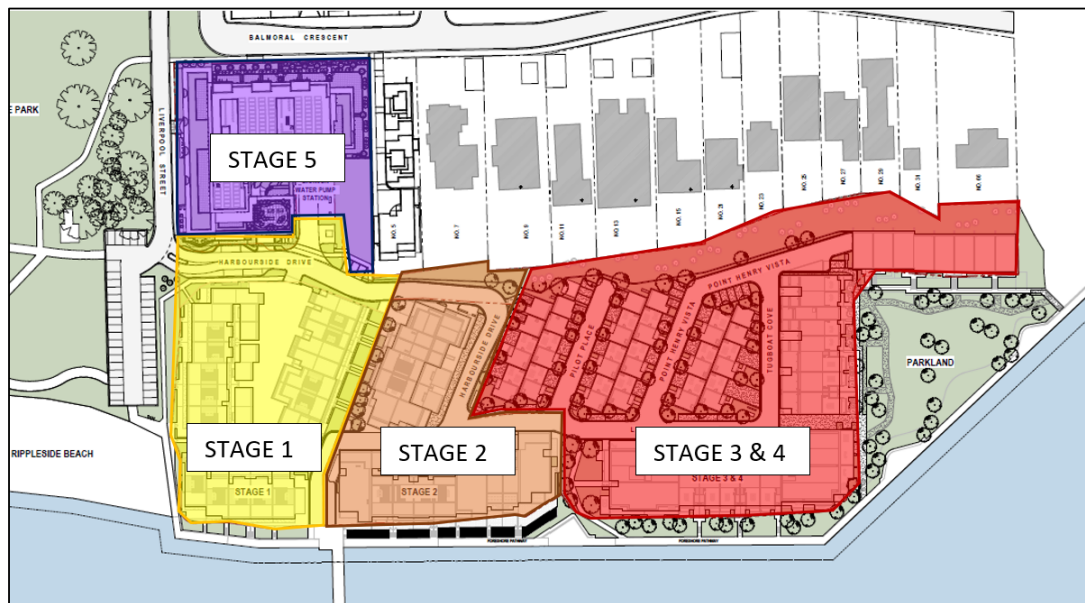


Figure 3 - Site staging plan

PLANNING PERMIT APPLICATION 573-2021

15. The planning permit application seeks approval for:
 - Buildings and works for the purpose of a seven-storey building containing 84 dwellings
 - Reduction in the car parking requirements of Clause 52.06
16. The proposed building has an overall height of 27.0 metres (28.2 metres to the top of services) or seven storeys above ground level and incorporates the following:
 - Lower Ground Floor (Harbourside Drive Entry) containing the car park, bicycle parking and storage (with entry from Harbourside Drive), marina office and tenancy.
 - Ground Floor (Liverpool Street Lobby Entry): containing further resident car parking and storage, 12 apartments and 234 square metres of terrace/courtyard area.
 - Level 1 (Balmoral Crescent Entry) containing the further carparking areas (with access from Balmoral Crescent) Residential Amenity area and 13 apartments.
 - Level 2: containing 21 apartments
 - Level 3: containing 17 apartments and a terrace/courtyard area.
 - Level 4: containing 11 apartments.
 - Level 5: containing 10 apartments.
17. A reduction of car parking would also be required pursuant to Clause 52.06-3 to reduce the number of required car parking spaces. Vehicle access is proposed to be provided via Balmoral Crescent and Harbourside Drive with the provision of 136 car parking spaces. 102 spaces will be provided for residential purposes, 32 for shared marina/residential visitor spaces including one electric vehicle charging space. There are 2 spaces allocated to commercial tenancies.

18. There is a current planning permit for the site PP/647/2004/A. This permit issued in 2005 had plans endorsed for stage 5 in 2007. Stage 5 was designed to allow a convenience store located at the ground floor oriented towards Yacht Approach, with another 5 apartments oriented to Harbourside Drive to the east. The remainder of the ground level was provided for car parking. The first floor contained additional parking, and 13 apartments as well as a restaurant oriented to Yacht Approach accessible via stairs. The second floor contained another 21 apartments, and finally the third floor contained an additional 12 apartments, resulting in a total dwelling number of 51. It is noted that this permit cannot be enacted upon as the design relies on the previous site plan, prior to the installation of the Barwon Water asset in the north-east corner of the site as shown in the comparison between the original and proposed permits in Figure 4.

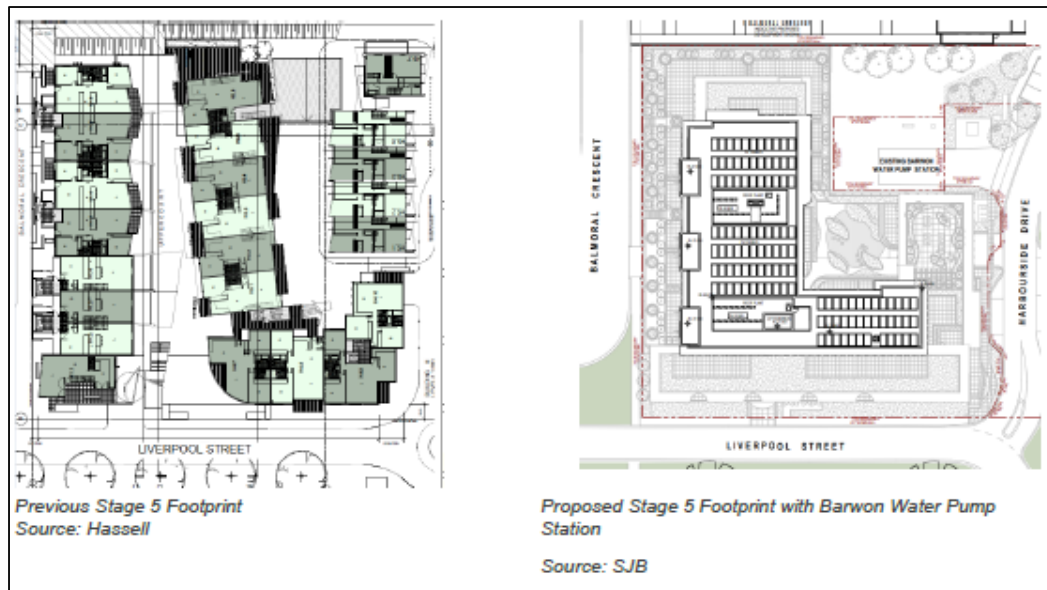


Figure 4 - Building footprint comparison between PP647/2004/A (Left) and PP573/2021 (Right)

PLANNING SCHEME CHANGES PROPOSED BY AMENDMENT C436GEE

19. The amendment will:
- Amend Schedule 2 to Clause 37.02 Comprehensive Development Zone (CDZ2) to update the references to the Rippleside Comprehensive Development Plan 2000 and Rippleside Urban Design Guidelines 2000 and to make various other consequential updates.
 - Replace the Rippleside Urban Design Guidelines June 2000 contained within the Schedule to Clause 72.04 of the Greater Geelong Planning Scheme with the Rippleside Urban Design Guidelines March 2023.
 - Replace the Rippleside Comprehensive Development Plan February 2000 contained within the Schedule to Clause 72.04 of the Greater Geelong Planning Scheme with the Rippleside Comprehensive Development Plan March 2023.

AUTHORISATION AND PUBLIC EXHIBITION OF AMENDMENT C436GEE

20. On the 22 November 2022 Council resolved to support the preparation and public exhibition of the amendment.
21. On 16 March 2023 the City requested Ministerial Authorisation to prepare and exhibit the amendment. The Minister's delegate issued authorisation on 25 July 2023 subject to the following conditions:

- Amend the CDZ2 schedule to ensure consistency with the precinct terminology, land uses, and number of dwellings shown in the revised Rippleside Comprehensive Development Plan.
 - Amend the Explanatory Report to delete reference to superseded Clause 15.02-1S and correct Clause 18.02-1S and 18.02-2S, which were amendment by Amendment VC204.
22. The amendment and planning permit were placed on public exhibition from 24 August 2023 to 25 September 2023.
23. Notices were sent to 144 owners and occupiers of land in proximity to the proposed zone change and development, government authorities, land managers and prescribed Ministers. Specifically all owners and occupiers located on Liverpool Street or Balmoral Crescent, as well as those adjacent to the subject site were notified. This extent was chosen as it was believed to capture those who may be potentially impacted by the amendment.
24. Information was published on the C436ggee webpage including the amendment, draft planning permit and supporting documents.
25. Notices were placed in the Times News Group on 18 August 2023. A Government Gazette notice was published on 24 August 2023.

SUBMISSIONS

26. As a result of public exhibition a total of 173 submissions were received. Of these 167 submissions objected to the amendment or permit, and 6 submissions either supported, did not object or provided comments only.
27. There were a number of consistent themes that were reoccurring throughout submissions, with many submissions raising three key themes being traffic, character and building scale/ height. A breakdown of the key themes raised in submissions is as follows:

Key themes raised in submissions	No. of mentions
Traffic	155
- Parking	143
- Access arrangements/safety	146
Character	101
Building scale and height	103
Overshadowing	56
- To Rippleside Park	53
- To neighbouring properties	21
Overdevelopment	30
Infrastructure Strain	22
Views	15
Emergency Services	13
Construction	11

28. As noted in the above, the majority of submissions raised concerns around traffic, character and scale. These themes, as well as all others are addressed below. It is worth noting that few submissions raised only one issue, with the majority touching on various matters, but where distinctions have been made between themes, that is because a significant number of submitters differed on the concerns raised for these topics. Given the complexity of many of the submissions, the above should be taken only as a snapshot of the matters raised. Further it

should be viewed in the context of this full report, which distinguishes the matters and expands in detail on the above.

TRAFFIC RELATED ISSUES

29. Traffic generally was a concern raised by almost every submitter, mentioned in 155 of 173 submissions. However, of these 155 submissions some raised only parking as a concern, or only access and safety as a concern, while some raised both. Whilst some submissions only raised parking, and others only raised access and safety, based on the number it is accurate to say that both matters are of substantial concern to submitters. The overall increase of traffic was a matter raised in a general sense by most submitters. A breakdown of traffic related issues into sub issues with a Council officer response is provided below.

Access

30. Many submissions raised concerns with the location of the access to the building off Balmoral Crescent. The proximity to the bend where Liverpool Street turns into Balmoral Crescent has been identified by many users of the area as a location of significant concern due to traffic cutting the corner, speed and the possibility of vehicles turning into the development causing queuing on the road. Figure 5 is a map of the location showing street names.

Response

31. This concern was discussed with Council's Traffic Engineering team who identified that it was initially a concern shared by this team. However, they considered that this issue could be mitigated by reducing the speed of vehicles at this location and preventing vehicles from crossing the centreline. As such a new permit condition 1 n) is proposed to require a concrete raised central median be installed in the current bend location separating lanes of traffic, where there is currently only a white solid line. The benefit of this will be twofold, requiring vehicles to slow down to safely make the turn, and avoiding vehicles cutting the corner into oncoming traffic. Provided that drivers operate their vehicles safely, and these works are undertaken, Council's traffic engineers are satisfied with the access location.



Figure 5 - Street names / site context

Parking

32. The majority of submitters raised car parking as a substantial concern. Concerns primarily were focused on the current car parking issues in the area, with many submitters noting that there is limited on-street car parking available making it difficult to navigate the street network, access driveways, cross the road safely or park in proximity to their destination. Many believed that the increase in population and flow on effects to traffic and parking would exacerbate existing issues. Additionally existing issues were considered to be resulting from construction workers parking in the area. Some submitters also raised the Rippleside Park refurbishment and expansion works, citing that there will be an even greater community demand for car parking in this location. Other submitters raised the reduction in car parking sought as unreasonable and that additional parking would need to be provided on site to address the demand of the apartments. Some submissions raised specific concerns with the sharing of the marina and visitor spaces at the development and the reduction to car parking sought. Finally, concerns were raised with existing residents parking their vehicles on a longer than temporary basis in the Council car park at the end of Yacht Approach.

Response

33. These concerns were discussed with Council's Traffic Engineering Team and Statutory Planning Team to assist with understanding the issues at hand. Further in preparing this report, City officers have attended the site on a number of occasions to fully comprehend the concern of submitters.
34. In considering the car parking reduction sought, Clause 52.06 of the Greater Geelong Planning Scheme requires a permit for a reduction of spaces (including to zero). Typically, permits do not specify the number of spaces a reduction is seeking. Submitters took particular issue with the sharing of marina spaces and visitor car spaces for the dwellings and the classification of the reduction of car parking. Specifically, the Marina car parking is required to provide 32 on space car parks, and visitor car parking for the dwellings is required to provide 16 car parking spaces. The reduction sought as identified in the submitted Traffic and Transport Report was for 2 spaces, associated with the retail premises. Submitters raised that the sharing of spaces was inappropriate, as it did not consider occasions when all 32 spaces were full for the marina, and where visitors would be required to park in this instance. It is noted that Clause 52.06 does not provide guidance on this issue, as the marina parking arrangement is not a requirement of the planning scheme, but a requirement of a planning permit for the site.
35. The concern of submitters in relation to exactly how many spaces the reduction of car parking is seeking is reasonable. In order to address this, the classification of the reduction can be changed from the City's assessment from 2 spaces to 18 spaces (2 retail, plus the 16 visitor spaces). The increased reduction was considered by Council's Traffic Engineering Team who identified the reduction as acceptable in this instance, given the capacity of the surrounding street network and the car parking areas were considered capable to absorb the additional demand.
36. In further clarification around the operation of the marina/visitor spaces, the permit applicant clarified that it was not intended that there be separate designated marina and marina/visitor spaces, but simply that the 32 spaces were one in the same. As such, during operation, on occasions where all 32 spaces are filled, additional visitors/marina users would be required to park elsewhere, either in Council car parks, or in the surrounding street network.
37. Ultimately, existing issues, particularly those around construction workers parking in the area are temporary in nature. Council's Traffic Engineering Team identified that temporary issues are not able to be addressed.
38. Council's Traffic Engineering Team acknowledged the submissions and agreed that there is the potential for an increase in parking demand in the area resulting from the development. However, they identified that it is too early to fully understand what these impacts would be, and it will be a case of waiting to see whether any concerns develop once construction is completed and the dwellings are occupied, and for Council to act accordingly to address these. It is understood that on-street car parking is not a concern as these spaces should be available for community use. Where issues become exacerbated, or particular parking issues occur,

mitigation measure can be created such as the inclusion of timed parking signage, no standing/parking signage and the like. However, this can only be done on the ultimate outcome for the site so would be reliant on the development being finalised and occupied.

39. It was also acknowledged by Council's Traffic Engineering Team that increased traffic volumes could reasonably be accommodated into the local road network, and that impacts would most likely be felt on Balmoral Crescent and Victoria Street where the roads are narrower.
40. It is noted that provision of limited parking in areas often causes commuters to re-evaluate modes of travel and transportation. The site is well serviced by public transport, with the North Geelong Train Station only 400 metres from the site. It also has reasonable pedestrian infrastructure, particularly along the waterfront and connecting south to Central Geelong. These alternative transportation options could reasonably be utilised by new residents. Mode shifts typically occur where parking is a limited option, so the proposal could encourage this.
41. A handful of submitters considered that the car parking rates as stipulated by Clause 52.06 were inadequate, and that the demand at the site would likely be much greater than what the required rates are. The City can only implement the requirements of the planning scheme, and does not have the ability to change them. These rates have been set out across the state of Victoria and cannot be increased.

Bicycle parking

42. Four submitters raised concerns with the reliance of bicycle parking on the site to justify the reduction in car parking. It was noted by various submitters that residents of the new building would likely be retirees, or holidaymakers from Melbourne who would rely on private vehicles to gain access to the site, and as such the provision of bicycle parking would not be utilised.

Response

43. Bicycle parking must be provided in accordance with the rates stipulated at Clause 52.34 of the Greater Geelong Planning Scheme. Clause 52.34 requires the development provide a bicycle parking rate of 25 spaces, with 17 for residents and 8 for visitors. This applies regardless of whether a reduction of car parking is sought. The proposal provides for 115 bicycle spaces, with 84 provided for residents, and 31 for visitors to the site.
44. A consideration for granting a reduction to car parking under Clause 52.06 of the Greater Geelong Planning Scheme includes the provision of bicycle spaces at the site. Whilst submitters may disagree with this, it is a consideration of the planning scheme and cannot be disregarded. Based on the concerns raised around the reduction of car parking, which Council as previously noted is willing to conservatively put as 18 spaces, the provision of additional bicycle parking would benefit the proposal. Whilst it may not entirely mitigate the reliance on car usage, additional and convenient bicycle parking would encourage greater uptake in modal shift away from cars, further alleviating car parking issues.
45. The demographic that choose to purchase or rent apartments as a part of Stage 5 is not something that the planning scheme gives particular consideration to. It merely encourages a diversity of housing types to meet differing community needs. The apartment types provided vary with a mixture of one, two and three bedroom dwellings, which, with the inclusion of lifts, can accommodate a wide variety of household types, many of which may utilise alternative modes of transportation, particularly given the sites proximity to public transport, pedestrian and cycling infrastructure, and connections to Central Geelong.

Increased traffic

46. Many submissions raised concerns with the increase in traffic for the surrounding street network. The proposal according to many submissions has not appropriately addressed both the existing traffic volumes and the anticipated traffic volumes. Request for updated traffic modelling was raised by a number of submitters.
47. Some submissions also raised secondary issues of the capability of the road network to handle the additional traffic volumes, as well as the public transport network.

Response

48. Whilst some submissions considered the transport and traffic report to be out of date, Council's Traffic Engineering Team were satisfied that the figures within the report could be appropriately relied upon.
49. Further, Council's Traffic Engineering Team noted that the most recent traffic counts were from April 2014. Whilst these counts were taken a substantial time ago, it was considered that there has been little development in the area since, so they could potentially be used to assist in confirming the capability of the road network even if increases were included. Based on those counts, even with conservative increases to traffic volumes, as the roads are classified as 'Local Roads' they can handle an indicative volume of up to 2500 vehicles per day. Based on the assessment, all traffic volumes will be well within the road capacity at full development.
50. It is recommended that should the amendment proceed to a planning panel, the traffic report and design of the proposal be peer reviewed and considered by an independent traffic expert to address the concerns of the community and determine whether there is consensus amongst Traffic Engineering experts.

Liverpool Street upgrade

51. As a part of the original planning permit for the site, the Department of Transport and Planning required improvement works to the intersection of Liverpool Street and Melbourne Road. Some submitters were aware of this and queried when these works would be undertaken. One mentioned the original permit requiring traffic lights at this intersection and requested timing on these works.

Response

52. The matter has been discussed with Council's Traffic Engineering team, Statutory Planning Team, and the Department of Transport and Planning (DTP). It has been raised that some works as shown in Figure 6 and Figure 7 below have been undertaken since the original permit PP647/2004. These works appear primarily to relate to the incorporation of a formal bike lane on Melbourne Road and additional line marking.
53. It is noted that the works originally required by Planning Permit PP647/2004 did not include the installation of a traffic light system, but created a slip lane off Melbourne Road to Liverpool Street, with the realignment of the service lane, and installation of a divider that would only allow traffic from Liverpool Street to turn left onto Melbourne Road effectively prohibiting traffic turning right from Liverpool Street onto the service lane in Melbourne Road.
54. In further discussions, DTP has advised that there are no improvement works scheduled or planned at this location currently. They also advised that based on the permit condition requirements, it falls outside DTP's sphere of responsibility, and that Council is the responsible authority for determining the appropriateness of the works.
55. Further discussions with Council's Traffic Engineering team raise concerns with the plans endorsed under Planning Permit PP647/2004, specifically that they do not factor in the bike lane that has since been added, the trees in the outer separator are now mature and would be at risk of being removed, and there may be visibility conflicts for drivers from the endorsed plans. Further, the impact to traffic exiting the service road would be significant, and as such these works should not go ahead as they pose potential vehicle conflict issues.



Figure 6 - Liverpool Street/ Melbourne Road intersection 7 April 2011

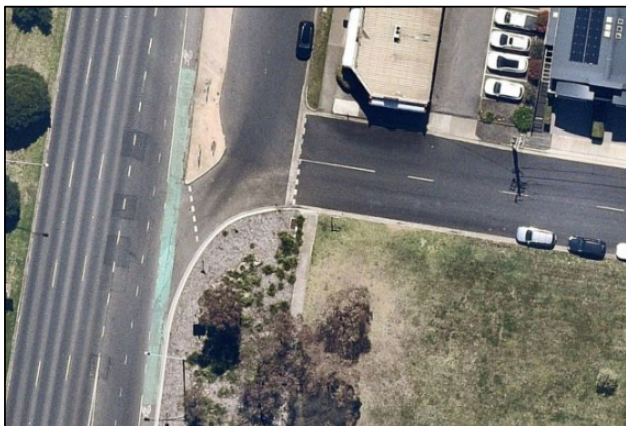


Figure 7 - Liverpool Street/ Melbourne Road intersection 6 October 2023

Yacht Approach and Liverpool Street left turn only works

56. As a part of the original Planning Permit PP647/2004 for the site, improvement works to Liverpool Street, adjacent to Yacht Approach were endorsed. The plans showed that Yacht Approach would be a left turn only, with a concrete median preventing traffic turning right onto Liverpool Street and continuing onto Balmoral Crescent. Various submitters have queried when these works will be undertaken.

Response

57. This matter has been discussed with Council's Traffic Engineering team and Statutory Planning Team. Both Liverpool Street and Yacht Approach are Council managed roads and as such it is the relevant authority for these roads.
58. The plans for Planning Permit PP647/2004 were endorsed in 2007, and upon revaluation of these plans concerns have been raised by Council's Traffic Engineering Team. Specifically, that the plans would require a realignment of Yacht Approach that would result in an intrusion into Rippleside Park, and would also require a section of the park to be filled due to the slope to obtain the minimum 1 in 6 slope gradients required by today's standards, which would impact upon at least one tree in the park.

59. It is the opinion of Council's Traffic Engineering Team that a splitter island in Liverpool Street is not required for the above reasons. It would also result in the removal of on-street car parking north of the intersection in an area where car parking is a concern for residents.

BUILT FORM RELATED ISSUES

Character and architectural merit

60. Concerns for the development being 'out-of-character' for the area was a matter raised by 101 submissions. Most submissions made reference to the nearby residential area to the west of the site and the heritage overlay and controls that affect the land. Many felt that the development needed to be more responsive to the heritage character of the surrounding area.
61. A handful of submissions also raised the development's lack of architectural merit as a concern.

Response

62. Neighbourhood character is a consideration in the Greater Geelong Planning Scheme as identified at Clause 15.01-5S and Clause 15.01-5L. When considering character, both the existing, and emerging character can be elements drawn upon. It is noted that unlike residential zones, the Comprehensive Development Zone is a specialised zone applied to unique sites, and in this instance requires that development be sympathetic to the surrounding residential and recreational areas.
63. This proposal clearly draws heavily upon the emerging character of the area. It is acknowledged that the development is a departure from the typical single/multi dwelling developments found on the west side of Balmoral Crescent. This does not mean however that it is out-of-character. With more modern three storey development occurring directly north of the site, (see Figure 9) similarly 7 Balmoral Crescent has a permit for a three storey apartment building, albeit with five apartments, the scale is substantially less. These developments, which have been approved much more recently than the remainder of the Balmoral Quay Rippleside site all draw on cuboid modernist designs, with articulated facades and elements, and a mixture of materials. All elements that the proposed design for the planning permit draws upon.
64. The site has a unique context and history, being a former shipyard, it was not previously residential in nature. That said, this proposed design draws its focus on the adjacent residential development to the north and also within the existing Balmoral Quay Rippleside development. In this context, it is not out of character.
65. With regard to the heritage impacts on the area, the site abuts a heritage overlay at its north-west corner. Previous discussions with Council's Heritage advisor noted that advice was only informal as the site itself is not affected by a heritage overlay. With this in mind, the advice provided recommended that the height and articulation of the development be given further consideration. In particular a reduction in scale to a predominantly two-storey principal height with recessive third storey elements.
66. Whilst it is understood that the above is the preference of the heritage advisor, the development presents a specific opportunity for infill development in a highly desirable location with excellent access to services, infrastructure and open space. It is acknowledged that the development could be more cohesive with its eastern heritage context, however the site itself is not subject to heritage controls, and as such the controls are not considered to be applicable to the same degree compared to sites with a Heritage Overlay control applied.
67. It is noted that Council's Urban Design team reviewed the proposal and were supportive of the design.
68. The Comprehensive Development Zone Schedule 2 has a similar purpose to that contained in the Rippleside Urban Design Guidelines 2023. Specifically, that the development is both *sympathetic to the surrounding residential and recreational environment...* and also *contributes towards residential density and housing diversity*. As noted above, the development draws key elements of design from the emerging character of the area, which is considered to be appropriately responsive to the site and its context. Further it provides a reasonable contribution to urban infill demand in Geelong.



Figure 8 - Balmoral Crescent Streetscape Elevation



Figure 9 - Adjacent development to north of site at 5 Balmoral Crescent - image taken from south-east corner

Scale/height

69. The overall height of the proposed Stage 5 development was raised as a concern by 103 submissions. The matter of height/scale was often referenced in relation to many other concerns such as character and overshadowing, matters that have been addressed separately in this report.

Response

70. It is understood why a proposed seven storey development would cause concern within the community. This built form outcome is currently only present in Central Geelong. However, the demand for infill housing in appropriate and desirable locations such as this is resulting in continuous change for the Geelong community.
71. This land is a unique context in that it is substantially lower than the residential dwellings located on Balmoral Crescent and those further west. So, whilst the development is seven storeys, it is only perceivable as this from its southern and eastern vantages. It is noted that when viewed from Rippleside Park the development will appear to be in its full height and scale. Whilst this aspect may be considered daunting, given the embankment and adjacent development at 7 Balmoral Crescent, it's unlikely that the form will appear completely out-of-context as it would if the site and surrounds were all flat. The embankment and adjacent three storey developments give the site a greater opportunity for increased height that can reasonably respond to the context of the area without being monolithic or dominating.
72. Façade articulation, mixture of materials, architectural design and activation of the street frontage are all important elements that will soften the view of the site and encourage pedestrian interaction with the space which will further reduce its perceived scale.
73. The sites visibility on approach from Liverpool Street (see Figure 8) is an increase on the existing scale in this location, however on balance the additional scale can be justified in terms of an integrated planning approach with a net community benefit in terms of availability of housing choice.

Overdevelopment

74. Overdevelopment, or density was a matter raised by 30 submissions. Of these, many raised that the density was also incorrectly identified, as the site is not a 'medium density development' as directed by the proposed Rippleside Urban Design Guidelines (March 2023), but a 'high density development'.

Response

75. It is acknowledged that the proposed Urban Design Guidelines reference medium density development, and the proposed stage 5 development would classify itself as a high density development. However, this does not preclude the development from meeting the objectives and principles contained within the Urban Design Guidelines.
76. It needs to be acknowledged that the Urban Design Guidelines apply to the entire site, include the already complete and nearing completion stages 1-4 of Balmoral Quay Rippleside, all of which are medium density. To change the density within the Urban Design Guidelines would be retrofitting the controls to allow the development, as opposed to ensuring they accurately reflect the current and envisaged built form outcome.
77. The objectives of relevance in the Rippleside Urban Design Guidelines 2023 are:
- *To consolidate development activity in urban Geelong with medium density housing located within urban Geelong*
 - *To encourage the development of well-designed medium density housing to improve housing choice*
78. Urban design principles of relevance in the Rippleside Urban Design Guidelines 2023 are:
- *Optimise development density within other built form constraints.*
79. Whilst the design of the development is high density, it still meets these objectives by providing development activity within urban Geelong, and provides for well designed housing in a desirable location to improve housing choice. The development has optimised its density whilst giving consideration to the constraints of the site and its context, and on balance is considered to be appropriate.

Overshadowing to Rippleside Park and surrounding properties

80. Overshadowing was raised by 56 submitters. Two main overshadowing concerns arose, with 53 mentions of concern for the overshadowing of Rippleside Park, and 21 mentions of concern for overshadowing to neighbouring properties.

Response

81. This concern was one initially shared by Council's Open Space Department, who upon reviewing the initial proposal were unsupportive, and requested changes to the design to reduce shadowing impacts and further shadow diagrams, taken at the winter solstice (where overshadowing to the park would be at its worst) to determine whether the overshadowing would be acceptable.
82. The overshadowing to Rippleside Park at the winter solstice is at its worst at 9am, and progressively reduces over the course of the day. When taken at the standard shadow assessment date of the 22 September, shadows are similar to the development approved under the existing Planning Permit PP647/2004 (see Figure 10).
83. Whilst not a consideration of Council's Open Space Department, of general interest the applicant provided a human movement study from January 2016-February 2021 which showed high activation areas for visitors to Rippleside park (see Figure 11). It is noted that the areas that would be overshadowed from the development have relatively low activation levels.
84. Overshadowing to neighbouring dwellings has also been considered and when considered within the standard assessment window of 9am to 3pm at the equinox (September 22), the development is compliant (as shown in Figure 10). Streetscape renders were also provided that show overshadowing to the fence line of the neighbouring property at 41 Liverpool Street, with

these removed by 10am (see Figure 12). Whilst not a requirement of the Greater Geelong Planning Scheme, the applicants overshadowing diagrams from the winter solstice show that while 41 Liverpool Street is overshadowed at 9am, shadows to the dwelling (excluding the fence line) are removed by 10am. This is considered to be acceptable as it is outside the rescode assessment timeframes outlined for overshadowing considerations.

- 85. It is noted that overshadowing to existing apartments in the Balmoral Quay Rippleside area is compliant with the rescode standards of the Greater Geelong Planning Scheme.

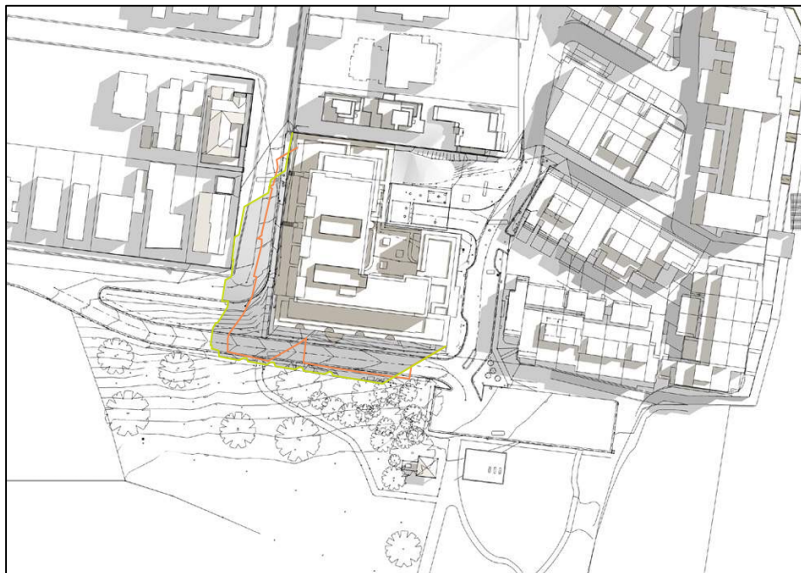


Figure 10 - 9am Sep 22 Shadow Diagram - green line proposed development, orange line PP647/2004 permit

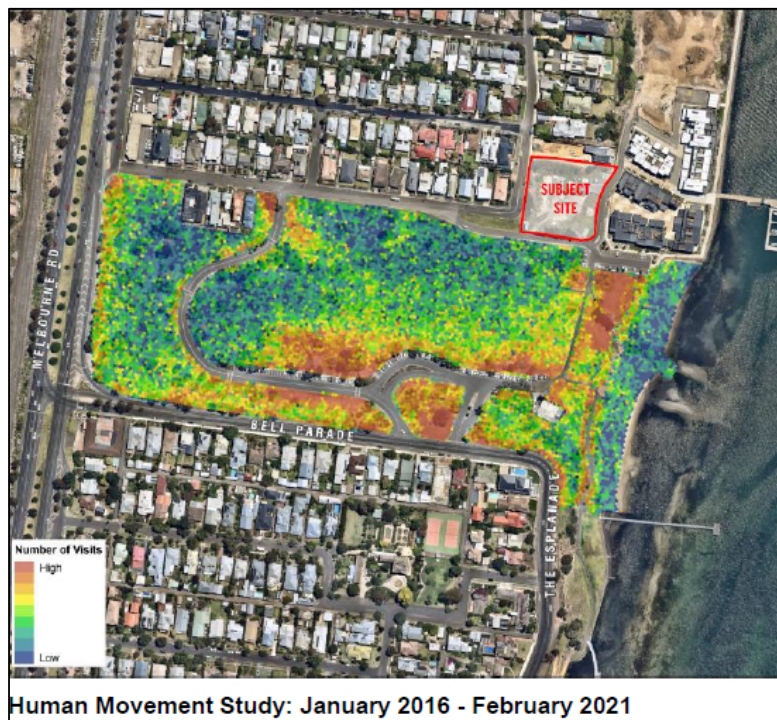


Figure 11 - Human Activity Heatmap

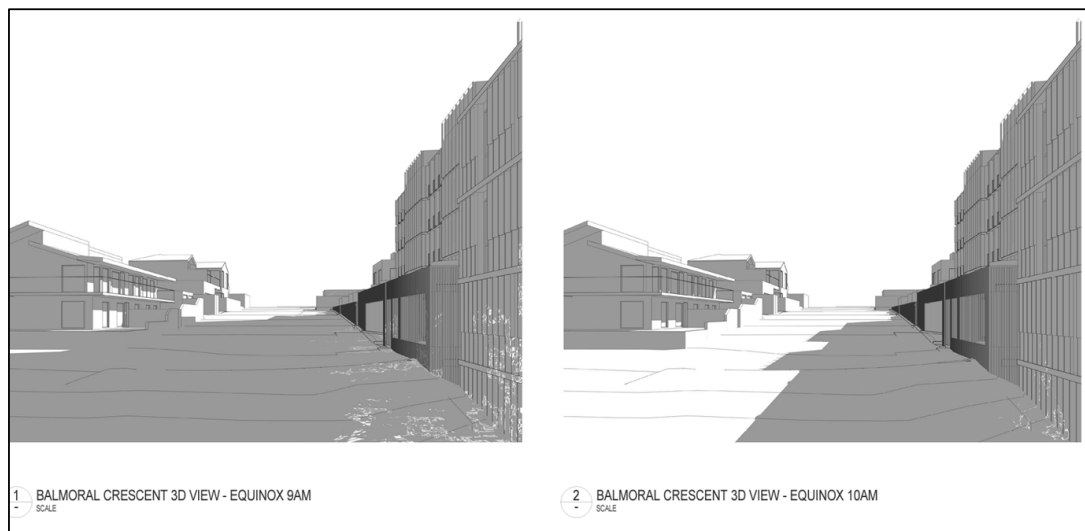


Figure 12 - Overshadowing to 41 Liverpool Street at the equinox. 9am to left - 10am to right

Infrastructure strain

86. Infrastructure strain was a matter referenced by various submitters. However, the infrastructure referenced differed between submitters. Outside of those concerns with the road and public transportation network that have been addressed previously in this report, some submitters raised concern with power and sewer infrastructure and its capacity to handle the increase demand from the proposal.

Response

87. The planning permit application was initially referred to the relevant service authorities including Barwon Water, Powercor and the CCMA. Further during the exhibition period these authorities were notified again in case they wanted to provide a submission. It is noted that Barwon Water's original response included permit conditions, and they requested through the exhibition process that these be included on the planning permit, as they were omitted by error previously. No other authorities provided a response, which typically means that they do not object to the granting of a planning permit, and do not require any conditions be imposed on the permit.

Views

88. Fifteen submitters raised concerns with the impact of the development upon existing views, specifically the obstruction of views to Corio Bay.

Response

89. It is noted that there are some existing and proposed controls around the sharing of views. The current Rippleside Urban Design Guidelines 2000, and the proposed Rippleside Urban Design Guidelines 2023 both include the same diagram for the protection of views (see Figure 13). It is noted that the original Urban Design Guidelines contemplated that views would be maintained around the Stage 5 area, and that there was no anticipation of views being provided over Stage 5. As such, the increase in height, even if considered against the original Urban Design Guidelines 2000, would still be acceptable.
90. In Figure 13 below, views are only contemplated from dwellings atop the escarpment on the east side of Balmoral Crescent towards Corio Bay, and for two dwellings adjacent to Stage 5 on the west side of Balmoral Crescent that have a side frontage to Balmoral Crescent. Both of

these dwellings have been designed with large balconies to their eastern side presumably to maximise on views to Corio Bay, however the existing Urban Design Guidelines do not contemplate the retention of views in this area.

91. The development will undoubtedly impact upon the views achieved by these dwellings. It is likely based on existing plans that what is currently approved at the site would also impact upon these views, though not as significantly as what is proposed.
92. It doesn't appear that there is any opportunity to mitigate this concern, other than to highlight that the development technically meets both the existing and continued view corridor protection identified in the Rippleside Urban Design Guidelines (2000 and 2023).
93. It is noted that other than the diagram shown in Figure 13 below, there are no other mechanisms within the Planning Scheme that contemplate or require the protection of views and as such is compliant with the Greater Geelong Planning Scheme.

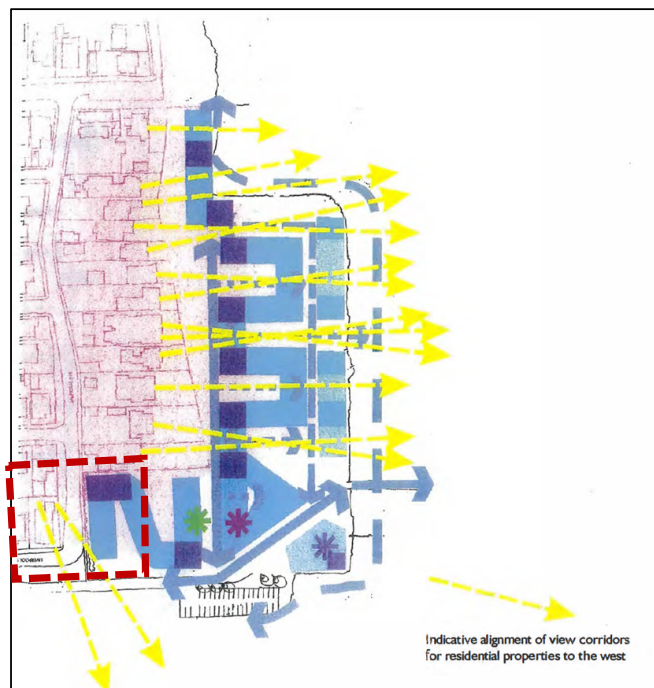


Figure 13 - F7 Implications Buildings – Rippleside Urban Design Guidelines 2000 – Permit area shown Red Dash (added)



Figure 14 - View to eastern elevation of 41 Liverpool Street, taken from Balmoral Crescent adjacent to Stage 5



Figure 15 - View to Eastern side of 52 Walker Street taken from Balmoral Crescent adjacent to Stage 5 area

OTHER MATTERS

- 94. Various other issues were raised by submissions that were either raised by one or a small number of submitters, or cannot be categorised into the main theme groups. These matters have been addressed individually below:

Development should rely on the existing permit

- 95. Quite a few submitters raised that the existing permit was appropriate and for the most part met community expectations. Whilst there were some submitters that still opposed the original stage 5 design also, the majority who referenced the original permit referenced it as the preferable outcome.

Response

96. It is noted that the development, whilst still valid under an existing permit, cannot proceed based on the current endorsed plans.
97. Since the issue of the original permit and endorsement of the plans in 2007, a substantial Barwon Water asset has been constructed in the north-east corner of the site, which would impede on much of the currently endorsed design. Further whilst a full assessment has not been undertaken against the original proposal, since 2007 several requirements have been introduced to the planning scheme that would not have been required to be considered at the issue of the permit. The most notable including Clause 15.01-2L – Environmentally Sustainable Design, and Clause 55.07 Apartment Developments.
98. Regardless of the controls that affected the land at the time, from the sentiment expressed in many of the submissions, it seems that the primary preference for the original design is based on the number of storeys, and number of dwellings. These issues have been addressed earlier in this report.

Social Housing

99. A number of submissions made brief reference to the social housing contribution of a cash contribution of 2.2% being unsubstantial and not achieving appropriate outcomes. Another queried if Geelong Affordable Housing Trusts would be subject to the same obligations to share the owners corporations costs and fees. Another, objected to the provision of affordable housing within the development due to the potential safety issues arising from residents.

Response

100. To clarify this matter, the applicant has agreed to provide a dwelling contribution, not a 2.2% cash contribution. The dwelling has been identified as a ground floor dwelling on the plans prepared by SJB Town Planning, which is a one-bedroom dwelling at the ground floor. The City agrees with the views of some submitters and considers a physical dwelling being delivered as a positive outcome.
101. With regard to how ownership will operate, the Geelong Affordable Housing Trust as the owner would be subject to the same obligations as any other owner of an apartment in the building. Whilst this is not currently clarified in the Section 173 Agreement, it could be added in to alleviate any concerns for future.
102. The provision of affordable housing occasionally receives objections from the community due to negative perceptions of tenants/residents, however these objections are typically unfounded.

Noise

103. Submissions that raised noise as a concern raised three types of noise as an issue. Firstly, noise from the construction of the development. Secondly, noise from an increased number of residents, and finally noise from the increased number of vehicles anticipated from the proposal.

Response

104. Noise from construction, both existing and future, cannot be contemplated by the *Planning and Environment Act 1987*. There are current mechanisms in place outside the *Planning and Environment Act 1987*, which require construction to meet various standards and codes, these are typically implemented by the Environmental Protection Authority, which would address any matters during the construction process should they arise.
105. Noise from residents is anticipated in all residential areas. It is not unreasonable that in a residential location residential noise may occur.
106. The road network has been designed to be capable of handling 2500 vehicles per day, any number of vehicles within this limit and their associated noise is considered typical for a residential context.

Concerns with extent of notice

107. Approximately three submissions raised concerns with the extent of notice of the amendment and permit not being substantial enough, and that not all affected properties were directly notified.

Response

108. The categorisation of 'affected properties' has always been subjective, and as such other mechanisms are utilised to ensure notice is extensive, including newspaper notices and a gazette notice. All properties that abut Liverpool Street, Balmoral Crescent and were accessible of Yacht Approach were notified directly with a letter. The extent of notice must end at some point, and this point may not always be agreed with by the community.

Image on website

109. Two submitters raised the issue that the image on the Council website during exhibition was either misleading or an inaccurate representation of the development.

Response

110. The Plan shown on Council's website is located on Page 39 of the Plans Package, specifically within Chapter 2 Design Response. It shows the current proposed development.

Reduction to amenity

111. Many submitters generally noted that the development would cause a 'reduction in amenity' although few specified exactly which amenity impacts are being impacted.

Response

112. The reduction of amenity is a comment made by many submitters, but it is a relatively difficult component to define and can be subjective. This said, almost every submission who raised this concern also spoke of impacts to character and the enjoyment of Rippleside Park. It's considered that this matter isn't required to be specifically addressed as amenity either relates to noise, visual or environmental amenity, and these matters have been addressed elsewhere in this report.

Privatisation of space

113. One submitter raised concern that without a roadway between Balmoral quay and Corio Bay this space would be privatised.

Response

114. The Balmoral quay development has provided an upgrade to the pedestrian network directly adjacent to Corio Bay connecting St Helens Park and Rippleside Park. As we move away from car dependency, pedestrian activation is more greatly encouraged and valued. The water frontage is not in private ownership and can be enjoyed by the public. Regardless, this matter is not part of the consideration for the existing amendment.

Street naming and issues with emergency services navigating the site

115. A number of submissions raised concerns with the existing street arrangement of the Balmoral Quay, Rippleside estate and the naming of the roads creating confusion for emergency services accessing the site. Various submissions recall a particular example where emergency services were unable to find a unit within the site.

Response

116. In discussions with the City's Property Department, they have advised that this issue occurred some time ago and has since been addressed by naming Yacht Approach, which previously was not named. The boardwalk, and internal walkways where units are oriented to these were

also named. Previously Yacht Approach was not named, and addressing was to Harbourside Drive. It is noted that the Property Department has numerous landowners also existing in the development that do not want the name or addressing change, however this process has commenced to address the concerns previously mentioned.

117. Currently this process requires signage to be put up internally to the site, and the Property Team can finalise their process. The developer has advised signage is being prepared and is due to be displayed at the end of November 2023, and the property team has advised their process typically takes 2-4 weeks, so in theory this matter should be resolved prior to 2024, or in the early portion of 2024.

Issues with road widths and emergency services accessing site and blocking access to residents

118. Two submitters raised issue with the road widths at the site and the ability of emergency services to access the site. Additionally, one raised that during an emergency event because of the single road access, residents would be unable to access their dwellings.

Response

119. The matter of road widths and ability of emergency services to access the site was raised by several submitters. Ultimately, the matter of road widths was determined before the current amendment or planning permit, as a part of the original development. There are no changes to the road widths or alignments as a result of the planning permit.
120. With this in mind, when utilising *Clause 53.02 Bushfire Planning Table 5 Vehicle access design and construction*, the minimum standards have been met. Specifically, that a minimum trafficable width of 3.5 metres is provided, which has been achieved. As has the requirements for all-weather construction, load limits, clearance of obstructions to the sides and vertically from the road, and average/maximum grade levels.
121. If an emergency event occurs at the site, and emergency services block access to the site, it would be a similar expectation to that of any other emergency response. Residents having to wait a number of hours to enter their dwellings during an emergency is a minor inconvenience in the context of an emergency.

Risk of landslip/stability of land

122. Two submitters raised concerns as to the risk of landslip from the surrounding embankment, and the stability of the land.

Response

123. The supporting documents provided with the application include a geotechnical report which contemplates a change to the height of the development, cut into the slope and basement car parking. The report noted that their comments remain supportive of the proposal and that despite difference in development plans from the original Planning Permit PP647/2004, these do not take away from the recommendations or advice previously provided.
124. The report specifically notes that considering the current development plans propose to replace the vast majority of slopes with an engineered retaining wall, and the portion of slope between the Barwon Water Pumping Station and Harbourside Drive would remain untouched, the assessment does not consider a slope stability risk assessment is required. This is supported by the development eliminating potential slope instability via replacement with an engineering retaining wall, which is considered to be an improvement. Further earthworks are considered to be limited, particularly to existing slopes such that these existing slopes would be in no worse condition than at present.

Issues with Urban Design Guidelines

125. Six submitters raised issue with the consideration and changes to the Urban Design Guidelines March 2023. Some took specific issue with the interpretation by the officer that the existing

development did not accord with the Urban Design Guidelines, and that the updates reflect the emerging character of the area.

Response

126. Where inconsistencies were listed with the original Urban Design Guidelines 2000, these were also reflected in the existing Comprehensive Development Plan 2000. Both documents reference a larger number of non-residential uses that were never realised at the site. Further, the village square components and built form outcomes did not necessarily reflect best practice urban design outcomes, and similarly were not realised in Stages 1 through 4. Elements that remain consistent with the existing Urban Design Guidelines and CDP were the retention of views through the site, the separation of built form, and activation of the waterfront with pedestrian infrastructure/built form. These elements remain in the proposed Urban Design Guidelines and Comprehensive Development Zone.

Lack of electric vehicle charging spaces

127. One submitter raised concern about the lack of electric vehicle charging spaces provided at the site, noting that the demand for electric vehicle spaces will increase in the future. It is noted that the plans provide two electric vehicle visitor car spaces for the development.

Response

128. At least one electric vehicle charging space is required under the environmentally sustainable design BESS Assessment to claim towards the transport contribution, which has been provided.
129. It is noted that there is no requirement within the Greater Geelong Planning Scheme to provide any electric vehicle charging at a site, but it is an option that can be utilised to increase a developments contribution to Environmentally Sustainable Design. Additional electric vehicle parking cannot be required from the development as there is no minimum requirement in the Planning Scheme.

Retail premise use

130. One submission queried what the proposed retail use would be.

Response

131. It is understood that without knowing what the use is, it is difficult for the community to comment on it.
132. Whilst this is acknowledged, it is fairly typical for developments to provide retail spaces before obtaining a tenant. At this stage, the tenant for the space is not known which isn't unreasonable or uncommon in the planning process. Should a use seek to operate from the site that is not in accordance with the Comprehensive Development Zone, a permit would be required, and a relevant assessment undertaken.

Reduction in property values

133. Three submissions raised concerns with the developments impact on property values in the area.

Response

134. The reduction in property values is not a consideration under the *Planning and Environment Act 1987*.

Precedent

135. A small number of submissions raised concern about the precedent that a seven-storey development would set in Geelong, and also in locations close to the waterfront.

Response

136. It is noted that once Stage 5 is completed, the Balmoral Quay Rippleside development is finished, and there are no further opportunities for development at the site. Further the site is one of few in Geelong that is affected by the Comprehensive Development Zone, which would allow a scale of seven storeys to be contemplated. Any future proposal similar to this would likely be subject to a planning scheme amendment process, or planning permit process that would engage in community consultation, and each be considered on its merits. Another amendment similar in scale has occurred at the Geelong Saleyards, Amendment C434ggee, which incorporated a Comprehensive Development Zone with six storey height preferences and a 10 storey maximum height. Developments of this scale are typically contemplated on unique sites with access to high amenity location, public transportation, and services.

Mobility around the site

137. A number of submissions raised concerns with the existing infrastructure and proposed pedestrian paths and their limitations for people with limited mobility.

Response

138. Upon visiting the site, it is noted that some footpaths have hard-edge curb at their edges, making them un-navigable for those with limited mobility.
139. Whilst this matter was raised with the City's Traffic and Infrastructure Team, a clear solution has not yet been identified. The existing footpath network is outside the scope for the current amendment and permit, and whilst a condition can be included on the proposed permit to ensure all footpaths are accessible and designed appropriate, retrospective works are limited.
140. It is recommended the submitters who raise this as a concern further follow up with the City's Traffic and Infrastructure Team to see if remediation works can be undertaken through a formal request process.

Supportive/no objection***Response***

141. The G21 Geelong Regional Alliance, Committee for Geelong and Property Council of Australia all prepared submissions supporting the amendment and planning permit. Many focused on the increased housing demand and substantial growth of Geelong, and highlighted the site's location, nearby open space and public transportation, and connection to Central Geelong as key reasons why the City should support the proposal. More specifically that the amendment would facilitate urban infill at a strategically well located site.
142. All supportive submissions considered the built form to be of a high-quality design.
143. Various servicing authorities were provided the opportunity to comment on the amendment, including Barwon Water, the Corangamite Catchment Management Authority (CCMA), Country Fire Authority (CFA), Department of Environment, Land, Water and Planning (previously DELWP, now Department of Energy, Environment and Climate Action or DEECA), Powercor, Wadawurrung Aboriginal Corporation. Of these authorities, only the CFA, Powercor and DEWLP/DEECA provided commentary, which was either supportive of the development with conditions, or raised no objection or concerns to the amendment or permit.

ATTACHMENT 2 - AMENDMENT C436ggee - SUMMARY OF SUBMISSIONS**DATE: 06/12/2023**

Certain individual names have been redacted due to privacy permission.

No.	Surname	Postal Address	Suburb	Summary
1	Abikhair	Balmoral Crescent	Rippleside	Scale excessive. Out of character for quiet residential area. Overshadowing to Rippleside park. Increase in traffic will exacerbate existing parking issues. Reduction in car parking unreasonable. Safety concerns with access locations. Loss of views. Construction will cause unreasonable impacts to amenity and function of area.
2	Individual Submitter	Victoria Street	Rippleside	Scale excessive. Increase in traffic will exacerbate existing parking issues. Safety concerns with access location. Overshadowing to neighbouring properties.
3	Individual Submitter	Ryrie Street	Geelong	Supportive of amendment – aligns with G21- Geelong Regional Alliance and delivery of housing supply and choice in a highly accessible location in proximity to central Geelong.
4	Barry	Vincent Avenue	Geelong	Out-of-character. Strain on infrastructure. Safety concerns with access locations. Car parking reduction unreasonable and will exacerbate existing parking issues.
5	Barry	Walker Street	Rippleside	Out-of-character. Safety concerns with access locations. Car parking reduction unreasonable and will exacerbate existing parking issues. Strain on infrastructure.
6	Individual Submitter	Lady Nelson Drive	Rippleside	Increase in traffic and car parking on street. Safety concerns with access location. Pedestrian safety in area a concern.
7	Individual Submitter	Osborne Avenue	North Geelong	Scale excessive. Impact to views. Overshadowing unreasonable to Rippleside Park. Increase in traffic and reduction in car parking and associated safety concerns.
8	Individual Submitter	Edward Street	Rippleside	Scale excessive. Increase in traffic and car parking on street. Safety concerns with access location. Scale excessive. Shadowing to Rippleside Park. Character impacts.
9	Individual Submitter	Liverpool Street	Rippleside	Overshadowing and impact to Rippleside Park. Scale excessive. Detrimental to character. Increase in traffic and car parking on street. Safety concerns with access location.
10	Individual Submitter	Liverpool Street	Rippleside	Insufficient car parking, increase in traffic will exacerbate existing safety and parking issues. Traffic entering from Victoria Street overpass causes back up over bridge. Refurbished Rippleside park will increase parking demand in area. Overshadowing to properties. Safety concerns with access location. Scale excessive.
11	Brown	Victoria Street	Rippleside	Increase in traffic will exacerbate existing safety and parking issues. Infrastructure strain. Overshadowing to Rippleside Park. Increase population cause overcrowding of park/infrastructure. Insufficient attention to sustainable design. Negative impact to view corridors, and visually dominant. Lack of community engagement.
12	Individual Submitter	Margaret Street	Rippleside	Increase traffic strain on existing infrastructure. Street incapable of handling additional vehicles. Safety concerns with access location. Pedestrian safety. Scale excessive and out-of-character.
13	Individual Submitter	PO Box	Essendon Fields	Increase traffic would exacerbate existing parking issues. Streets incapable of handling additional vehicles. Safety concerns with access location.
14	Campbell	Lady Nelson Drive	Rippleside	Oppose reduction of car parking. Increased traffic would exacerbate existing parking issues. There should be 37 separate visitor spaces.
15	Cassar	Margaret Street	Rippleside	Increase traffic would exacerbate existing parking issues. Safety concerns with car parking design and parking locations. Out-of-character.

No.	Surname	Postal Address	Suburb	Summary
16	Cavallo	Holden Avenue	Rippleside	Reduction in visitor parking. Road network cannot handle additional traffic. Scale excessive.
17	Individual Submitter	Lakeside Drive	Burwood East	No objection. The site is outside the Bushfire Prone Area. Advice regarding service delivery contact Fire Rescue Victoria.
18	Individual Submitter	Walker Street	Rippleside	Concern with Traffic analysis, impact not calculated. Increase traffic would exacerbate existing issues and safety issues with access areas. Amenity loss resulting from population and noise. Impacts to views. Character impacts. Scale excessive for context.
19	Individual Submitter	Victoria Street	Rippleside	Scale excessive. Increase in traffic. Out-of-character. Increase in noise and pollution.
20	Collins	Walker Street	Rippleside	Increase traffic and reduction in car parking. Pedestrian safety. Overdevelopment
21	Individual Submitter	Gheringhap Street	Geelong	Supportive of amendment. Meets demand for housing options in suitable infill locations within a walkable catchment of public open space and transportation. Provides high-quality housing choice.
22	Cook	Galley Way	Armstrong Creek	Unaffordable. Likely to provide short term rentals/Airbnb which is detrimental to area. Impact to Rippleside park via overshadowing, character and view. Out of character.
23	Individual Submitter	Margaret Street	Rippleside	Out of character. Scale excessive. Detracts from surrounding heritage. Shadow impacts only show 9am-3pm which is unrealistic. Shadow impacts unreasonable to dwellings on Balmoral Crescent. Rippleside park shadowing also unreasonable. Waste collection and safety an issue in narrow streets. Increase in traffic exacerbate existing parking issues. Pedestrian and cyclist safety concerns. Parking inadequate. Waste collection a concern. Social housing cash contribution of 2.2% lacks community benefit.
24	Cross	Swinburne Street	Rippleside	Pedestrian safety. Intersection between footpath and crossovers is unsafe for cyclists and vehicles also due to lack of sight lines to footpath. Access location of safety concern. Lack of consultation with community. Out-of-character and will negatively impact character. Streets not designed for increase traffic on Victoria Street and Swinburne Street.
25	Individual Submitter	Victoria Street	Rippleside	Overshadowing of Rippleside park. Negatively impact character. Scale excessive. Vehicle access arrangement unsafe, increased traffic of concern. Existing construction traffic causing major hazards in street network.
26	Individual Submitter	Balmoral Crescent	Rippleside	Increase traffic will exacerbate existing issues with safety.
27	Curtis	St David Street	Rippleside	Scale excessive. Negatively impact character and heritage of area. Overdevelopment. Increased population. Increased traffic and associated safety issues. Competition for car parking. Vehicle access arrangement unsafe.
28	Darragh	Liverpool Street	Rippleside	Scale excessive, set detrimental precedent. Increase traffic would exacerbate existing issues. Liverpool Street intersection unsafe. Reduction in parking. Noise. Safety issues for pedestrians and cyclists. Overshadowing to park.
29	Individual Submitter	Backwell Street	North Geelong	Traffic and parking concerns. Unclear how dwellings can increase but a reduction of car parking can be sought.
30	Deam	Balmoral Crescent	Rippleside	Scale excessive, increase in population, safety concerns for access location and emergency services. Lowers value of properties. Increase in traffic exacerbating existing concerns. Overshadowing to Rippleside park.
31	Individual Submitter			No objection.

No.	Surname	Postal Address	Suburb	Summary
32	Edwards	St David Street	Rippleside	Scale excessive. Increase in traffic unreasonable.
33	Individual Submitter	Lumb Place	Rippleside	Scale excessive. Out-of-character. Single access will exacerbate existing traffic issues and parking. Issues with construction process and parking. Emergency services access to site. No commercial component should be included due to issues with parking in the area. The original permit required traffic lights at the end of Liverpool Street, when will this happen? View impacts to neighbours and shadowing impacts.
34	Fagg	Vivian Street	Belmont	Out-of-character, scale excessive. Area does not have a school or supermarket so is car dependent. Increase in traffic would exacerbate existing parking issues. Safety concerns with access location and increased traffic volumes. Overshadowing to neighbouring properties and Rippleside Park. Not affordable housing. Apartments too small. Overdevelopment.
35	Fagg OAM	Vivian Street	Belmont	Issues with explanatory report. Specific concerns with wording used. Explanatory report does not contemplate impact to Rippleside residents. Issues with applicants supporting documents and planning report. Scale excessive and out-of-character for area. Conflicts with planning policy. Unjustified development. Negatively impact neighbourhood, residents, and park users.
36	Farrow	St David Street	Rippleside	Conflicts with objective for medium density in Rippleside. Increase in traffic will exacerbate existing parking issues. Not enough parking has been provided. Associated safety issues with increase in traffic particularly to pedestrians and cyclists. Scale excessive, out-of-character. Negatively impact Rippleside Park. Access location and safety concerns.
37	Individual Submitter	St David Street	Rippleside	Scale excessive. Increase traffic will exacerbate existing issues with parking/traffic flow. Safety for pedestrians and cyclists. Safety and access locations. Out-of-character. Heritage impacts. Trains are overcrowded and cannot handle increased use.
38	Ferguson	Lady Nelson Drive	Rippleside	Scale excessive, out-of-character. Shadow impacts to neighbouring properties and Rippleside park. Overdevelopment. Impact heritage significance of area.
39	Individual Submitter	Lady Nelson Drive	Rippleside	Overdevelopment. Existing issues with current partially completed development. Impacts to character and amenity of area. Increase traffic and exacerbation of existing issues. Concerns with access location and safety. Development potential precedent setting and impact upon heritage significance of area.
40	Ferguson	Lady Nelson Drive	Rippleside	Increase traffic will exacerbate existing issues. Intersection layouts and road network problematic with safety concerns from increased traffic. Unsafe for pedestrians and cyclists. Car parking existing issues will be exacerbated. Scale excessive. Over-development. Increase population place undue strain on existing infrastructure. Out of character.
41	Ferguson	Lady Nelson Drive	Rippleside	Increase traffic will exacerbate existing issues. Road network problematic, increase traffic would cause additional safety concerns. Unsafe for pedestrians and cyclists. Car parking existing issues would be exacerbated. Scale excessive. Over-development. Increase population place undue strain on existing infrastructure. Out of character.
42	Filby	PO Box	Rippleside	Overdevelopment of site. Traffic hazard with single road access. Concern for emergency vehicle access. Existing parking issues will be exacerbated. Concern for pedestrian and cyclists with increase in traffic.
43	Fraser	Drumcondra Avenue	Drumcondra	Overdevelopment, scale excessive, out-of-character. Increase in traffic will exacerbate existing issues with limited car parking and vehicle movements on unsafe road network. Single road access concern for emergency services. Request for updated traffic modelling of area.
44	Individual Submitter	Lady Nelson Drive	Rippleside	Overdevelopment. Scale excessive, out-of-character. Heritage impact and impacts to Rippleside park. Additional commercial premises will create undue competition as there is an existing café. Existing car

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				parking issues will be exacerbated. Concerns with access for emergency services. Restricts access to foreshore for recreational fishing use due to lack of parking. Lack of EV capability. Additional pollution of Corio bay. Storage and collection of additional waste bins not considered. Community concern.
45	Individual Submitter	Melbourne Road	Rippleside	Increase traffic will exacerbate existing parking and traffic management issues and pose safety risk to pedestrians and vehicles. Existing road configuration unsafe for increased traffic.
46	Furneaux	Edward Street	Rippleside	Increase traffic will exacerbate existing issues around parking in the area. Current pedestrian/cycling infrastructure unsafe. Out of character. Excessive scale.
47	Individual Submitter	Mckillop Street	Geelong	Access arrangements unsafe. Increase traffic will exacerbate existing congestion and safety issues.
48	Gibson	St David Street	Rippleside	Excessive scale. Visually obtrusive. Increase to population will strain existing infrastructure. Out-of-character.
49	Glen	Lady Nelson Drive	Rippleside	Rippleside Urban Design Guidelines are inaccurate. Requirements in the Guidelines direct for safe movement for people with limited mobility. Footpath construction as a part of Stage 1 is not ramped for wheelchair access. Incorrect information for Parking and Traffic claims access is from Yacht approach however no access is provided. Proposed entry/exit poses safety issues. Requirement for 154 spaces, with 136 spaces proposed. There is no provision of 16 visitor spaces as there cannot be shared with Marina spaces. Increased traffic would reduce public accessibility to the area due to increase in parking demand. Provision of 90 bicycle spaces will not impact car dependency.
50	Goodear	Po Box	Geelong	Issues with supplied Traffic and Transport Assessment. Underestimates car parking demand of residents. The parking between the marina and visitors for the dwelling should not be shared. Estimated values are not reflected of real life traffic volumes which are higher than indicated when stage 3-4 become operational. Access arrangement via Liverpool St to Harbourside Drive and to Marine car park unsafe. Residences are favoured via retirees who have no desire or need for 115 bicycle spaces and will be car reliant.
51	Goodman	Lothian St	Rippleside	Out of character. Increase traffic would cause safety issues for pedestrians and exacerbate existing parking issues. Cash payment of 2.2% for social housing is inappropriate and housing should be provided.
52	Individual Submitter	Lumb Place	Rippleside	Scale excessive. Out of character for area. Does not consider heritage values of area. Reduction of car parking should not be supported. Increase in traffic demand resulting from the proposal will exacerbate existing parking issues and congestion. Concerns with access arrangement and emergency services accessibility. Impact to Rippleside park. Overdevelopment. Due diligence required for developer due to ongoing issues with construction of Stages 1, 2 and likely 3 and 4.
53	Gorell	Balmoral Cres	Rippleside	Scale excessive. Existing development out of character and too high density. proposal will exacerbate existing issues and is out-of-character.
54	Individual Submitter	Po Box	Geelong	Lack of building inspection for existing Balmoral Quay development resulting in Sewer issues and breaches to the National Building Code. The street names in Balmoral Quay resulting in safety issues for emergency services and inconvenience to residents and visitors. Lack of footpath along Yacht Approach. Single access point to Balmoral Quay unsafe. Removal of parking for existing Stage 1 a concern. Shared visitor spaces with marina birth will exacerbate existing issues. Report does not consider doubling of traffic from Stage 3 and 4. Access arrangement unsafe. 115 bicycle spaces unnecessary as area is car reliant. Stage 1 of Balmoral Quay does not have a waste management plan, Stage 5 should not be able to proceed with existing issues. Issues with sewer in area. Negative impact to character and operation of Rippleside PARK. Scale excessive and out-of-character. Stability of cliff face during construction.

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55	Individual Submitter	Balmoral Crescent	Rippleside	Development is out-of-character and does not consider heritage significance of area. Scale excessive.
56	Individual Submitter	Lumb Place	Rippleside	Reliance on the last traffic study which is over 20 years old should not be relied upon. An updated traffic report should be required. Overshadowing to Rippleside park and surrounding area. Increase traffic will exacerbate existing issues. Concern for emergency vehicle access. Scale excessive and out-of-character. Access arrangement unsafe.
57	Individual Submitter	The Esplanade	Drumcondra	Loss of amenity. Increase to traffic. Reduction in property values. Focus on economic benefit over environmental and social.
58	Individual Submitter	St David Street	Rippleside	Increase in traffic and car parking on street. Safety concerns with access location. Scale excessive.
59	Hannan-Smith	Liverpool Street	Rippleside	Scale excessive. Exceeds the 16m waterfront precinct height limit in the Central Geelong Framework Plan March 2023. Dominant building form, out-of-character. Affordable housing contribution should not include a cash option. Wind tunnel effect, particularly on high wind days as identified in Renzo Tonin assessment unacceptable. The Urban Design Guidelines have not been met in relation to traffic. Increase in traffic will exacerbate existing issues with safety and car parking. Unsafe access arrangement. Errors in supporting amendment documentation Urban Design Guidelines. Issues resulting from ongoing construction at the site. Two access/exit points insufficient and unsafe location.
60	Harry	Muscovy Drive	Grovedale	Demographic utilising the apartments will not assist with alleviating the housing shortage as they are likely to have multiple residences. Negatively impact Rippleside park via overshadowing and scenery. Additional traffic will exacerbate existing car parking issues. Out-of-character.
61	Harry	Margaret Street	Rippleside	Scale excessive. Limits existing views. Increase population will exacerbate noise and traffic congestion in area and result in unsafe traffic volumes.
62	Heriot	PO Box	Lower Sandy Bay	No net-community benefit. Excessive scale, lacks response to key character elements. Out-of-character. Negatively impact neighbourhood character. Increase to traffic exacerbate existing issues with vehicle volumes and car parking. High-density development, cannot be termed 'medium density'. Overshadowing and dominance of Rippleside Park. Lack of response to heritage advice for further articulation. Fails to meet Urban Design Guidelines Section A2.5. No convenience store proposed and fails to meet community needs. Required services such as schools, supermarkets or health services are not located in a walkable catchment of the site. The social housing contribution option to be provided as a cash contribution is of concern.
63	Individual Submitter	Victoria Street	Rippleside	Impact to Rippleside Park amenity and overshadowing. Increased traffic exacerbate existing issues with access arrangements and car parking. Scale excessive. Out-of-character. Traffic likely to cause safety hazards, and risk for pedestrians and cyclists.
64	Horan	Walker Street	Rippleside	Excessive scale. Negative impact to Rippleside park including overshadowing. Out-of-character. Increased traffic and associated issues with safety and parking. Concerns with intersection and access locations.
65	Horan	Walker Street	Rippleside	Excessive scale. Negative impact to Rippleside park including overshadowing. Out-of-character. Increased traffic and associated issues with safety and parking. Concerns with intersection and access locations.
66	Individual Submitter	PO Box	North Geelong	Infrastructure cannot handle increased pressure from increased population from proposal.
67	Humphreys	Victoria Street	Rippleside	Overshadowing to Rippleside Park. Increased traffic and associated issues with safety for pedestrians and parking. Increased congestion.

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68	Individual Submitter	Rix Street	Herne Hill	Excessive scale. Negative impacts to character. Increase traffic will exacerbate existing congestion issues and parking problems.
69	Individual Submitter	Liverpool Street	Rippleside	View impact to existing dwellings nearby. Traffic arrangement cause for safety concern. Parking issues exacerbated.
70	Individual Submitter	Liverpool Street	Rippleside	Dwelling increase unreasonable. Scale excessive. Traffic and Transport Assessment does not consider vehicles impact on road network. Increased traffic will exacerbate existing problems. Questions: - Is the previously proposed 'no right turn' from Yacht Approach intended to apply - Is a slip-lane necessary at Melbourne Road?
71	Jordan	Walker Street	Rippleside	Out-of-character, scale excessive. Impact to heritage area. Over development of site. Infrastructure strain from increased population. Removal of vegetation from site. Increased traffic will exacerbate existing parking issues and cause safety issues for pedestrians and cyclists.
72	Jordan	Walker Street	Rippleside	High density inappropriate. Out-of-character, scale excessive. Impact to heritage area. Over development of site. Infrastructure strain from increased population. Removal of vegetation from site. Increased traffic will exacerbate existing parking issues and cause safety issues for pedestrians and cyclists. Social and affordable housing should not be provided via a cash contribution. Image on website deceptive – shows previous development.
73	Individual Submitter	Fryers Road	Highton	Impact to Rippleside Park amenity and overshadowing. Increased traffic exacerbate existing issues with access arrangements and car parking. Scale excessive. Out-of-character. Traffic likely to cause safety hazards, and risk for pedestrians and cyclists.
74	Individual Submitter	Swinburne Street	Rippleside	Impact to Rippleside Park amenity and overshadowing. Increased traffic exacerbate existing issues with access arrangements and car parking. Scale excessive. Out-of-character. Traffic likely to cause safety hazards, and risk for pedestrians and cyclists.
75	Kent	Victoria Street	Rippleside	Scale excessive. Overshadowing to Rippleside park. Increase in traffic would exacerbate existing safety/congestion/parking issues and roads cannot handle additional volumes. Concern for safety of pedestrians.
76	Individual Submitter	Walker Street	Rippleside	Safety concerns with increased traffic and parking causing issues for emergency services access to area, and site.
77	Individual Submitter	PO Box	Rippleside	Impact to Rippleside Park amenity and overshadowing. Increased traffic exacerbate existing issues with access arrangements and car parking. Scale excessive. Out-of-character. Traffic likely to cause safety hazards, and risk for pedestrians and cyclists.
78	Kiss	Liverpool Street	Rippleside	No architectural merit. Overdevelopment of site, scale excessive. Impact to Rippleside Park. Increasing traffic will exacerbate existing parking issues and detriment the area.
79	Koerntjes	Walker Street	Rippleside	Scale excessive. Overdevelopment, inappropriate density for location. Out-of-character. Overshadowing impacts. Unsympathetic to heritage of area. Increase in traffic will exacerbate existing congestion and parking issues.
80	Individual Submitter	Balmoral Crescent	Rippleside	Reduction to car parking will exacerbate existing parking issues. Reduction to amenity of area. Out-of-character. Not responsive to nearby heritage overlay.
81	Individual Submitter	PO Box	Highton	New height limits do not take into consideration the existing area or scale. Overshadowing to Rippleside Park. Increased traffic will exacerbate existing issues with car parking, and likely to cause safety issues for pedestrians and cyclists. Architectural merit. Incorrect figure or cost.

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82	Kurelja	Walker Street	Rippleside	Scale excessive. Overdevelopment, inappropriate density for location. Out-of-character. Overshadowing impacts. Unsympathetic to heritage of area. Increase in traffic will exacerbate existing congestion and parking issues. Access location unsafe. Infrastructure cannot handle increase demand.
83	Kurelja	Walker Street	Rippleside	Out-of-character. Scale excessive. Overshadowing of neighbouring properties and park. Loss of amenity. Reduction of car parking and increased traffic would exacerbate existing issues with congestion and parking. Resulting safety issues from access location.
84	Lalor	St David Street	Rippleside	Increase in traffic and car parking on street. Safety concerns with access location. Scale excessive.
85	Lodge	Balmoral Crescent	Rippleside	Increase in traffic and car parking on street. Safety concerns with access location. Scale excessive. Pedestrian safety in area a concern.
86	Lowe	Margaret Street	Rippleside	Excessive scale. Over development. Unresponsive to nearby heritage context. Increase in traffic would exacerbate existing issues with congestion and parking. Safety issues for access location and pedestrians/cyclists. Reduction of amenity.
87	Individual Submitter	Margaret Street	Rippleside	Out-of-character. Unresponsive to nearby heritage context. Increase traffic will exacerbate parking issues and will cause safety concerns. Access location a concern for pedestrians.
88	Lyons	Lady Nelson Drive	Rippleside	Increased traffic will exacerbate existing parking issues which is a concern for those with limited mobility. There is no mobility within existing Balmoral quay making it difficult for those with limited mobility to navigate the site.
89	Individual Submitter	Balmoral Crescent	Rippleside	No roadway between balmoral quay and Corio Bay. Excessive scale. Precedent setting. Over-development of the site. Out-of-character, not responsive to context or surrounding heritage values. Impacts to view corridors. Lack of footpath connections around development. Increase traffic generated will exacerbate existing congestion/parking issues. Lack of nearby facilities to cater for needs of residents. Construction issues and traffic generation will be exacerbated. Road should be widened to development. Existing permit was meant to restrict right turns from Liverpool Street. Sharing of marina and visitor spaces a concern. access location unsafe. Footpath infrastructure in area unsafe. Noise during construction.
90	Individual Submitter	Walker Street	Rippleside	Scale excessive. Traffic increase will cause congestion.
91	Mahoney	Balmoral Crescent	Rippleside	Scale excessive and out-of-character. Increase traffic will exacerbate existing congestion and safety issues for vehicles and pedestrians. Sets precedent.
92	Individual Submitter	Balmoral Crescent	Rippleside	Over development of the site. Scale excessive. Out-of-character. Concern for access location and safety of proposed access of Balmoral Crescent.
93	Individual Submitter	St David Street	Rippleside	Increase traffic would exacerbate existing congestion/parking issues.
94	Individual Submitter	Walker Street	Rippleside	Out-of-character. Scale excessive. Overshadowing of neighbouring properties and park. Loss of amenity. Reduction of car parking and increased traffic would exacerbate existing issues with congestion and parking. Resulting safety issues from access location.
95	Individual Submitter	Victoria Street	Rippleside	Scale excessive. Increase in traffic. Noise. Safety concerns. Out-of-character.

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96	Individual Submitter	Margaret Street	Rippleside	Lack of architecture merit. Out-of-character. Scale excessive. Overshadowing of neighbouring properties and park. Loss of amenity. Reduction of car parking and increased traffic would exacerbate existing issues with congestion and parking. Resulting safety issues from access location.
97	Individual Submitter	Liverpool Street	Rippleside	History of Rippleside Park. Impacts to park excessive. Lack of parking. Increase in traffic.
98	McKenzie	Walker Street	Rippleside	Out-of-character. Scale excessive. Overshadowing of neighbouring properties and park. Loss of amenity. Reduction of car parking and increased traffic would exacerbate existing issues with congestion and parking. Resulting safety issues from access location.
99	Mckenzie	Grandview Street	Ballina	Out-of-character. Scale excessive. Overshadowing of neighbouring properties and park. Loss of amenity.
100	McKinnon	Balmoral Crescent	Rippleside	Out-of-character. Scale excessive. Overshadowing of neighbouring properties and park. Reduction of car parking and increased traffic would exacerbate existing issues with congestion and parking. Resulting safety issues from access location. Will set an unreasonable precedent for development in the area.
101	McKinnon	Balmoral Crescent	Rippleside	Reduction of car parking and increased traffic would exacerbate existing issues with congestion and parking. Resulting safety issues from access location. Out-of-character. Scale excessive. Overshadowing of neighbouring properties and park.
102	McManus	Margaret Street	Rippleside	Scale excessive. Increase in traffic and reduction in car parking and associated safety concerns.
103	McNamara	Drumcondra Avenue	Drumcondra	Impact to character of area. Obstruction of views to Bay. Scale excessive for location. Construction impacts from past years will continue.
104	Individual Submitter	Harbourside Drive	Rippleside	Increase in traffic and car parking on street. Safety concerns with access location. Scale excessive. Precinct setting.
105	Individual Submitter	Harbourside Drive	Rippleside	Supportive of amendment subject to increase to car spaces significantly. Concerns were increase in traffic and car parking on street. Safety concerns with access location. Scale excessive. Precinct setting.
106	Individual Submitter	Holden Avenue	Rippleside	Overdevelopment. Scale excessive. Unsafe for pedestrians. Increase in traffic.
107	Mills	Muli Muli Drive	Ocean Shores	Scale excessive. Impact to character of area. Cost of apartments unaffordable and does not address affordable housing issues. Out-of-character. Negatively impact character of area.
108	Individual Submitter	Wattletree Rd	Drumcondra	Scale excessive. Out-of-character. Unsafe/accessible location for emergency services. No consideration for heritage context. Reduction of car parking and increased traffic would exacerbate existing issues with congestion and parking. Resulting safety issues from access location.
109	Modica	Walker Street	Rippleside	Lack of car parking and increased traffic would exacerbate existing issues with congestion and parking. Resulting safety issues from access location for pedestrians and cyclists.
110	Modica	Walker Street	Rippleside	Reduction of car parking and increased traffic would exacerbate existing issues with congestion and parking. Resulting safety issues from access location for pedestrians. Construction issues arising from workers parking and using streets.
111	Individual Submitter	Victoria Street	Rippleside	Out-of-character. Scale excessive. Overshadowing of neighbouring properties and park. Reduction of car parking and increased traffic would exacerbate existing issues with congestion and parking. Resulting safety issues from access location.

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112	Neilson	Walker Street	Rippleside	Out-of-character. Scale excessive. Overshadowing of neighbouring properties and park. Reduction of car parking and increased traffic would exacerbate existing issues with congestion and parking. Resulting safety issues from access location.
113	Neilson	Walker Street	Rippleside	Out-of-character. Scale excessive. Overshadowing of neighbouring properties and park. Reduction of car parking and increased traffic would exacerbate existing issues with congestion and parking. Resulting safety issues from access location.
114	Individual Submitter	PO Box	North Geelong	Car park entry location safety concern for vehicles/pedestrians and queuing of vehicles on road. Increase traffic will exacerbate existing issues with congestion and parking. Emergency services access concern. Yacht approach will need to be modified. Public open space provided only for residents.
115	Individual Submitter	Liverpool St	Rippleside	Scale excessive, out of character. Lack of services in area to cater for additional residents. Existing issues with development management. Increase traffic and access arrangements pose safety concerns. Increased population cause for safety concerns.
116	Individual Submitter	PO Box	Rippleside	Scale excessive and out-of-character. Lack of services in area to service additional residents which will require vehicles and vehicle movements. Waste management. Emergency services access. Concerns with current construction. Increased traffic will exacerbate existing congestion and parking issues. Access location for vehicles to site is unsafe. Safety concerns around increase population nearby. Non compliant with urban design.
117	Individual Submitter	Margaret Street	Rippleside	Scale excessive. Increase traffic will exacerbate existing congestion/safety/parking issues.
118	Individual Submitter	Liverpool Street	Rippleside	Will exacerbate existing traffic and parking issues. Access locations/arrangement unsafe.
119	Individual Submitter	Lumb Place	Rippleside	Overdevelopment of the site. Excessive scale. Out-of-character. Increase traffic will exacerbate existing parking/congestion/safety issues.
120	Individual Submitter	St David Street	Rippleside	Increased traffic will exacerbate existing parking/congestion/safety issues.
121	Perks	St David Street	Rippleside	Out-of-character. Increase traffic will exacerbate existing parking/congestion/safety issues.
122	Perks	St David Street	Rippleside	Excessive scale. Out-of-character. Increase traffic will exacerbate existing parking/congestion/safety issues.
123	Individual Submitter	Balmoral Crescent	Rippleside	Overdevelopment of the site. Excessive scale. Out-of-character. Increase traffic will exacerbate existing parking/congestion/safety issues. Overshadowing and impact to Rippleside Park.
124	Individual Submitter	Walker Street	Rippleside	Out-of-character for both surrounding heritage area and existing Rippleside development. Visible location. Social housing contribution should be greater than 2.2 percent. Lack of consideration for previous Panels recommendations. Scale excessive, and highly visible. Over-development of the site. Negatively impact character of the area. Increase traffic will exacerbate existing traffic issues around car parking/congestion/safety and traffic management. Masterplan referenced by Cardno Traffic and Transport Assessment not available. FIA application yet to be received. Traffic calculations are flawed as they do not account for where there may be more than one visitor to multiple dwellings. Traffic access location a concern. Has VicRoads/VicPolice been considered. Emergency services been contacted. Safety concerns for pedestrians in the area with vehicle access location. Disability mobility around the site.

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				Boundary fence height not shown. Overshadowing to park and impact on surrounding residents.
125	Individual Submitter	Walker Street	Rippleside	Overdevelopment of the site. Excessive scale. Out-of-character. Increase traffic will exacerbate existing parking/congestion/safety issues. Overshadowing and impact to Rippleside Park.
126	Individual Submitter	Walker Street	Rippleside	Overdevelopment of the site. Excessive scale. Out-of-character. Increase traffic will exacerbate existing parking/congestion/safety issues. Overshadowing and impact to Rippleside Park.
127	Individual Submitter	Locked Bag	Melbourne	Supportive subject to conditions.
128	Individual Submitter	Walker Street	Rippleside	Out-of-character, does not consider heritage context of the site. Common elements not incorporated. Increase in traffic will exacerbate existing congestion/parking/safety issues. Access locations and increase population cause concern for safety of pedestrians. Lack of mobility consideration.
129	Individual Submitter	Walker Street	Rippleside	Obscures views to bay for existing dwellings. Out-of-character, does not consider heritage context of the site. Will negatively impact the heritage significant of the area and set an inappropriate precedent. Increase in traffic will exacerbate existing congestion/parking/safety issues. Access locations and increased population cause concern for safety of pedestrians.
130	Quayle	The Esplanade	Portarlington	Out-of-character and will negatively impact the character of the area. Excessive scale. Fire risk.
131	Raglan Ridge Advisors	Raglan Street	South Melbourne	Does not comply with Rippleside Urban design guidelines – nothing specific mentioned. Over development and out-of-character. Increased traffic will exacerbate existing congestion/parking/safety issues. Traffic management plan insufficient, further work should be done to consider existing context. Site access arrangement unsafe. Traffic assessment last updated in July 2022, and therefore out of date. Engineering not reflective of lived experience at site. Sharing marina spaces and visitor spaces as well as a reduction in car parking exacerbates existing parking issues. Safety and access for those with limited mobility not considered. Retail space use not confirmed. Unclear if Geelong Affordable Housing Trusts obligations to share the owners corporations costs and fees are not defined.
132	Individual Submitter	Victoria Street	Rippleside	Impact to Rippleside Park amenity and overshadowing. Increased traffic exacerbate existing issues with access arrangements and car parking. Scale excessive. Out-of-character. Traffic likely to cause safety hazards, and risk for pedestrians and cyclists.
133	Rivers	Victoria Street	Rippleside	Increase traffic will exacerbate existing safety issues with road locations. Access location unsafe. Concern for pedestrian safety. Exacerbate existing parking problem. Additional vehicle create increase traffic noise. Lack of architectural merit. Out-of-character. Does not address housing crisis, likely used for short-term stay.
134	Rivers	Victoria Street	Rippleside	Will exacerbate existing congestion/parking/traffic/safety issues.
135	Individual Submitter	The Esplanade	Geelong	Increase traffic will exacerbate existing congestion/parking/safety issues. Scale excessive. Does not give consideration to heritage context.
136	Schultink	St David Street	Rippleside	Excessive scale. Out-of-character. Environmentally destructive.
137	Individual Submitter	The Esplanade	Geelong	Scale excessive. Increase in traffic and parking issues. Foundation concerns with land.
138	Smith	Walker Street	Rippleside	Excessive scale. Out-of-character. Increase traffic will exacerbate existing congestion/parking/traffic issues. Safety concern with access arrangements.

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139	Individual Submitter	Mowlamein Court	Hamlyn Heights	Out-of-character, scale excessive.
140	Smith	Liverpool Street	Rippleside	Lack of appropriate road infrastructure to handle increased traffic. Increase traffic will exacerbate existing congestion/safety/parking issues. Safety concern for pedestrians.
141	Smith	Cavendish Street	Geelong	Increased traffic will exacerbate existing safety issues. Access location unsafe. Fire risk and concern for emergency vehicles access.
142	Snook	Walker Street	Rippleside	Out-of-character. Scale excessive. Lack of appropriate infrastructure and car parking.
143	Snow	Holden Avenue	Rippleside	Scale excessive. Out-of-character and not considerate of nearby heritage context. Increase in traffic detrimental.
144	Snow	Walker Street	Rippleside	Scale excessive and out-of-character for suburb. Access arrangements unsafe. Overshadowing to neighbouring properties. Will obstruct exiting views to Bay from neighbouring properties.
145	Individual Submitter	Lady Nelson Drive	Rippleside	Existing parking issues will be exacerbated with a further reduction. Unsafe vehicle access arrangements. Emergency services unable to navigate existing site. Lack of pedestrian infrastructure fit for those with limited mobility.
146	Speirs	PO Box	Geelong	Set poor precedent in regards to scale and form. Excessive scale, exacerbate car parking and congestion issues. Out-of-character. Not responsive to existing context. Density excessive, over-development. Visitor car parking cannot be shared with marina use. Safety issues with access arrangements. Lack of pedestrian infrastructure. Liverpool Street exit works not undertaken, either has work to Balmoral Cres left-only turn. Shadowing to Rippleside park. Emergency vehicle access.
147	Squires	Bell Parade	Drumcondra	Scale excessive. Increased traffic will exacerbate existing congestion/parking/safety issues. Overshadowing to houses and park. Out-of-character. Not responsive to heritage context.
148	Squires	Bell Parade	Drumcondra	Out-of-character, not responsive to heritage context. Traffic will exacerbate existing congestion/parking/safety issues. Development unsympathetic for highly visible location.
149	Stagnitti	Grandview Grove	Drumcondra	Excessive scale. Out-of-character. Overshadowing to neighbouring dwellings and Rippleside Park.
150	Individual Submitter	Victoria Street	Rippleside	Additional traffic will negatively impact neighbourhood and surrounding street network.
151	Individual Submitter	Holden Avenue	Rippleside	Out-of-character. Scale excessive. Increase in traffic and reduction in car parking and associated safety concerns.
152	Individual Submitter	Liverpool Street	Rippleside	Scale excessive. Impact to views. Obscuring of views. Overshadowing of Rippleside Park. Traffic increase will exacerbate existing congestion and parking issues. Road network unable to cater for traffic volumes safely.
153	Individual Submitter	Liverpool Street	Rippleside	Scale excessive. Increase in cars will exacerbate existing parking issues.
154	The Property Council Of Australia	Exhibition Street	Melbourne	Supportive of amendment. Compliments evolving character of Geelong and responds to housing demand and need for housing supply in desirable locations close to infrastructure and services.
155	Tilley	Edward Street	Rippleside	Excessive scale. Set inappropriate precedent for waterfront development. Out-of-character and unresponsive to heritage context.

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156	Individual Submitter	St David Street	Rippleside	Overdevelopment. Excessive scale. Out-of-character. Will exacerbate existing parking issues and safety concerns from increase in traffic.
157	Urbis Pty Ltd	James Street	Geelong	Supportive of amendment. Identifies relevant strategic and planning policy support for the proposed development and planning scheme amendment.
158	Van Doornik	PO Box	Rippleside	Out-of-character, excessive scale. Increase in traffic will exacerbate existing parking/congestion/safety issues, with concern for safety of road network with increase traffic volumes.
159	Walker	Margaret Street	Rippleside	Over-development, out-of-character. Negatively impact environment for residents and visitors. Will obstruct and monopolise views to the bay. Overshadowing to Rippleside Park. Increase in traffic will exacerbate existing congestion and safety issues, including for pedestrians and cyclists.
160	Individual Submitter	Liverpool Street	Rippleside	Will exacerbate existing safety issues for pedestrians. Increase traffic will increase noise in the area. Access arrangement insufficient and unsafe.
161	White	Bell Parade	Drumcondra	Overdevelopment, excessive scale. Lack of adequate vehicular access to site. Lack architectural merit. Lack of on-site recreational space for residents means they will rely on park for use. No additional expenditure to improve Rippleside park. Overshadowing to Rippleside Park. Lack of revised traffic counts. Increased traffic will exacerbate existing issues with congestion/safety/parking. Access arrangements unsafe. Emergency services access. Lack of parking. Visitor parking shared with Marina spaces.
162	Individual Submitter	Balmoral Crescent	Rippleside	Excessive scale, overshadowing to adjacent properties. Out-of-character. Overdevelopment/ excessive density. Increase in traffic will exacerbate existing issues with congestion/parking/safety. Car parking access arrangement unsafe.
163	Williams	Margaret Street	Rippleside	Out-of-character, unresponsive to heritage context of broader area. Increase in traffic will exacerbate existing safety/congestion/parking issues. Overshadowing to park.
164	Individual Submitter	Rix Street	Herne Hill	Concern for precedent set for scale in unique location. Impact to use and enjoyment of park. Reduction in car parking and increase in traffic will exacerbate existing issues with parking/safety.
165	Individual Submitter	Balmoral Crescent	Rippleside	Increase traffic cannot be catered for in existing road network. Access arrangements unsafe. Will exacerbate existing parking issues. Scale excessive.
166	Individual Submitter	Stradling Avenue	Geelong	Scale excessive. Impact to views of Corio Bay and detracting from waterfront amenity. Shadowing to surrounding area and open space. Obstruction of views. Precedent setting. Lack of architectural merit.
167	Individual Submitter	Walker Street	Rippleside	Excessive scale. Overshadowing to Rippleside Park. Increase to traffic will exacerbate existing congest/parking/safety issues. Concern with safety of access locations.
168	Yee	Lady Nelson Drive	Rippleside	Increase in traffic will exacerbate existing issues with access arrangements and increase safety hazards in the area. Overshadowing to Rippleside park. Construction impacts will be extensive.
169	Yenik	Liverpool Street	Rippleside	Increase in traffic will exacerbate existing safety concerns/parking issues/congestion. Height and scale excessive. Overdevelopment of site. Overcrowding, noise pollution.
170	Yenik	Liverpool Street	Rippleside	Out-of-character, sale excessive. Increase traffic will exacerbate existing safety/congestion/parking issues. Sharing of marina and visitor spaces and reduction in car parking should not be supported. Pedestrian safety with access location.
171	Individual Submitter	Liverpool Street	Rippleside	Increased traffic will exacerbate existing issues with parking/safety/congestion. Concern for emergency services access.
172	Individual Submitter	Liverpool Street	Rippleside	Increase in traffic will exacerbate existing congestion and safety issues. Concern with access arrangement traffic hazard. Concern for emergency services access.

No.	Surname	Postal Address	Suburb	Summary
173	Petition Smith	Walker Street	Rippleside	Petition signed by 419 signatories. Excessive scale, out of character. High density over-development not responsive to heritage context or highly visible location. Will overshadowing park and neighbouring properties. Increased traffic and reduction in car parking will exacerbate existing congest/parking issues. Safety concern for access location and traffic hazard. Request expert reports for urban design.