

# MINUTES

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## COUNCIL MEETING

**Tuesday 25 February 2025**  
**6:00 pm**

**City Hall**  
**57 Little Malop Street, Geelong 3220**

**LIVE STREAMED ON THE CITY'S WEBSITE:**

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

### **COUNCIL:**

Cr S Kontelj (Kardinia Ward) - Mayor  
Cr R Nelson (Barrabool Hills Ward) - Deputy Mayor  
Cr E Sinclair (Charlemont Ward)  
Cr M Cadwell (Cheetham Ward)  
Cr E Wilkinson (Connewarre Ward)  
Cr A Aitken (Corio Ward)  
Cr A Katos (Deakin Ward)  
Cr E Kontelj (Hamlyn Heights Ward)  
Cr T Sullivan (Leopold Ward)  
Cr R Story (Murradoc Ward)  
Cr C Burson (You Yangs Ward)

## **2.2. Amendment C457ggee - Highton Village Urban Design Framework - Consideration of Submissions**

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

### **Purpose**

1. To consider the submissions to Planning Scheme Amendment C457ggee and recommend that all submissions be referred to an independent planning panel.

### **Background**

2. The Highton Village Urban Design Framework (UDF) supports Council's goal of providing for fifty percent of future housing needs through urban infill, as well as delivering greater housing diversity and affordability.
3. Highton Village is a thriving centre that plays a local day-to-day retail and hospitality role within Highton. It currently comprises 7,000sqm retail floor space with a mix of independent shops and a supermarket. The Geelong Retail Strategy identifies the need for an additional 1,000sqm of floorspace by 2031 to meet the shopping needs of the community.
4. On 25 October 2022, Council adopted the UDF subject to several changes. Council also resolved to prepare and exhibit a planning scheme amendment to implement the UDF.
5. The exhibited amendment proposed to rezone two Council-owned car parks at 19 Belle Vue Avenue and 1A Taylor Court, Highton, and the road reserves, from General Residential Zone Schedule 4 to Commercial 1 Zone; apply a new Design and Development Overlay Schedule 52 (DDO52) to land within Highton Village; insert a new Clause 16.01-2L (Affordable housing); and include the UDF as a Background document.
6. The City prepared an updated January 2024 version of the UDF to reflect Council's 2022 resolution, and the UDF was exhibited with the amendment.
7. Public exhibition commenced with a letter mail out on 31 October and closed on 9 December 2024.

### **Key Matters**

8. A total of 25 submissions were received to the exhibited amendment. Of these, one was supporting, two provided comments, four were duplicate submissions and the balance of 18 raised objection on several issues.
9. Concerns raised include the proposed rezoning of two Council car parks to the Commercial 1 Zone, proposed development heights, inclusion of an affordable housing policy for the Centre, two potential development sites, car parking reduction, the addition of pedestrian crossings, exhibition timing, loss of facilities including public toilets and the library, and changes to the character of the Centre.

10. In accordance with the *Planning and Environment Act (1987)* Council must now either:
  - 10.1. Change the amendment in the manner requested by the submitters;
  - 10.2. Refer the submissions to an independent panel; or
  - 10.3. Abandon the amendment or part of the amendment.
11. In response to submissions Council officers propose the following changes:
  - 11.1. Delete DDO52 Map 1 (UDF Framework Plan), as the overlay is a stand-alone development control without the need to show the framework plan; and
  - 11.2. Remove the adopted UDF as a Background document in the Planning Scheme.
12. In response to submissions Council officers maintain the currently adopted Council position on the following items:
  13. Maintain proposed development heights across the Village Centre, the DDO52 includes a 9 metre (2 storey) height limit along Bell Vue Avenue. Other heights permitted on the balance of the Commercial 1 Zone area are 12 metres (3 storey) and 15 metres (4 storey), refer to Attachment 1;
  14. Maintain the Commercial 1 Zone for the two car parks in line with Council's approach with other activity centres. These car parks are owned by Council and there is no intention by Council to develop these sites in the foreseeable future; and
    - 14.1. Maintain the inclusion of an affordable housing policy for the Centre.
15. Given this report removes the UDF as a Background document in the Planning Scheme, concerns raised in submissions regarding pedestrian crossings and the library are no longer relevant to the amendment.
16. Importantly, the amendment implements design guidelines to protect the village character from inappropriate development where none exist now.
17. It is recommended that all submissions be referred to an independent panel appointed by the Minister for Planning.

## Recommendation

### Moved Cr T Sullivan, seconded Cr A Aitken -

**That Council, having considered all submissions to Amendment C457ggee to the Greater Geelong Planning Scheme, resolves to:**

- 1. Request the Minister for Planning appoint an independent panel under Part 8 of the *Planning and Environment Act 1987*;**
- 2. Refer all submissions to the panel; and**
- 3. Submit to the panel its response to the submissions as outlined in this report, including the supported changes to remove the Highton Village Urban Design Framework (UDF) Framework Plan from Design and**

**Development Overlay Schedule 52 and to remove the UDF as a Background document in the Planning Scheme.**

**RESOLUTION – Item 2.2**

**Amendment**

**Moved Cr A Katos seconded Cr E Kontelj -**

**That Council, having considered all submissions to Amendment C457ggee to the Greater Geelong Planning Scheme, resolves to:**

- 1. Request the Minister for Planning appoint an independent panel under Part 8 of the Planning and Environment Act 1987;**
- 2. Refer all submissions to the panel; and**
- 3. Submit to the panel its response to the submissions as outlined in this report, including the supported changes to remove the Highton Village Urban Design Framework (UDF) Framework Plan from Design and Development Overlay Schedule 52 (DDO52) and to remove the UDF as a Background document in the Planning Scheme, and also subject to reducing the maximum preferred DDO52 building height limit to 9 meters for the entire Commercial 1 zone area to maintain the character of Highton Village.**

**Carried**

**Financial Sustainability**

18. The amendment will not have any significant financial implications to Council expect for the usual costs associated with the planning scheme amendment process including Panel hearing fees.

**Community Engagement**

19. Consultation on the Urban Design Framework itself was undertaken over the period between 2016 and 2021.
20. Exhibition and notice of the resulting Amendment C457ggee were conducted in accordance with the requirements of the *Planning and Environment Act 1987*.
21. Notice was sent to over 220 owners and occupiers either directly impacted by the amendment or nearby. Notice was also sent by email to all people who made a submission during the consultation phase of the UDF.
22. The amendment and supporting documents were published on C457ggee webpage on Council's website.
23. Notice of the amendment was published in the local newspaper on 1 November 2024 and in the Victorian Government Gazette on 7 November 2024.
24. Prescribed Ministers, relevant authorities and government agencies were notified.

**Social Equity and Sustainability**

25. The amendment provides for increased housing diversity in proximity to local shopping and community facilities, and within an Increased Housing Diversity Area.
26. Local policy encourages affordable and social housing contributions in activity centres and is consistent with the City's Social Housing Plan 2020-2042 and accords with State Government policy.
27. The amendment provides direction to the local community about the future development parameters of the centre for which currently none exist. Implementing the DDO52 will ensure that excellent design and built form outcomes are to be achieved in any new development of the centre.
28. Improvements to the public realm of the Highton Village Shopping Centre through encouraging active frontages and improving pedestrian and cycling amenities will also lead to positive social effects and outcomes for customers, staff, and the wider community.

**Relevant Law/Policy/Legal Implications**

29. Council's 2020 Settlement Strategy outlines the need to provide infill housing opportunities to support population growth and identified Highton as an Increased Housing Diversity Area (IHDA). The UDF and amendment seek to provide the parameters and direction for growth of the centre fulfilling this policy.
30. The amendment is consistent with State and local planning policy on activity centres, urban design, housing supply and affordability and movement networks.

**Alignment to Community Plan and Vision**

31. This report aligns with Our Community Plan 2021-2025 strategic priority: Sustainable growth and environment.
32. 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**

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

#### **Risk Assessment**

34. Council’s Retail Strategy has identified demand for increased gross floor area in Highton Village, however, there is currently limited supply. Without new development the activity centre may not meet the needs of the community.
35. The proposed two storey/nine metre preferred maximum building height for development in Belle Vue Avenue will be lower than the eleven metre development height in the residential parts of the Increased Housing Diversity Area. There is a risk that this may not be supported through a planning panel process and amendment approval.

#### **Environmental Sustainability**

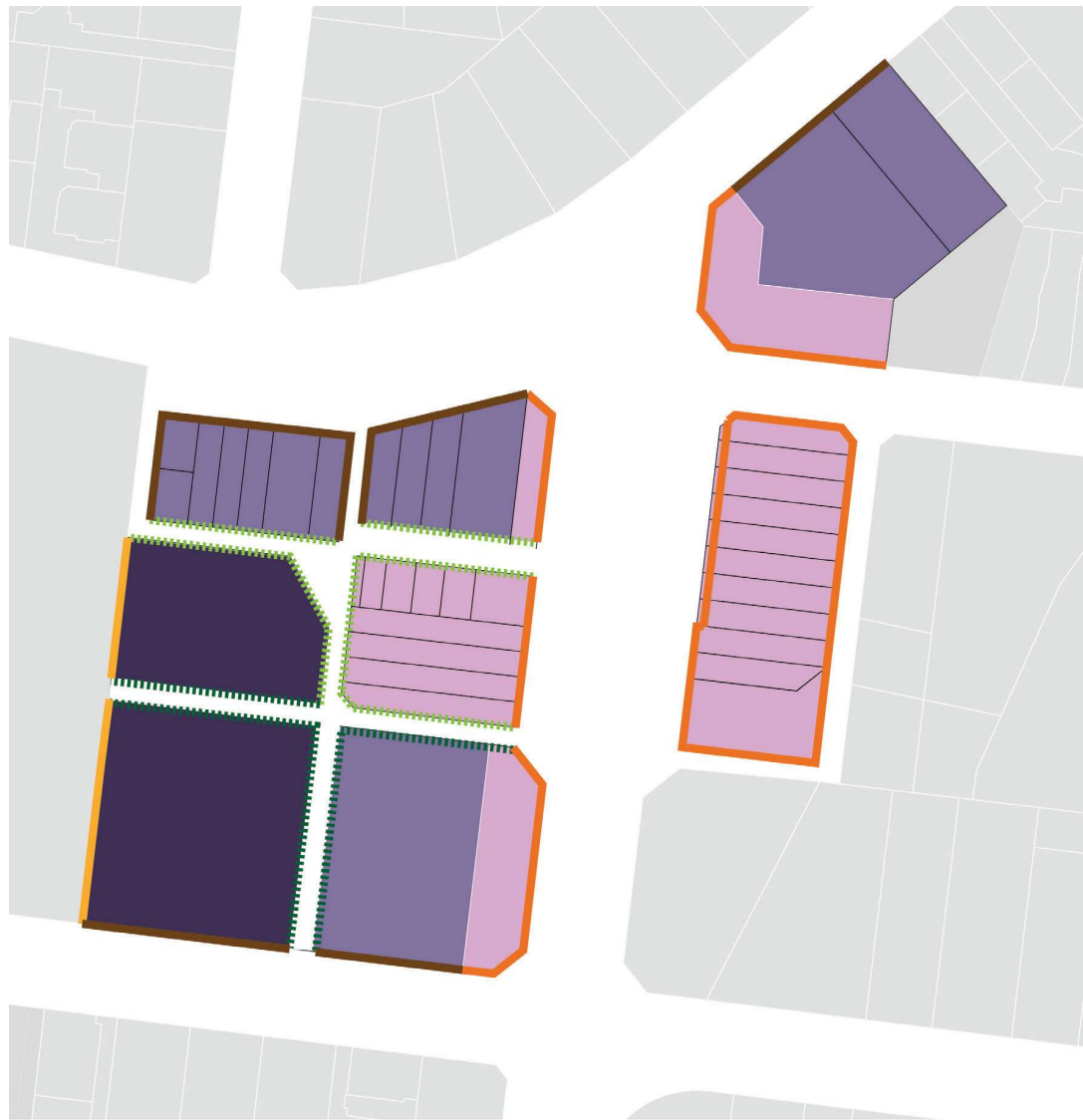
36. The amendment is expected to have a positive impact on the environment by ensuring that new development is responsive to the local context and providing built form controls that will guide new and infill development.
37. The UDF features “*retain and enhance the tree canopy and greenery of the Village*” “*encourage Environmentally Sustainable Design (ESD) in the architecture and design of buildings and public spaces*” and “*improve pedestrian and cyclist safety and amenity when designing new streets and buildings*” as some of its core urban design guiding principles. These have important environmental benefits for the Highton community.

#### **Attachments**

1. Attachment 1 - Map Building Heights and Interfaces [2.2.1 - 1 page]
2. Attachment 2 – Background and Consideration of Submissions C457GGEE [2.2.2 - 28 pages]

GREATER GEELONG PLANNING SCHEME

Map 2 to Schedule 52 to Clause 43.02 Building Heights and Interfaces






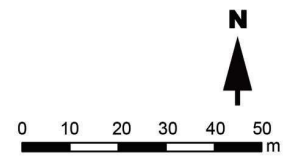
LEGEND

Preferred Maximum Building Heights

-  9 metres (2 Storeys)
-  12 metres (3 storeys)
-  15 metres (4 storeys)

Interface Type

-  Interface Type A
-  Interface Type B
-  Laneway Interface Type L1
-  Future Laneway Interface
-  Public Open Space Interface



**ATTACHMENT 2 – BACKGROUND AND CONSIDERATION OF SUBMISSIONS C457GGEE****BACKGROUND**

1. Amendment C457ggee proposes to implement the Highton Village Urban Design Framework January 2024 (Highton UDF) into the Greater Geelong Planning Scheme.
2. The amendment does this by rezoning land at 19 Belle Vue Avenue, 1A Taylor Court, the road reserves of Belle Vue Avenue, part of Taylor Court and the laneway east of Belle Vue Avenue, Highton from General Residential Zone 4 (GRZ4) to Commercial 1 Zone (C1Z), introducing a new planning policy to achieve a social and affordable housing contribution in new residential development, applying a Design and Development Overlay (DDO) to the commercially zoned extent of the Centre, and introducing the Highton UDF as a Background Document.
3. The Highton Village Urban Design Framework (UDF) supports Council's goal of providing for fifty percent of future housing needs through urban infill, as well as delivering greater housing diversity and affordability.
4. Highton Village is one of twenty-four neighbourhood activity centres across Greater Geelong, within the broader area of Highton-Wandana Heights-Ceres.
5. The Village is a thriving centre that plays a local day-to-day retail and hospitality role within Highton. It currently comprises 7,000sqm retail floor space with a mix of unique and independent stores. The Geelong Retail Strategy identifies the need for an additional 1,000sqm of floorspace in the Highton Village by 2031 to meet the shopping needs of the community.
6. Highton Village is located 5km from Central Geelong on Barrabool Road, which is the primary movement corridor between Central Geelong, the Barwon River, and the Geelong Ring Road. Roslyn Road to the south provides access to Belmont's High Street 1.5km to the east.
7. The location of the Centre is within the middle of the Highton Increased Housing Diversity Area (IHDA), and this is a desirable, middle-distance suburb to live.
8. On 25 October 2022, Council adopted the Highton Village Urban Design Framework with the following changes:
  - Include a maximum preferred building height of 9 metres on Belle Vue Avenue to protect the character of the Highton Village.
  - Retain the roundabout on Belle Vue Avenue.
  - Retain the Clock Tower.
  - Retain access to the service road from Belle Vue Avenue and Barrabool Road; and
  - No net loss of car parking, with no additional pedestrian crossings.
9. At the same meeting, Council resolved to support and prepare the planning scheme amendment and request the Minister for Planning to authorise the preparation and exhibition.
10. The amendment applies to land within the Highton Village Shopping Centre as shown in Figure 1.

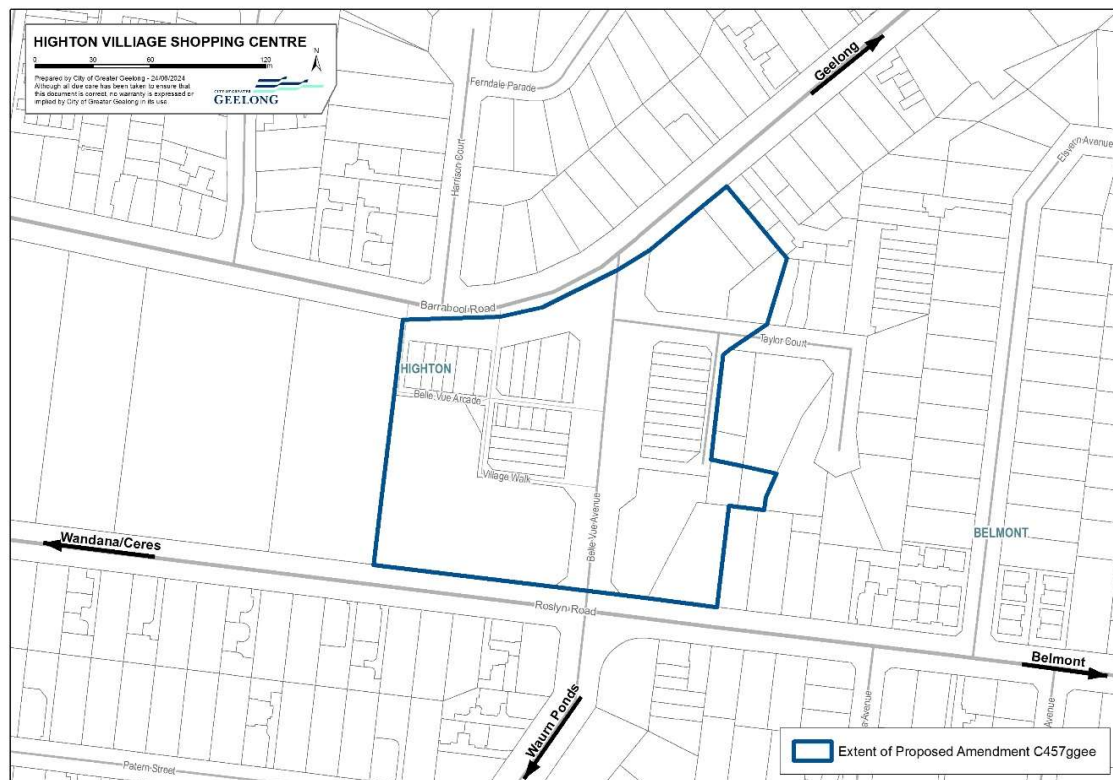


Figure 1 – Land affected by Amendment C457ggee

**PROPOSED PLANNING SCHEME CHANGES**

11. The amendment proposes to change the Greater Geelong Planning Scheme by:
  - a) Rezoning two Council-owned car parks at 19 Belle Vue Avenue and 1A Taylor Court, Highton and the road reserves from General Residential Zone 4 (GRZ4) to Commercial 1 Zone (C1Z).
  - b) Applying a new Design and Development Overlay Schedule 52 (DDO52) to land within the Highton Village Shopping Centre to control built form outcomes.
  - c) Inserting local policy at Clause 16.01-2L to facilitate the provision of social and affordable housing as part of any new residential development.
  - d) Including the Highton Village Urban Design Framework (January 2024) as a Background Document to Schedule to Clause 72.08.
12. The following are the proposed map changes.

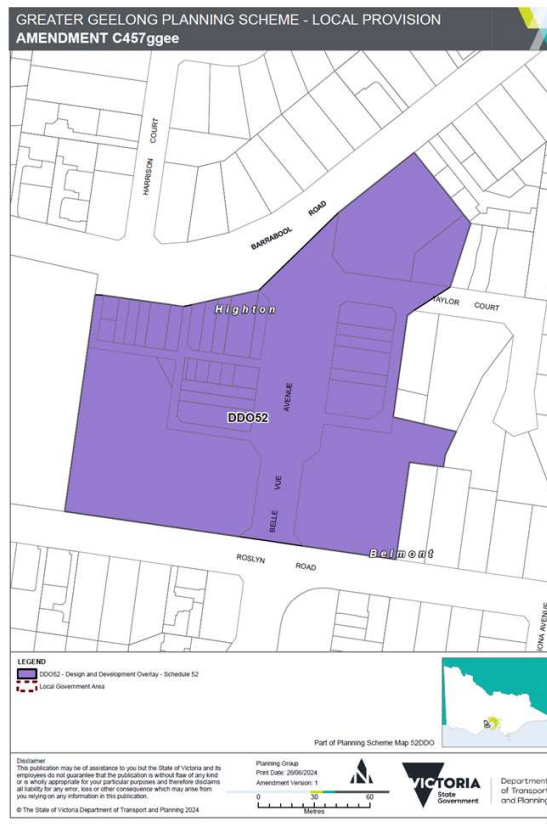
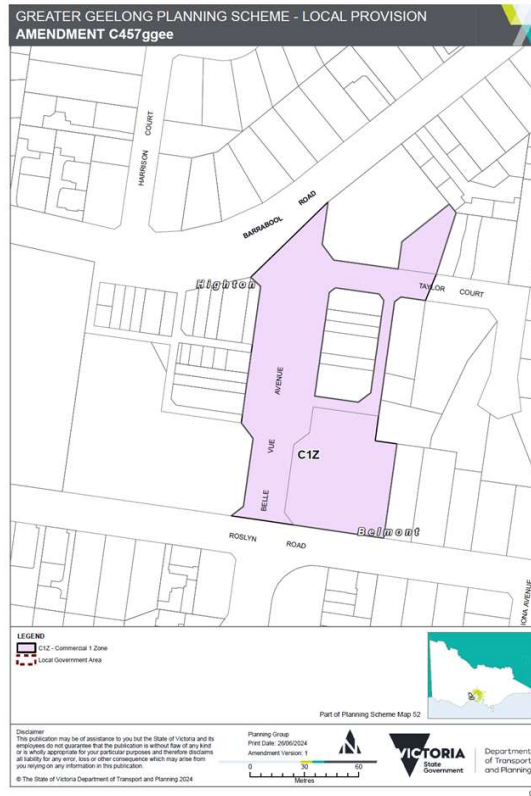


Figure 2 – Amendment C457ggee Zone and Overlay Map Changes

### **AUTHORISATION AND PUBLIC EXHIBITION**

13. Council requested authorisation to exhibit Amendment C457ggee on 19 March 2024.
14. On 4 June 2024 under delegation from the Minister, Council was authorised to prepare and exhibit Amendment C457ggee subject to the following conditions:
  - Council must submit a supporting document which outlines the strategic basis of proposed Clause 16.01-2L. These details are also to be included in the exhibited Explanatory Report.
  - Include the rezoning to Commercial 1 Zone of Belle Vue Avenue, part of Taylor Court and the laneway to the east of Belle Vue Avenue.
  - Remove the parcel of land at the rear of 15 Belle Vue Avenue, being Lot 2 of LP92525, from the DDO52.
  - Revise the Explanatory Report and Instruction Sheet in accordance with the attached track-changes documents.
  - Revise the proposed DDO52 Schedule generally as outlined below, and the previous comments/edits provided by Department of Transport and Planning (DTP) officers:
    - Where practical, consolidating the information on Maps 2 – 4 into a single map.
    - Including a table to more clearly show preferred setbacks, street wall heights, and building heights, similar to the DDO exhibited as part of Amendment C432ggee; and
  - Correcting language and formatting errors.
15. Preparation of the amendment for exhibition came too close to the caretaker period and Council election. Officers deferred the exhibition until after the close of the election and sought an exemption from the amendment timelines from DTP. On 31 July 2024, DTP granted an exemption for the deferment on the condition that the amendment be exhibited as soon as possible following the result of the election held on 26 October 2024.
16. The amendment and supporting documents were placed on exhibition from 31 October to 9 December 2024.
17. Notice was sent to 225 directly affected landowner and occupiers, and to 78 people who had made submissions about the UDF document. Notice was published in the local newspaper and in the Victorian Government Gazette.
18. Notice was sent to prescribed Ministers and to relevant Government agencies and authorities.
19. The amendment and supporting documents were published on Council's C457ggee webpage.

### **SUBMISSIONS**

20. A total of 25 submissions (4 of which were duplicates) were received in response to the public exhibition of the amendment. Of these, 18 objected to the amendment, 1 supported the amendment and 2 provided comments.

### **COMMON THEMES AND RESPONSES**

21. There are common themes across the objecting submissions, and these are summarised and responded to in the following section of this report.

#### **Height of development**

22. Common amongst most opposing submissions is the desire to retain a lower height limit across the Village Centre (Submissions 2, 4, 5, 6, 12, 14, 15, 17, 18, 19, 21, 22, 24 and 25). These submissions oppose a maximum 4-storey height limit, preferring the retention of a nine metre/two storey height for new development. The primary reason for objecting to the maximum height for development is the impact this will have on the character and appearance of the Village Centre.

23. Submission No.11 supports three storey height for development across the Village, and is concerned that four storeys may have a detrimental impact for surrounding properties and visual amenity for the immediate area, and potential shadowing effect in winter for the low rise properties on the south side of Roslyn Road.

Council Officer Response

24. The UDF identified design guidelines to protect the village character from inappropriate development through the introduction of building heights where none exist now. A mixture of development, including some 3-4 storey development, will maintain a village feel, locating jobs, shops, cafes and community services near each other, providing access to everyday needs and creating active, social places that people choose to spend time in.
25. The proposed height provisions will manage the future growth of the Village Centre appropriately. The UDF analysis has considered relevant factors in establishing the mix of preferred maximum building height provisions, with an emphasis on retaining the current scale along Belle Vue Ave, with highest development planned for the western side adjacent to the Highton Reserve. The building heights have also addressed the interfaces with the surrounding residential areas.
26. There has been a balance between the role of an activity centre to deliver commercial and residential growth within the municipality, whilst responding to the local context.
27. The building heights in the DDO52 have been derived from the detailed urban design framework.
28. The height provisions are aimed at seeking to facilitate a good design outcome from new development. The DDO52 includes a 9 metre (2 storey) height limit along Belle Vue Avenue. This height is lower than the surrounding General Residential zone which allows 11-metre maximum building heights or three storeys. Other heights permitted on the balance of the Commercial 1 Zone area are 12 metres (3 storeys) and 15 metres (4 storeys).
29. Applying a blanket 3-storey limit across the Village will impact the character that submitters reference. The mix proposed in the DDO52 balances character and future growth of the Village Centre.

**Change to Character of Highton Village**

30. Many of the objecting submissions comment that the UDF and amendment are against the wishes of local community as expressed in petitions, previous consultations on the UDF, and against Council decision.
31. Submission No's. 2, 3, 4, 5, 6, 12, 14, 15, and 24 all submit that the character of the Village Centre will be lost with new, higher development and expansion onto the potential development sites. Submission No. 15 summarises the sentiment to preserve the community character of Highton Village which is well known for its community-oriented atmosphere, characterized by low-rise buildings, green spaces, and easy accessibility. Increasing building heights and traffic congestion would undermine this ambiance, deterring residents from utilizing local amenities.
32. Submissions opposing the change to the character of the Village consider that eyesore buildings, overlooking and over towering from new development and high density living in the Centre will result from the UDF and amendment.

Council Officer Response

33. In developing the design guidelines in the UDF, key considerations included:
- Maintaining the low scale character of the Village

- Maintaining the intimate character of the laneways
  - Minimising overshadowing of new and existing public open spaces.
34. The development of the UDF was cognisant of the Village character in its recommendations for building height, new development areas, overall development design parameters and these have been translated into the DDO52.
35. The current planning scheme for Highton Village has the zoning as Commercial 1 Zone (all except for the two Council car parks) with no overlays except the Special Building Overlay (which relates to flooding from the stormwater system). This means that there are currently no maximum building heights or other specific design and development controls or planning policy for Highton village.
36. Officers consider the proposed DDO52 will provide protection for the character of the Village that doesn't exist under the C1Z, with the design objectives being:
- To support a low-rise built form character for Highton Village.
  - To maintain and enhance the established high-street character of Belle Vue Avenue and the intimate character of the laneways.
  - To enhance Highton Village's character as a desirable destination for local shopping and recreation by promoting contemporary design and built form that demonstrates design excellence.
  - To prioritise the pedestrian environment by encouraging active frontages at ground floor level adjacent to existing roads and laneways.
  - To consolidate lots within the retail core to improve overall design and development outcomes while retaining the fine grain pattern of the streetscape.
37. The UDF and the amendment introduces design guidelines to protect the village character from inappropriate development through building height guidelines where none exist now. A mixture of development heights, including some 3-4 storey development, and mandating a 2-storey presence along Belle Vue Ave, will maintain a village feel, locating jobs, shops, cafes and community services near each other, providing access to everyday needs and creating active, social places that people choose to spend time in.
38. It is standard process to prepare and update UDFs to respond to changing conditions, including population growth, the demand for employment and retail space, as well as the need for public realm upgrades. The current zone control that applies to Highton Village has no limits and effectively allows for more development than what is proposed in the UDF and DDO52. The new proposed controls are therefore intended to support changing conditions while protecting the character of the Village.
39. Places evolve over time and the amendment will guide this future development.
40. The quality of new development will be assessed against the design objectives and decision guidelines of both the DDO52, the decision guidelines on the C1Z and the general planning decision guidelines in clause 65 of the Planning Scheme. There is an emphasis in clause 6.0 of the DDO52 for development to employ a massing strategy that reduces visual bulk, achieves design excellence by providing high quality and innovative architecture, landscape architecture and urban design, and make a public contribution to the streetscape appearance of the area. There are no plans on which any judgements can be made about how development will look at this time.

41. As Greater Geelong grows, it is critical to ensure the community has access to everyday services within a 20 minute drive from home. It is our planning policy that that retail centres, of which Highton Village is one, should be encouraged to grow and transition over time into activity centres with an extended offer including uses other than retail.
42. The inclusion of housing within activity centres is supported by local planning policy, specifically at clause 11.03-1L Activity Centres. This clause supports the role and function and the continued diversification over time of centres in Geelong through including encouraging a mix of uses, supporting accommodation uses above ground floor level, encouraging redevelopment of car parking areas for commercial and residential uses, supporting increased intensity and vertical growth of centres, and encouraging development that supports a diversity of retail forms.
43. DDO52 provides the guidance on built form that can accommodate above-ground floor level accommodation, allows development to support active uses along ground floor frontages and contains development opportunities to support maintaining the neighbourhood centre level role within the retail hierarchy.
44. It is both appropriate and supported by planning policy that Highton Village accommodate housing within new development opportunities.

#### **Overshadowing**

45. Submission no. 11 supports a blanket three storey height maximum across the Village Centre, concerned that a height of four storeys may have a potential shadowing effect in winter for the low-rise residential properties on the south side of Roslyn Road.

#### Council Officer Response

46. No overshadowing analysis has been undertaken for the south side of Roslyn Road to the west of Belle Vue Avenue. This was not necessary because Roslyn Road is approximately 20-metre-wide road reserve, and the DDO52 requirements along Roslyn Road are for 8 metres (2 storey) maximum street wall height with a 4-metre setback above street wall and a maximum preferred building height of 12 metres (3 storeys). This combination acting to avoid overshadowing on the south side of Roslyn Road.
47. Any new development in a Commercial 1 Zone must be considered against the decision guidelines (Clause 34.01-8 of the Planning Scheme), which for buildings and works includes consideration of the overlooking and overshadowing affecting adjoining land in a General Residential Zone, which land on the south side of Roslyn Road is zoned.
48. This combination means that overshadowing is a matter that will be addressed and ameliorated in any detailed design process.

#### **Rezoning of Council Car Parks to Commercial 1 Zone**

49. Submissions have been made against the rezoning of the two Council car parks and the road reserves from General Residential Zone 4 to Commercial 1 Zone. Submission No. 11 has acknowledged that change proposed for 1A Taylor Court whilst submission No's. 17, 18, 21 and 22 object to their rezoning for reasons including that rezoning will lead to multi-storey car parking which would become a paid parking and be less safe for users and gives Council the power to sell/lease parts of them to developers for new commercial spaces.
50. Submission No. 12 acknowledges the intent of the rezoning of the car parks to the C1Z as clearing up historical anomalies but is concerned about who pays for higher commercial rates as

this goes against the agreement with eastern side Belle Vue traders that rates would reflect the closeness of the public car park and toilets.

Council Officer Response

51. The proposed planning scheme amendment seeks to extend the Commercial 1 Zone to two Council car parks which are currently zoned General Residential Zone 4 (GRZ4). The residential zoning is at odds with their role as carparks for the activity centre and location within the extent of the activity centre.
52. Whilst not a recommendation of the Highton Village UDF, in preparation of the amendment Officers considered that the zoning of these two parcels which are contained within the shopping centre and which are used and largely be retained for car parking use, was an anomaly and should be rectified as part of this amendment. Alike other retail centres across the municipality such as Pakington Street in Geelong West and Newtown, it is appropriate to include car parks within the retail centres within the same C1Z as the balance of the centre. The use and future of these properties better aligns with the purpose of the C1Z than the current GRZ4.
53. The northern portion of the 19 Belle Vue Avenue site car park is identified in the Highton Village UDF as a key development site, although there is no current redevelopment plan for the land.
54. A condition of the ministerial authorisation for the amendment was to also rezone the road reservations of Belle Vue Avenue, part of Taylor Court, and the laneway to the east of Belle Vue Avenue to C1Z. This is an administrative and mapping exercise which does not at all imply that the road reserves will be developed for commercial purposes and no longer be available as roads.
55. The car park at 1A Taylor Court is not identified in the UDF for any development and is subject to a section 173 Agreement under the Planning and Environment Act 1987 requiring Council to hold this land as a car park for users of the shopping centre. For the car park at the 19 Belle Vue Avenue, the UDF identifies a northern portion of this site as a future development site.
56. It is an appropriate planning outcome to include the car parks within the C1Z regardless of whether a part of one of these sites is identified in the UDF as potential development site.
57. The land use of 'car park' is a permit required use in both the GRZ4 and the C1Z; buildings and works for a car park require a permit in both zones; and notice and review rights apply regardless of a GRZ4 or C1Z zoning.
58. This combination should provide comfort for the local community to be informed about the future of the area as in either the GRZ4 or C1Z a permit will be required, and notice/review rights will apply.
59. The concern in submissions against rezoning of the carparks to C1Z as would allow for future multi-level commercial/residential development, would also apply to the land remaining as is because this would be possible under the current GRZ4 too. It would be subject to a planning permit for buildings and works and notice/review rights apply. Under the proposed DDO52 the height of any development along Belle Vue Avenue would be limited to two storeys and have a maximum street wall height of 8 metres.
60. In response to the concerns for the portion of the car park site at 19 Belle Vue Ave, Council would first have to undertake a feasibility study on making the land available for a mixed-use development. This would then need to be followed by a Council decision to sell the land and go through a full public process. This will be required regardless of whether the land is in the GRZ4 or the C1Z.

61. The impact on commercial rates of adjoining properties is not a consideration for the planning scheme amendment.

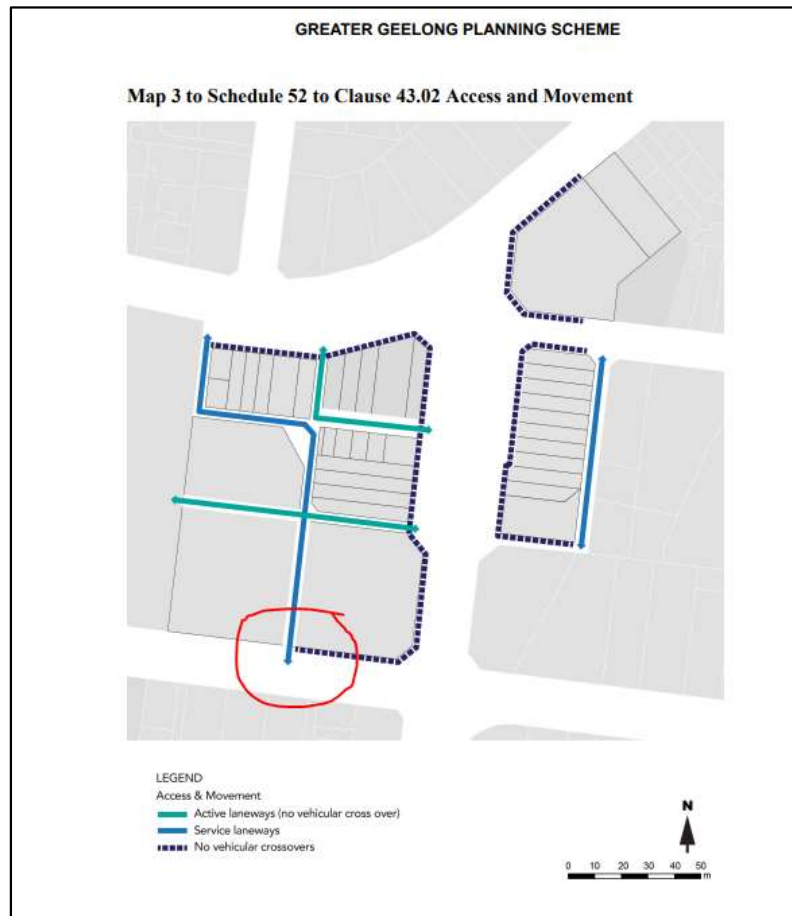
### **Traffic Impacts on Highton Village**

62. Several submissions raise concerns about the impact of traffic generated from new development in the area. Submission No. 11 comments that traffic management has a major influence over the functionality of the centre and that a traffic management study should be undertaken and implemented in any design development strategy adopted. This would include any recommendations for rerouting traffic in and around the Village and consideration as to whether land needs to be acquired and redeveloped to facilitate the proper and adequate traffic, loading and unloading of provision vehicles and also pedestrian movement in and around the Village.
63. Submission No. 9 from DTP comments that future development in the Village Centre will need to be consistent with the Clause 18 – Transport of the Planning Scheme and utilise an integrated approach.
64. DTP advises that a detailed Traffic and Transport Impact Assessment (TTIA) study may be required to support all future works within and modification of intersections with Barrabool Road, including any intersections not specifically identified by the UDF.
65. Submission No. 11 opposes for safety and congestion reasons the proposal on map 3 in the DDO52 for an exit south from the Woolworths site onto Roslyn Road. This is within 50 metres of the roundabout and pedestrian crossing at the Roslyn Road/Belle Vue Ave intersection.

### Council Officer Response

66. The UDF is a long-term vision for the area, and it is anticipated that any new and redevelopment of parcels within the Village Centre will happen over time. The need for any traffic mitigation and parking changes will continue be assessed as development applications are considered and any changes being made on an as needed basis.
67. A traffic assessment was undertaken as part of the UDF process with emphasis on the then proposed changes to the Barrabool Road/Belle Vue Avenue intersection. However, as these changes are no longer being pursued assessment has no ongoing relevance.
68. Car parking would be considered with a permit application proposing additional commercial and residential development in the Highton Village and would be appropriately managed through Clause 52.06 (Car parking) of the Planning Scheme. Should car parking become an issue in the future, the City may consider a Parking Overlay or other measures such as parking restrictions and resident parking permits.
69. A design and development overlay as proposed by this amendment does not usually trigger the need for a broader traffic study of the area. The DDO is about setting out the development parameters for any future development of the Village Centre and
70. The amendment is unlikely to have a significant impact on the transport system of the Village Centre as it is providing controls over the scale and form of future development. There is scope in the UDF for two potential development sites and any proposals for these will need to be subject to a full planning permit assessment including the localised traffic impacts of any such development.
71. The issue for map 3 raised by Submission No. 11 is as shown on Figure 3. This is a future service laneway that could be implemented if the Woolworths site is redeveloped. It is necessary to have access onto Roslyn Road at this point as there will be no vehicular cross overs on Belle Vue Ave. Final design of any development proposals at this site will need to address access suitability and

safety. Map 3 is intended to show key access and movement locations and intentions rather than final detailed design outcomes.



**Figure 3 – Map 3 extract from DDO52**

### **Affordable Housing Local Policy**

72. Submission No. 12 raises concerns that the five percent use for residential buildings is only window dressing and fails to address where such residents will park. Submission No. 1 seeks no 4-storey car park with affordable housing.
73. Submission No.10 raises concern about how possible affordable housing will change the feel and structure of the Village. Submission No's. 17, 18, 21, and 22 comment that social and affordable housing doesn't fit the Village and should be proposed in residential area not in commercial areas.
74. Submission No. 9 by Department of Transport and Planning notes that there is more detail to be provided about affordable housing on the potential development sites and wishes to be involved in the detailed planning, design and construction phases and the impacts on Barrabool Road.

### Council Officer Response

75. The inclusion of the social and affordable housing policy builds on Council's commitment to increase the housing supply and is appropriate to include in the activity centre just like we are doing in the activity centres of South Geelong, Pakington Street, and Central Geelong.

76. The proposed local policy will allow for a negotiation as part of a planning permit that allows for residential use.
77. One of the primary recommendations of the UDF is to promote high-quality mixed-use development up to four storeys that respects the low scale-built form of the Village.
78. Any redevelopments of sites within the Village Centre may include space above ground level for residential use. This is becoming more common with residential use supplied in activity centres and provides for much needed housing to be delivered close to services.
79. The local planning policy supports social and affordable housing in areas with good access to services and facilities. In Highton Village, daily needs can be accommodated, as well as public transport, recreation, and leisure services/facilities.
80. The Village Centre is within the middle of the Highton IHDA as shown in Figure 4.
81. It is the objectives of the IHDA to:
  - To evolve the character of Increased Housing Diversity Areas (IHDA) through more intensive development.
  - To support development that makes a positive architectural and urban design contribution to the IHDA.
  - To maintain streetscape character in heritage areas.
  - To promote pedestrian safety within the IHDA.
82. The strategies for implementing these objectives are:
  - Maximise opportunities for housing in IHDA by accommodating:
    - High density housing in the activity centres consistent with their primary commercial and retail role.
    - Medium density housing in residential areas with more intensive development being located closest to the core of activity centres.
  - Encourage a diversity of housing types to cater to a variety of lifestyle needs.
  - Encourage development to provide a high level of on-site amenity for future residents.
83. Local policy encourages development to recess upper levels to reduce dominance of the building from adjoining properties and the streetscape and encourages development of up to three stories which should be located on larger sites abutting the activity centre or where the amenity of adjoining properties will not be unreasonably impacted.
84. A five percent contribution is a start and is a modest contribution. Greater contributions will be realised elsewhere across Geelong as described earlier, but all areas in urban Geelong can contribute to the increase in affordable and social housing to meet a great community need.
85. As part of any future planning permit application, Council will negotiate with applicants for an affordable housing provision. An overall development approval will include plans for parking provision or exemption as required.
86. DTP will be involved with application referrals and will be engaged in development approvals process.

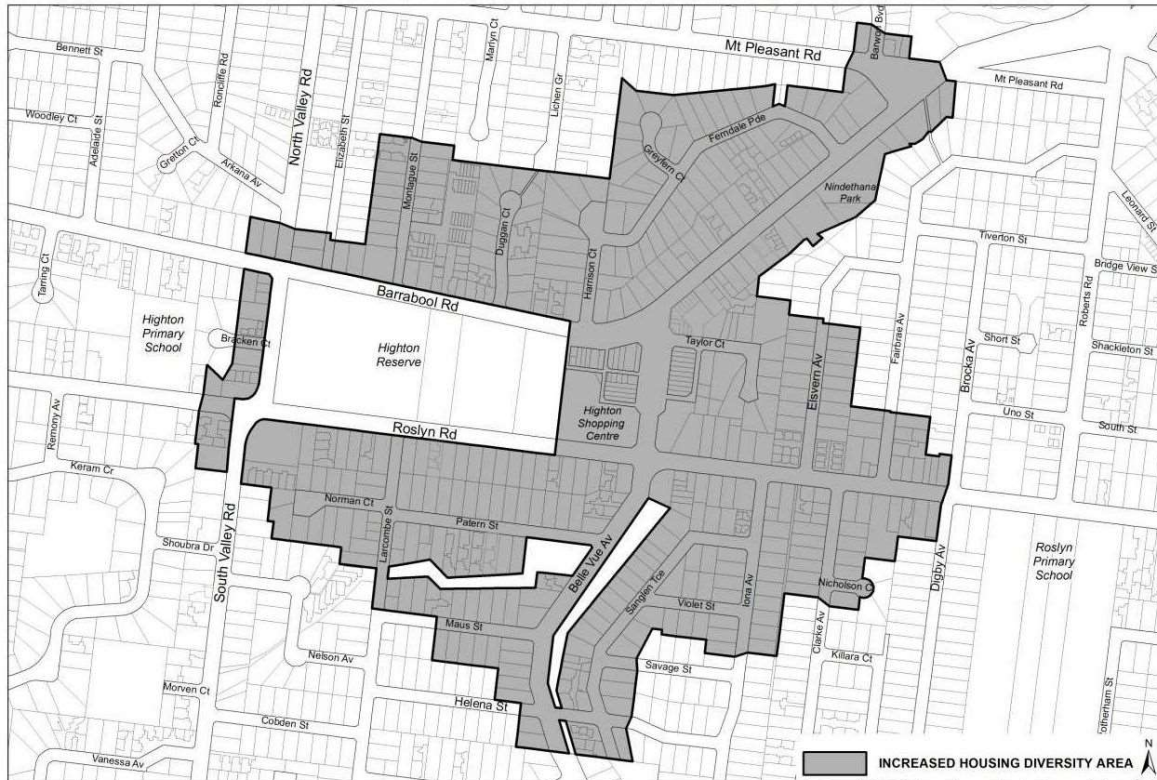


Figure 4 – Highton Increased Housing Diversity Area

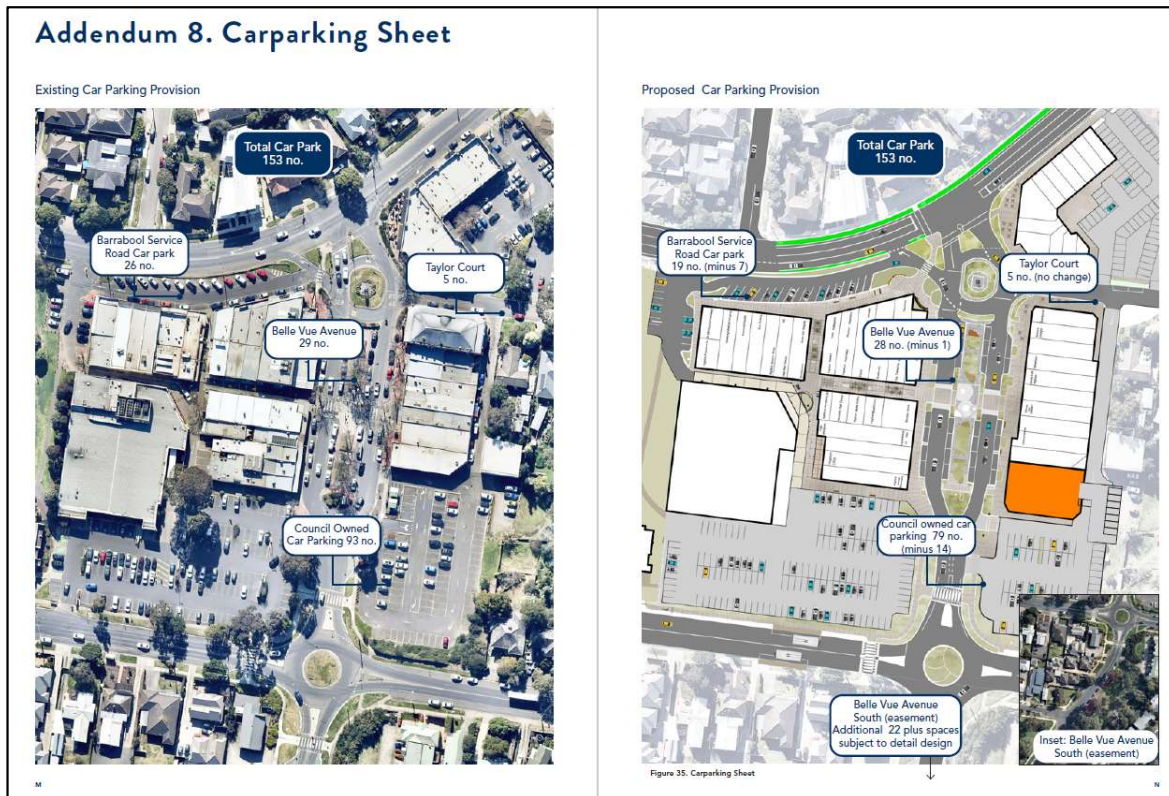
**UDF Specific Issues**

**Loss of Car Parking from Highton Village Shopping Centre**

- 87. Most of the objecting submissions expressed opposition to the loss of car parking available with the Village Centre. Submission No. 12 outlined the numerical loss of car parking spaces if the potential development sites are developed.
- 88. Submissions opposing the loss of car parking have stated that the alternative raised in the UDF of multi-storey car parking is unsuitable for Highton, and that at-grade parking is the preferred method for traders and shoppers/visitors. Submission No. 17 states that development of multi-storey parking will likely result in a pay-to-park model which is not supported by the community.
- 89. Submitters say that a loss of car parking will detract from the ease of accessibility for the Village Centre and lead to people preferring Waurn Ponds instead.

Council Officer Response

- 90. The submission about this matter, and those about pedestrian crossings, intersection changes, the clocktower and loss of the library are only relevant to the UDF. These are not matters that are being proposed by the amendment. To clear this up, Officers recommend the deletion of the map 1 (UDF Framework Plan) from the DDO52 and the removal of the UDF as a background document in the Planning Scheme. Nonetheless, a response is provided to these submissions.
- 91. Figure 5 shows the existing and proposed car parking provisions outlined in the UDF:



**Figure 5 – Car parking changes**

92. There will be a re-direction of car parking spaces to the south of the Village Centre in Belle Vue Avenue with some 22 spaces lost from within the Centre. This is a matter for the UDF rather than the amendment.
93. The UDF proposes a net loss of 8 spaces to accommodate significant upgrades for the public realm, primarily from along Barrabool Road.
94. If the potential development site on the Council car park on the east side of Belle Vue Ave proceeds, this will involve the loss of 14 spaces. Should this not proceed, these spaces will remain in situ.
95. These plans do not show the loss of car parking if the potential development site to the south of Amcal and on the Woolworths site is developed. Any future development of these sites may require alternate forms of parking to be provided on site, albeit in a different configuration such as basement or multistorey. Any form of development will need to meet the design guidelines of the DDO52 and be assessed against these and other provisions of the Planning Scheme.
96. An independent study of parking prepared as part of the UDF preparation showed that demand peaked at 90% in off-street car parks during the week and at the weekend for less than one hour. Parking demand on-street peaked at 70% during the week and lower on the weekends. These findings show that there is always parking available in the village.
97. The UDF proposes the development of a parking precinct plan to manage car parking in the Village Centre to ensure parking time limits more closely reflect the needs of businesses and services in the village. This form of parking management may increase the utilisation of the existing parking supply.

98. The loss of parking is always an issue for the community. The UDF outlines how alternatives can be implemented to provide new areas for parking.

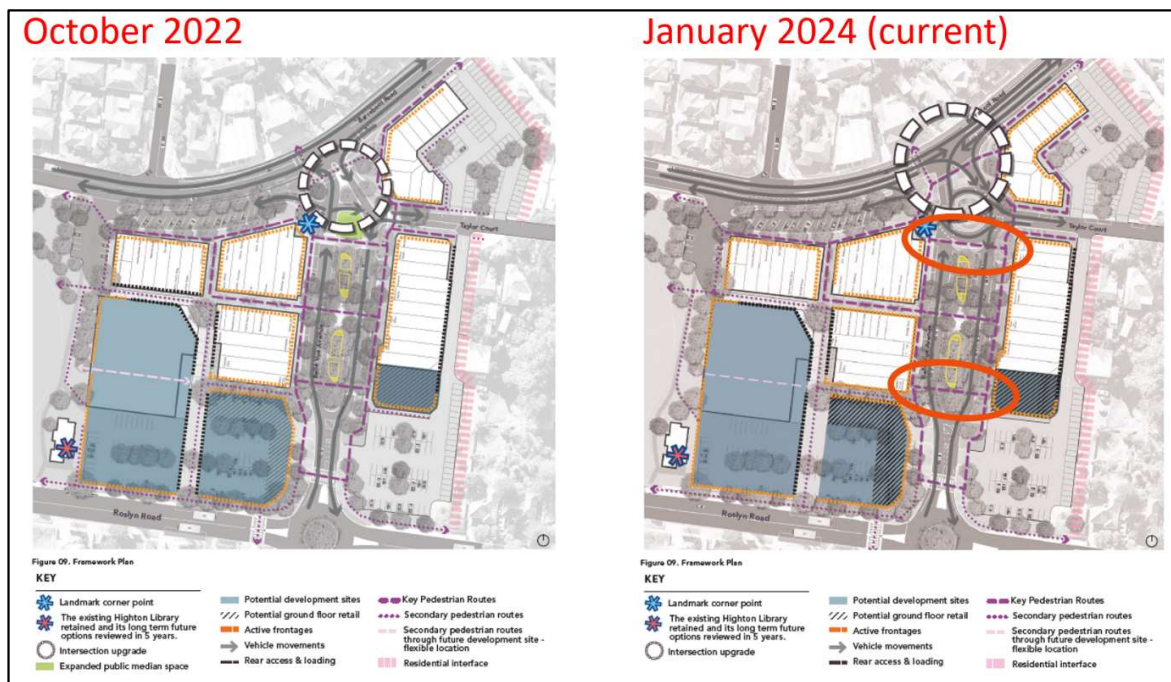
99. As part of any new development within the Village, car parking will need to be addressed and considered as part of any planning permit applications.

**No Additional Pedestrian Crossings**

100. No additional pedestrian crossings in Belle Vue Avenue than currently exist have been a clear message across submission No's. 3, 4, 6, 11, 12 and 24. Submission No.3 sums the issue up by commenting that there is opposition to more pedestrian crossings as these will impede traffic flow and increase congestion, frustrate drivers, and result in posing a safety risk to pedestrians.

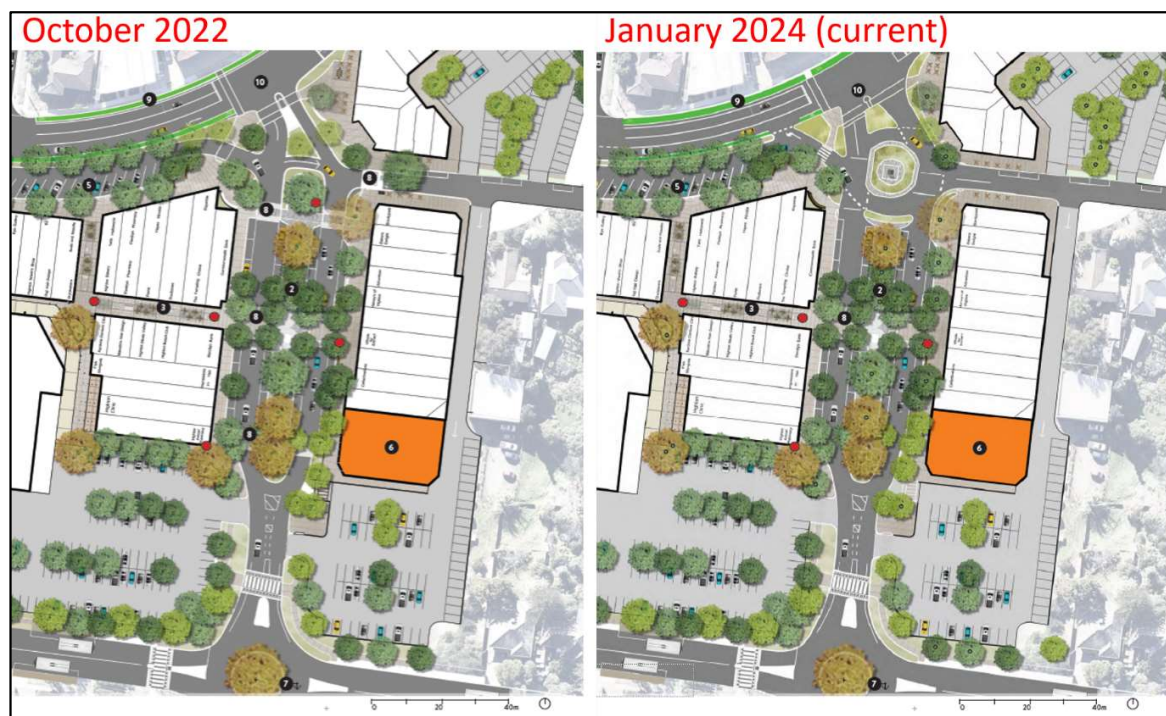
Council Officer Response

101. There are 4 existing pedestrian links across Belle Vue Avenue. However, two of them (circled in orange in Figure 6) are not "Key Pedestrian Routes", and these two lines will need be removed from the UDF Framework Plan. This is in line with the Council resolution adopting the UDF, but it seems that this was an error to not correct the Framework Plan in the adopted version.



**Figure 6 – pedestrian crossing map changes**

102. This edit will reflect at framework plan level what has already been detailed in the updated UDF's "Streetscape Concept Plan" as show in Figure 7.



**Figure 7 – Streetscape Concept Plan changes**

### **Belle Vue Avenue/Barrabool Road intersection**

103. Submission 12 opposes any changes to the Barrabool Road – Belle Vue Avenue intersection preferring it to remain in its current state as it works effectively for drivers leaving Belle Vue Ave to Barrabool Road and within the Village Centre. This submission comments that their local lawyer experience shows no evidence of personal injury claims from this intersection operation.

104. Submission No.12 also submits that the clock tower is an essential feature of the Village and moving it will disturb the time capsule and disrespect the community and traders asset.

105. Submission No.9 from the Department of Transport and Planning (DTP) comments on the UDF works to Barrabool Road, noting that they are the road manager and must be engaged in any changes or development on this road and intersection. DTP further advises that a detailed Traffic and Transport Impact Assessment may be required to support all works within and modification of intersections with Barrabool Road, including any not specifically identified in the UDF.

### Council Officer Response

106. There are no changes proposed to the intersection of Barrabool Road and Belle Vue Avenue in accordance with the Council resolution of 22 October 2022. It seems that the intersection upgrade designation on the Framework Plan in the updated UDF was not removed whilst the underlying road configuration was changed back to the current layout. This will need to be corrected.

107. There are no changes to the clocktower.

### **Loss Of Public Facilities**

108. Submission No's. 2, 4, 5, 6, 12, 15, 17, 18, 21, 22, and 25 are opposed to the loss of the public toilets affected by the potential development site on the southeastern end of Belle Vue Avenue.

There is concern that as these are an essential service their loss will diminish accessibility and inclusivity, and there is no justification for moving their location or removal.

109. Submission No's. 2, 4, 6, 8, 12, 15, 17, 18, 19, 21, 22, and 25 do not want to see any changes to the current location of the library and that it should remain where it is and that no ratepayer's money is to be wasted in moving it to another location. Submission No.19 comments that any move of the library will create a dead zone.

Council Officer Response

110. The UDF identifies that the library is being retained and that its long-term options will be reviewed in 5 years. The UDF does not make any plans for this site if a future decision relocates or closes the library. Any future decision will be made by the Geelong Regional Library Corporation.

111. Public toilets – an essential infrastructure in an activity centre – would need to be relocated in event of potential development occurring on the eastern side of Belle Vue Ave south of Nardi's. This means they could be relocated elsewhere in the Council car park or incorporated into any development rather than removed altogether.

112. There are no plans for this now as the site is only marked as a potential development site. It is acknowledged that the UDF Framework Plan does not show an alternate location for these facilities.

113. As this potential development site is owned by Council, development of this site is within Council's control and would need to go through a public process for any sale and planning permission for any redevelopment. Council will be able to direct how the provision of public toilets are managed.

**Potential Development sites**

114. Submission No's. 12 and 14 specifically reference the potential development sites on either side of the southern end of Belle Vue Avenue and their impact on the character of the Village Centre with potential bulky, multi-storey development, whilst Submission No. 5 considers these sites will allow for overdevelopment by short term development interests.

115. Submission No's. 6 and 7 question the need to provide for more retail floorspace in the Village Centre, as there are current vacancies. These submissions consider that new shops will impact on the survival of small businesses and that Council needs to focus on supporting current stakeholders rather than creating future challenges.

116. Submission No.14 states that there are already commercial vacancies with no tenants to fill them, considering the amendment will be detrimental to current businesses with a flow on effect to landlords, and an oversupply of commercial properties.

117. Other submissions are generally opposed to these as they will remove needed car parking spaces and amenities.

118. Submission No's. 17-23 comment on the impact of the potential development site on the eastern side of Belle Vue Avenue. This would remove the current laneway to the south of or adjacent to Nardi's Cellarbrations shop impacting the driveway access into the car park affecting both car park flow and truck access for deliveries to the rear of the shops.

Council Officer Response

119. Highton Village is a thriving centre that plays a local day-to-day retail and hospitality role within Highton. As the much larger centres of Waurm Ponds and Belmont cover the wider catchment, Highton will continue to serve a local, neighbourhood centre role. The Village Centre currently

comprises 7,000sqm retail floor space with a mix of unique and independent stores offering the opportunity to continue to capitalise on the trend in retailing and consumer behaviour to seek 'experiences' rather than just a marketplace for goods and services. The Geelong Retail Strategy identifies the need for an additional 1,000sqm of floorspace in the Highton Village by 2031 to meet the shopping needs of the community.

120. The Highton UDF identifies where this additional floorspace could be provided with potential development sites.
121. These sites were selected as they are logical locations for further expansion. The sites are contiguous to the Belle Vue Ave strip, are in large parcels, and have single owners. These factors would allow for easier development planning and investment.
122. The potential development site around Woolworths is already zoned C1Z and could be considered for redevelopment at any time under the provisions of the zone.
123. The other potential site on the eastern side of Belle Vue Ave is under Council ownership and would be subject of a public process if it is to be realised for any redevelopment.
124. Economic impacts of amendments are considered in a wider sense and for achieving a net community benefit rather than at a micro business level. Private economic impacts are not considered a relevant planning consideration. Whilst the UDF nominates potential development sites, the amendment does not approve these or make them happen and there is no short-term time frame identified in the UDF for these to occur.
125. The laneway south of Nardi's Cellarbrations would need to move further southward as part of any future building on the potential development site. This is shown in map 3 of the DDO52 (refer to Figure 3). The laneway would not be removed but rather relocated further south. Access to the rear of the shops is still planned for in this scenario.

### **Maintain the Basics of the Village Centre**

126. Some submitters such as No's. 1 and 14 seek Council to focus on doing the basics for repairs and maintenance of the existing Centre features such as footpaths, remove graffiti etc instead of making significant changes proposed in the UDF and amendment. S14 noted that there \$606,000 in the 2022/2023 budget to upgrade pavements.
127. Submission 12 is thankful for the February commitment to rectify footpaths and surfaces after many accidents in the Village Centre.

### **Council Officer Response**

128. Council services continue to be provided in the Centre and are unaffected by the amendment or UDF.
129. Whilst the Village Centre is a success for the local community there are challenges and opportunities for improvement. It has been many years since the streetscapes in Highton Village have been updated and some infrastructure is old and tired and presents hazards for walkers that need attention. Without an overall plan for investment, upgrades and maintenance of infrastructure will be replaced in an ad hoc way. The UDF will guide this future investment and Council budget allocations.
130. The UDF includes streetscape upgrade works in Barrabool Road, Village Walk, Belle Vue Arcade, the rear laneway and Belle Vue Avenue to emphasise pedestrian routes and create a unified material palette throughout the Village Centre. These street and landscape works, including

changes to the car parking along Barrabool Road are not being implemented by the amendment but will rather be separate Council capital works projects.

131. There is no budget allocation in this year's budget for the capital works and projects identified in the UDF but there have been funds for footpath upkeep/repairs that have been allocated to the Centre as outlined in Submission No. 12.

132. It is possible for Council to undertake basic service delivery such as maintenance whilst also planning for change.

### **Timing of exhibition**

133. Some submissions such as Submitter No's. 2, 4, 5, 6, 17, 18, 21, 22, and 25 raised issue that the amendment was exhibited during caretaken period and in December, being the busiest time of year for retailers. Further, commenting that this was at a time when local representation was not available.

### **Council Officer Response**

134. Following receipt of authorisation, the preparation for exhibition came too close to the caretaker period and Council election. Officers deferred the exhibition until after the close of the election to avoid any conflict with this process. As the amendment timelines would be affected, Officers sought an exemption from DTP for the giving of notice of the amendment within 40 business days after authorisation. On 31 July 2024, DTP granted an exemption for the deferment of exhibition on the condition that the amendment be exhibited as soon as possible following the result of the election held on 26 October 2024.

135. Notices for the amendment were sent out on 31st October with exhibition concluding on Monday 9th December 2024. Exhibition was timed to avoid being close to the Christmas period and ending just into December.

136. All submissions are summarised in the table in Attachment 2.

### **SUMMARY OF CHANGES TO THE AMENDMENT**

137. It is recommended that the following changes be made to the amendment:

- a) Delete map 1 from the DDO52 and make consequential changes to the text references and map numbering of DDO52 – there is no need to retain the UDF framework plan as the DDO52 can stand alone without the UDF Framework Plan.
- b) Delete the UDF as a background document from the DDO52 and from the proposed new local planning policy, Clause 16.01-2L.

## Attachment 2

## Summary of Submissions for Amendment C457ggee

| Submitter   | Summary of Submission   |
|---|---|
| <p><b>Submitter No. 1</b></p> <p><b>Name:</b><br/>Adams</p> <p><b>Address:</b><br/>Belle Vue Ave<br/>Highton</p>                              | <ul style="list-style-type: none"> <li>• No change to current car parks</li> <li>• No 4-storey car park with affordable housing</li> <li>• Highton is a quality area.</li> <li>• Unique shopping village</li> <li>• Changes will destroy the fabric and the businesses.</li> <li>• Only need to fix footpaths</li> </ul>  |
| <p><b>Submitter No. 2</b></p> <p><b>Name:</b><br/>Local business and property owner</p> <p><b>Address:</b><br/>Belle Vue Ave,<br/>Highton</p> | <ul style="list-style-type: none"> <li>• Plan disregards views of local tenants, landlords and business owners.</li> <li>• Threatens character and functionality.</li> <li>• Opposes loss of car spaces.</li> <li>• Opposed to loss of library.</li> <li>• Opposed to loss of public toilet.</li> <li>• Rezoning of car parks will lead to potential for multi-storey car parks and high-density housing.</li> <li>• Current nine metre height limit is appropriate – 4 storeys are too much and will alter character of the centre.</li> <li>• Rezoning of roads – absurd to propose closure of roads and take away valuable and necessary car spaces.</li> <li>• Opposed to more pedestrian crossings as will impact traffic flow and pose safety risks to pedestrians.</li> <li>• Negative impact to local businesses as already vacant shops – why do we want to create more?</li> <li>• Timing of amendment in caretaker period – timed to limit opportunities for people to consult with elected Councillors.</li> <li>• Reconsider the proposal entirely.</li> </ul> |
| <p><b>Duplicate of submission 2</b></p>   |   |
| <p><b>Submitter No. 4</b></p> <p><b>Name:</b><br/>Local business owner and resident</p> <p><b>Address:</b></p>                                | <ul style="list-style-type: none"> <li>• Plan disregards views of local tenants, landlords and business owners.</li> <li>• Threatens character and functionality.</li> <li>• Opposes loss of car spaces.</li> <li>• Opposed to loss of library.</li> <li>• Opposed to loss of public toilet.</li> <li>• Rezoning of car parks will lead to potential for multi-storey car parks and high-density housing.</li> <li>• Current nine metre height limit is appropriate – 4 storeys are too much and will alter character of the centre.</li> </ul>   |

| Submitter  | Summary of Submission  |
|--|--|
| Ferndale Parade, Highton   | <ul style="list-style-type: none"> <li>• Rezoning of roads – absurd to propose closure of roads and take away valuable and necessary car spaces.</li> <li>• Opposed to more pedestrian crossings as will impact traffic flow and pose safety risks to pedestrians.</li> <li>• Negative impact to local businesses as already vacant shops – why do we want to create more?</li> <li>• Timing of amendment in caretaker period – timed to limit opportunities for people to consult with elected Councillors.</li> <li>• Reconsider the proposal entirely.</li> </ul>   |
| <b>Submitter No. 5</b><br><b>Name:</b><br>Resident and commercial landlord<br><b>Address:</b><br>Chisholm Close, Wandana Heights | <ul style="list-style-type: none"> <li>• Wasting time and effort on proposal – original was laid to rest 12 months ago but proposal is now back again.</li> <li>• Council does not care about the Village, community and livelihoods.</li> <li>• Lack of transparency – 2-page summary lacked substance and only skimmed the surface. QR code led to too many links of documents that have already been rejected by the community.</li> <li>• Amendment put together during caretaker period meaning no access to local member – seems to have been strategically timed for this to limit public awareness.</li> <li>• Opposed to rezoning the car parks.</li> <li>• Opposed to loss of car parking spaces – will impact on business as parking already limited and will push shoppers to other centres.</li> <li>• Opposed to DDO as will allow for over development by short term developers.</li> <li>• Retain the 9-metre height limit to preserve the low-density profile of the centre.</li> <li>• DDO poses a risk to permanently alter the character of the village and will lead to an oversupply of commercial properties.</li> <li>• Opposed to removal of public toilets and library.</li> </ul> |
| <b>Submitter No. 6</b><br><b>Name:</b><br>Commercial landlord and local resident<br><b>Address:</b><br>Helena Street, Belmont    | <ul style="list-style-type: none"> <li>• Plan disregards views of local tenants, landlords and business owners.</li> <li>• Threatens character and functionality.</li> <li>• Opposes loss of car spaces.</li> <li>• Opposed to loss of library.</li> <li>• Opposed to loss of public toilet.</li> <li>• Rezoning of car parks will lead to potential for multi-storey car parks and high-density housing.</li> <li>• Current nine metre height limit is appropriate – 4 storeys are too much and will alter character of the centre.</li> <li>• Rezoning of roads – absurd to propose closure of roads and take away valuable and necessary car spaces.</li> <li>• Opposed to more pedestrian crossings as will impact traffic flow and pose safety risks to pedestrians.</li> <li>• Negative impact to local businesses as already vacant shops – why do we want to create more?</li> <li>• Timing of amendment in caretaker period – timed to limit opportunities for people to consult with elected Councillors.</li> <li>• Reconsider the proposal entirely.</li> </ul>  |

| Submitter  | Summary of Submission   |
|--|---|
| <p><b>Submitter No.</b><br/>7</p> <p><b>Name:</b><br/>Investor and local resident</p> <p><b>Address:</b><br/>Belle Vue Arcade, Highton</p> | <ul style="list-style-type: none"> <li>• Proposal offers no benefits to residents, business, tenants.</li> <li>• Will hinder practicality of the Highton Village</li> <li>• Removal car parks will be a detriment to business, make less accessible and push them to other centres.</li> <li>• Impact on survival of small businesses</li> <li>• Commercial rezoning of road and car parks will impact business and property owners – already vacant shops and additional retail spaces will add to vacancies – need to support current stakeholders rather than create future challenges.</li> <li>• High -density housing and a multi-storey car park not the solution</li> <li>• Proposal is not future -proofing Highton Village</li> <li>• Similar proposal refuted by community last year.</li> <li>• Council operating to ignore community decision and not serving community effectively.</li> <li>• Cosmetic improvements needed</li> </ul>  |
| <p><b>Submitter No.</b><br/>8</p> <p><b>Name:</b><br/>Local resident</p> <p><b>Address:</b><br/>Stoneleigh Crescent, Highton</p>           | <ul style="list-style-type: none"> <li>• Village is practical for residents.</li> <li>• Rezoning and adding more shops and removing car parks will not add any benefit to the Village but will deter shoppers from using the Village.</li> <li>• Removing and rezoning the roads and car parks will make it more difficult to access the Village by car.</li> <li>• Solution of multi-storey car park is not what Highton is about – is suburbia not inner-city Geelong.</li> <li>• Chose to live in Highton as a beautiful suburb with convenient and self-contained shopping.</li> <li>• Library is a safe learning space and conveniently located next to Highton reserve.</li> <li>• Similar proposal rejected previously</li> </ul>  |
| <p><b>Submitter No.</b><br/>9</p> <p><b>Name:</b><br/>Department of Transport and Planning</p> <p><b>Address:</b><br/>Melbourne</p>        | <ul style="list-style-type: none"> <li>• Offers no objection to the planning scheme changes and inclusion of the UDF as a background document.</li> <li>• Identifies issues that would need further consideration and engagement with DTP during the future development of the centre:</li> </ul> <p>Future development and transport</p> <ul style="list-style-type: none"> <li>• design for future development of the site should broadly be consistent with 'Clause 18 – Transport' of the Planning Scheme. Future development should consider an integrated approach to land use and transport planning in its design, and in particular be in accordance with 'Clause 18.01-1S-Land use and transport integration'.</li> </ul> <p>Impacts on Barrabool Road</p> <ul style="list-style-type: none"> <li>• a) Barrabool Road is an arterial road within the Transport 2 Zone (TRZ2). The UDF document refers to the following works on Barrabool Road <ul style="list-style-type: none"> <li>• significant restructure work is proposed on the service road, which currently serves the northern part of the shopping centre.</li> <li>• new bike lanes on both sides of the road.</li> <li>• a new right turning lane on Barrabool Road onto Belle Vue Avenue.</li> <li>• other future upgrade works on Belle Vue Road intersection.</li> </ul> </li> </ul> |

| Submitter   | Summary of Submission  |
|---|--|
|   | <p>DTP, as the road manager, must be engaged in any future discussion on the development of the UDF land and any proposed changes involving Barrabool Road would require DTP's consideration and approval.</p> <ul style="list-style-type: none"> <li>b) May be need to investigate the movement efficiency and safety of the western intersection with Belle Vue Arcade, which has not been referenced in the UDF.</li> <li>c) DTP advises that a detailed Traffic and Transport Impact Assessment (TTIA) study may be required to support all future works within and modification of intersections with Barrabool Road, including any intersections not specifically identified by the UDF.</li> </ul> <p>Affordable housing and Potential development sites</p> <ul style="list-style-type: none"> <li>a) Notes that the amendment supports the growth of commercial and residential development in the centre, and notes that the UDF presents two potential development sites as part of its Concept Plans. Interested to know more about the traffic arrangements internally and the flow on impacts on Barrabool Road to the north, if any. Wishes to engage in and provide advice during the detailed planning, design, and the construction phases of the development.</li> </ul>  |
| <p><b>Submitter No. 10</b></p> <p><b>Name:</b><br/>B. Esposti, local business owner</p> <p><b>Address:</b><br/>Pebble Street, Fyansford</p> | <ul style="list-style-type: none"> <li>Opposes any reduction to existing parking.</li> <li>Nice local village of open-air shopping enjoyed by locals and traders.</li> <li>Opposed to becoming a soulless mall.</li> <li>Concerned about how possible affordable housing will change feel and road structure of the village.</li> <li>Council to focus on maintaining existing centre – trees, security cameras, graffiti, aging paintwork and waste management.</li> </ul>  |
| <p><b>Submitter No. 11</b></p> <p><b>Name:</b><br/>Local resident</p> <p><b>Address:</b><br/>Taylor Court, Highton</p>                      | <ul style="list-style-type: none"> <li>Concept and general detail supported in principle.</li> </ul> <p>Car park at 1A Taylor Court</p> <ul style="list-style-type: none"> <li>Acknowledges that the majority of the Village will become C1Z including the car park at 1A Taylor Court</li> <li>Concerned if rezoning the car park at 1A Taylor Court will lead to change from an open air car park to a multi-level car park</li> <li>Understands s173 agreement affects this land to require it to remain a car park – concerned if this changed and future development potential would have a negative impact on adjoining residential properties. Acknowledges notification process would exist</li> <li>S173 does not define the use 'carpark' as being at grade or multi-storey – legal or substantive advice if change made to allow a multi-storey car park on the land</li> </ul> <p>Roslyn Road Frontage</p> <ul style="list-style-type: none"> <li>Roslyn Road frontage and the western reserve frontage nominated for 4 storeys when other parts only 3 storey – rationale for this.</li> <li>Supports a 3-storey maximum as 4 storey may impact for surrounding properties and visual amendment for the immediate area, and potential shadowing effect in winter for the low rise properties on the south side of Roslyn Road</li> </ul> <p>Traffic management</p> <ul style="list-style-type: none"> <li>Parking, loading and unloading have shortcomings in the centre for tenants and shoppers.</li> </ul> |

| Submitter   | Summary of Submission   |
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|   | <ul style="list-style-type: none"> <li>• Traffic management an issue.</li> <li>• Traffic Management has a major influence over the functionality of the village, daily congestion occurs throughout the village in all areas together with wayfinding hazards for pedestrian users.</li> <li>• Detailed Traffic Management study for the Village should be undertaken and implemented in any Design Development Strategy adopted.</li> </ul> <p>Car parking</p> <ul style="list-style-type: none"> <li>• Inadequate patron carparking and lack of user-friendly loading and unloading facilities for tenants. Proposed changes to parking for workers are insufficient.</li> <li>• Future residential development will add further parking pressure and needs to be assessed now. Policing of current parking limits is infrequent. Traffic Assessment could include parking designated for village employees.</li> </ul>   |
| <p><b>Submitter No. 12</b></p> <p><b>Name:</b><br/>Local resident and former business owner</p> <p><b>Address:</b><br/>Larcombe Street, Highton</p> | <ul style="list-style-type: none"> <li>• Convenor of rallies and petitions in October 2022 opposing the UDF.</li> <li>• Wishes of community not listened too.</li> <li>• Thankful for the February commitment to rectify footpaths and surfaces after many accidents in the Village.</li> <li>• C1Z whilst clearing up historical anomalies - who pays for higher commercial rates? Against the agreement with eastern side Belle Vue traders that the rates would reflect the closeness of the public car park and toilets.</li> <li>• Woolworths allowed to remove existing court, build on site and control parking in front of their supermarket on condition they provide a community asset, the library – now UDF map showing development site and removal of car parking.</li> <li>• No new pedestrian crossings as more will inhibit traffic flow.</li> <li>• No changes to Belle Vue Avenue/ Barrabool Road intersection. Local lawyer has no experience no personal injury claims lodged.</li> <li>• Clock tower is essential feature of the centre and moving it would disturb the time capsule and disrespect the community and trader's asset.</li> </ul> <p>Potential development sites for ground floor retail.</p> <ul style="list-style-type: none"> <li>• Site next to Nardi's – loss of 18 car parks for development and loss of 4 for tree plantings. Where will public toilets resulting in another 8-10 car parks lost.</li> <li>• Centre traders and users are used to ground level parking. Majority of centre is single storey. Suggests alternative parking locations to be provided.</li> <li>• Site next to Amcal (Woolworths site) has 138 car parks. Development site will lead to substantial loss of car parks including 12 alongside Bellevue Ave, 15 alongside the land next to Amcal with an unknown quantity with a 4-storey building permitted. A North South road on this site to Roslyn Road will remove 5 car parks.</li> <li>• Potential development site next to Woolworths has no provision for car parks and will be a 4-storey bulky unattractive development dominating the Village and will hide the view to the library.</li> <li>• Map 2 in DDO – limit building height to 9 metres (2 storeys) across whole of the village except for the 12 metres (3 storeys) for the current Woolworths building. This would be consistent with trend in other areas for street level parking and 2 storey retail buildings.</li> <li>• Map 3 - exit onto Roslyn Road 50 metres from new pedestrian crossing will cause congestion and safety concerns.</li> </ul> |

| Submitter   | Summary of Submission   |
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|   | <ul style="list-style-type: none"> <li>5% use for residential buildings at upper levels – only window dressing and doesn't address where they will park their cars.</li> </ul>  |
| <p><b>Submitter No. 13</b></p> <p><b>Name:</b><br/>Achelen Holmes</p> <p><b>Address:</b><br/>Riversdale Road, Highton</p>                                 | <ul style="list-style-type: none"> <li>Highton needs this proposal, so it doesn't end up like other small shopping centres in Geelong such as Labuan shops or Forster St in North Geelong.</li> <li>Highton is not competing with Waurn Ponds but rather High St Belmont</li> <li>Most residents will support this despite a noisy small crowd opposing it. Council needs to support this and not overreacting to special interests.</li> </ul>   |
| <p><b>Submitter No. 14</b></p> <p><b>Name:</b><br/>Local resident and landlord in Highton Village</p> <p><b>Address:</b><br/>Ferndale Parade, Highton</p> | <ul style="list-style-type: none"> <li>Proposal will destroy Highton Village and have a significant negative impact on community.</li> <li>Have not listened to local community, business, landowners and shoppers and lack of regard with pushing for these changes</li> <li>The outcome of the original UDF was evident. The community spoke, rallied together and strongly objected, and your plans were stopped in its tracks, but for some reason here we are again.</li> <li>Proposal and amendment threaten to destroy Highton Villages, character, charm, appeal and convenience, and the livelihoods of our small business owners and landlords.</li> <li>Rezoning of the two council car parks and the DDO will open the door for future developments such as multi-storey car parks and high-density housing for developers with no long-term interest in Highton Village, the success of businesses or consideration for existing landlords and residents.</li> <li>Opposes eyesore buildings built, overlooking and over towering our low density, small village. This is NOT what Highton is about and this area is not in Melbourne CBD.</li> <li>Supports current building height limit of 9 meters as it aligns with the Villages character.</li> <li>Commercial vacancies in Highton Village are an issue. Amendment will be detrimental to the current businesses and landlords, with the potential of oversupply in commercial properties/high-density buildings.</li> <li>Opposed to removal of car spaces as access is already not enough and threatens to push people to other shopping centres, affecting the viability of all Highton small businesses which most are family operated and owned independently.</li> <li>Disagrees that Highton Village requires additional activities for young people or expanded after-hours of operations.</li> <li>Changes risk turning peaceful community hub into a commercialized mall (like central Geelong mall) attracting anti-social behaviour and increases the probability trouble and crime. which does not align with the values of Highton Village, nor those who visit.</li> <li>The Highton Community will continue to fight this; therefore, we suggest you listen and put this to bed.</li> <li>Beautify the village by replacing hazardous pavements to upkeep the Village with the \$606,000 budget allocated.</li> </ul> |

| Submitter  | Summary of Submission  |
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| <p><b>Submitter No. 15</b></p> <p><b>Name:</b><br/>Local landlord</p> <p><b>Address:</b><br/>Barrabool Road, Highton</p>         | <ul style="list-style-type: none"> <li>• Plan overlooks the views of residents, property owners, and business operators, and could jeopardize the character and functionality of the Village.</li> <li>• Opposes reduction in parking spaces as parking is already a challenge for shoppers.</li> <li>• Opposes loss of community facilities including the library and the public toilets. These are important for the community, especially for elderly individuals.</li> <li>• Opposes to commercial rezoning of the car parks and roads. The suggestion to close these roads and remove valuable, essential parking spaces throughout the village is unacceptable.</li> <li>• Opposed to multi-storey car parks and high-density housing.</li> <li>• Opposed to raising height limit from 9-metres as would alter the Village into an urban environment.</li> <li>• New developments will disrupt the local business landscape. Shifting the focus toward larger corporations at the expense of small, family-owned shops would erode the unique charm that defines Highton Village. Supporting local businesses is crucial for preserving our community's identity.</li> <li>• Village is known for its community-oriented atmosphere, characterized by low-rise buildings, green spaces, and easy accessibility. Increasing building heights and traffic congestion would undermine this.</li> <li>• Lack of meaningful consultation on the UDF – the community need to have their views and concerns.</li> </ul> |
| <p><b>Duplicate of submission 15</b></p>   |  |
| <p><b>Submitter No. 17</b></p> <p><b>Name:</b><br/>A Nardi, local owner</p> <p><b>Address:</b><br/>Belle Vue Avenue, Highton</p> | <ul style="list-style-type: none"> <li>• Rezoning the roads and car park to C1Z is unnecessary and will give Council the power to sell or lease parts of them to developers which does not suit the feel of the community village.</li> <li>• Opposed to loss of car parking – less parking means less business in the Village.</li> <li>• Opposed to loss of toilet block – waste of money.</li> <li>• Opposed to removal of the library and relocating next tot Nardi's. Will impact on the driveway access into the car park, congest the car park flow and impact on truck access deliveries to the rear of the shops.</li> <li>• Opposed to more pedestrian extra crossings.</li> <li>• Retain 9-metre height limits as voted by Council.</li> <li>• Social and affordable housing doesn't fit the Village and should be proposed in residential areas not in commercial ones.</li> <li>• Opposed to multi story car parking which would change from free to park to a pay-to-park model. Will negatively affect the Village and drive people to Waurn Ponds where can park for free.</li> <li>• Exhibited during caretaker period (when council were unable to discuss during election period) and in December which is the busiest time of year for retailers. Feels sneaky as councillors couldn't work during this period.</li> <li>• Council already voted to squash the last Highton UDF yet has now been brought back, with slight changes.</li> </ul>   |

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| <p><b>Submitter No. 18</b></p> <p><b>Name:</b><br/>K Nardi</p> <p><b>Address:</b><br/>Belle Vue Ave,<br/>Highton</p>                  | <ul style="list-style-type: none"> <li>Rezoning the roads and car park to C1Z is unnecessary and will give Council the power to sell or lease parts of them to developers which does not suit the feel of the community village.</li> <li>Opposed to loss of car parking – less parking means less business in the Village.</li> <li>Opposed to loss of toilet block – waste of money.</li> <li>Opposed to removal of the library and relocating next tot Nardi’s. Will impact on the driveway access into the car park, congest the car park flow and impact on truck access deliveries to the rear of the shops.</li> <li>Opposed to more pedestrian extra crossings.</li> <li>Retain 9-metre height limits as voted by Council.</li> <li>Social and affordable housing doesn’t fit the Village and should be proposed in residential areas not in commercial ones.</li> <li>Opposed to multi story car parking which would change from free to park to a pay-to-park model. Will negatively affect the Village and drive people to Waurn Ponds where can park for free.</li> <li>Exhibited during caretaker period (when council were unable to discuss during election period) and in December which is the busiest time of year for retailers. Feels sneaky as councillors couldn’t work during this period.</li> <li>Council already voted to squash the last Highton UDF yet has now been brought back, with slight changes.</li> </ul> |
| <p><b>Submitter No. 19</b></p> <p><b>Name:</b><br/>Individual<br/>Submitter</p> <p><b>Address:</b><br/>Anakie Road,<br/>Bell Park</p> | <ul style="list-style-type: none"> <li>Objects to the changes.</li> <li>Opposes to the rezoning of the carpark and decreasing the amount of street level parking. Will limit access and shopping at the Village</li> <li>Multi-storey car parking will not feel safe in the evening.</li> <li>Current parking allows for easy access to the shops at Highton Village.</li> <li>Moving the library between the parking and the shops will create a “dead” zone in the evenings as the library is closed.</li> <li>Council is not listening to community concerns. Previously objected to the UDF about these exact changes.</li> <li>Leave Highton Village alone as it works and is safe as it is.</li> </ul>   |
| <p><b>Duplicate of submission 19</b></p>  |  |
| <p><b>Submitter No. 21</b></p> <p><b>Name:</b><br/>Individual<br/>submitter</p> <p><b>Address:</b><br/>Anakie Road,<br/>Bell Park</p> | <ul style="list-style-type: none"> <li>Rezoning the roads and car park to C1Z is unnecessary and will give Council the power to sell or lease parts of them to developers which does not suit the feel of the community village.</li> <li>Opposed to loss of car parking – less parking means less business in the Village.</li> <li>Opposed to loss of toilet block – waste of money.</li> <li>Opposed to removal of the library and relocating next tot Nardi’s. Will impact on the driveway access into the car park, congest the car park flow and impact on truck access deliveries to the rear of the shops.</li> <li>Opposed to more pedestrian extra crossings.</li> <li>Retain 9-metre height limits as voted by Council.</li> </ul>  |

| Submitter   | Summary of Submission  |
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|   | <ul style="list-style-type: none"> <li>• Social and affordable housing doesn't fit the Village and should be proposed in residential areas not in commercial ones.</li> <li>• Opposed to multi story car parking which would change from free to park to a pay-to-park model. Will negatively affect the Village and drive people to Waurm Ponds where can park for free.</li> <li>• Exhibited during caretaker period (when council were unable to discuss during election period) and in December which is the busiest time of year for retailers. Feels sneaky as councillors couldn't work during this period.</li> <li>• Council already voted to squash the last Highton UDF yet has now been brought back, with slight changes.</li> </ul>  |
| <p><b>Submitter No. 22</b></p> <p><b>Name:</b><br/>S Nardi</p> <p><b>Address:</b><br/>Belle Vue Ave,<br/>Highton</p>                  | <ul style="list-style-type: none"> <li>• Rezoning the roads and car park to C1Z is unnecessary and will give Council the power to sell or lease parts of them to developers which does not suit the feel of the community village.</li> <li>• Opposed to loss of car parking – less parking means less business in the Village.</li> <li>• Opposed to loss of toilet block – waste of money.</li> <li>• Opposed to removal of the library and relocating next tot Nardi's. Will impact on the driveway access into the car park, congest the car park flow and impact on truck access deliveries to the rear of the shops.</li> <li>• Opposed to more pedestrian extra crossings.</li> <li>• Retain 9-metre height limits as voted by Council.</li> <li>• Social and affordable housing doesn't fit the Village and should be proposed in residential areas not in commercial ones.</li> <li>• Opposed to multi story car parking which would change from free to park to a pay-to-park model. Will negatively affect the Village and drive people to Waurm Ponds where can park for free.</li> <li>• Exhibited during caretaker period (when council were unable to discuss during election period) and in December which is the busiest time of year for retailers. Feels sneaky as councillors couldn't work during this period.</li> <li>• Council already voted to squash the last Highton UDF yet has now been brought back, with slight changes.</li> </ul> |
| <p><b>Duplicate of submission 22</b></p>  |  |
| <p><b>Submitter No. 24</b></p> <p><b>Name:</b><br/>Individual submitter</p> <p><b>Address:</b><br/>Pall Mall,<br/>Wandana Heights</p> | <ul style="list-style-type: none"> <li>• Rejects and opposes urban design framework for Highton Village.</li> <li>• Threatens character, functionality and accessibility of Highton Village.</li> <li>• Rezoning of car parks poses a significant risk and threat to business owners, residents and stakeholders.</li> <li>• High density housing and multi-storey car parks do not align with the Highton Village street scape</li> <li>• Rezoning opens the doors to unwanted developers, and their large scale, high-density projects.</li> <li>• The current zoning and 9- metre building height is suitable and consistent with the village's character</li> <li>• Adding pedestrian crossings will impede traffic, causing significant congestion, this could pose a safety risk for pedestrians due to the frustrations of drivers.</li> </ul>  |

| Submitter  | Summary of Submission  |
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|  | <ul style="list-style-type: none"> <li>• The removal of car spaces will cause frustration, parking issues and congestion in Highton Village. Will impact businesses as the element of convenience, and a quick stop in will not be available and less accessible, pushing shoppers to the Belmont and Waurn Ponds, furthermore the Impact landlords, residents and the community has also not been taken into consideration.</li> <li>• Leave Highton as it is -no high-density urbanised living.</li> <li>• Repair and replace hazardous paving and make clearer markings on the round-about.</li> <li>• Revival of UDF disregards community views</li> </ul> |
| <p><b>Submitter No.</b><br/><b>25</b></p> <p><b>Name:</b><br/>S Robinson</p> <p><b>Address:</b><br/>Preston Street,<br/>Geelong West</p> | <ul style="list-style-type: none"> <li>• No loss of car space/parking</li> <li>• Opposes removal of toilet</li> <li>• Opposes removal of library and relocating next to Nardi's therefore allowing no driveway access</li> <li>• extra crossing causing congestion and slowing traffic</li> <li>• height limits to be 9 metres</li> <li>• no rezoning of property</li> <li>• no multi story car parking</li> <li>• exhibited during caretaker period</li> </ul>  |