

## Appendix 1 - Council responses to Joint Expert Statements

### Response to Conclave for Urban Design and Open Space

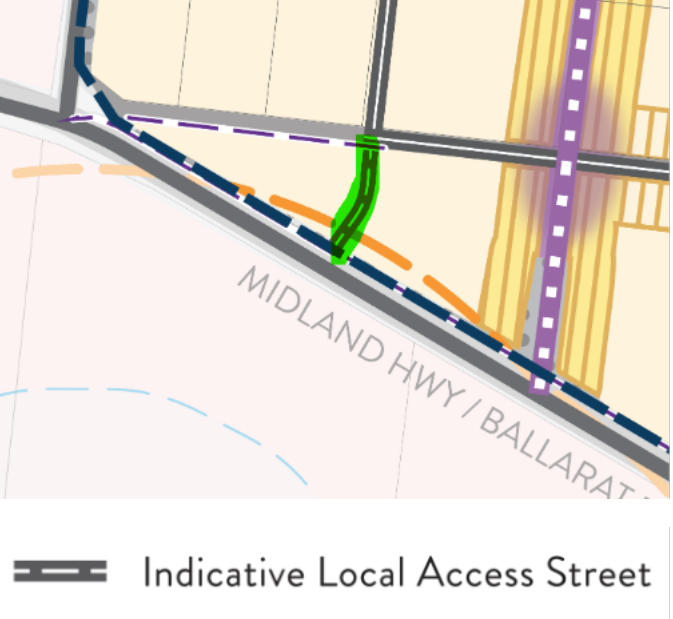
Item	Statement	CoGG Initial Response	Action
Location and size of the neighbourhood activity centre			
Facts and opinions agreed			
6	All experts agree that the size of the NAC is outside their scope.	Noted	N/A
7	AC and MS agree that the NAC should be about the east-west Connector Road to its north. (This is outside BB and JN's scope.)	Agreed in principle.	Update future place based plan, and other relevant parts of the PSP & DCP documentation.
Facts and opinions <u>not</u> agreed			
8	AC supports the NAC location proposed by Batesford Development Project Pty Ltd. MS supports the exhibited NAC location. (This is outside BB and JN's scope.)	Position of single expert noted. Council does not support the location of the NAC shown in Submitter 15's alternate place based plan.	None
Location of the active open space reserve (SR-02)			
Facts and opinions agreed			
9	Nil.	Noted	N/A
Facts and opinions <u>not</u> agreed			
10	AC and BB support the location proposed by Batesford Development Project Pty Ltd. JN and MS support the exhibited location.	Noted. Council's position remains as per its public consultation draft (November 2025).	None
Quantum and distribution of public open space			
Facts and opinions agreed			

Item	Statement	CoGG Initial Response	Action
11	BB and JN agree on the need for SR-02 to provide a District-level active open space reserve, and the western extension to Myers Reserve proposed in the PSP. (This is outside AC and MS's scope.)	Agreed. Council's position remains as per its public consultation draft (November 2025).	None
12	BB and JN agree that the size of the exhibited SR-02 and the relocated SR-02 proposed by Batesford Development Project Pty Ltd meets a minimum of 8ha in size for a District-level active open space reserve. (This is outside AC and MS's scope.)	Agreed. Council's position remains as per its public consultation draft (November 2025).	None
13	BB and JN agree that the size of the exhibited SR-02 is sufficient. (This is outside AC and MS's scope.)	Agreed. Council's position remains as per its public consultation draft (November 2025).	None
14	AC, JN and MS agree that if SR-02 is relocated as proposed by Batesford Development Project Pty Ltd, then CP-04 should be relocated to a central position in the northwest neighbourhood. (This is outside BB's scope.)	Agree that the passive local space distribution would need to be revisited in the case of a change to the location of the active open space. However, Council does not support the location of the active open space shown in Submitter 15's alternate place based plan.	None
Facts and opinions <u>not</u> agreed			
15	BB considers that the size of SR-02 as proposed by Batesford Development Project Pty Ltd is sufficient. JN considers that while the size of SR-02 as proposed by Batesford Development Project Pty Ltd is numerically sufficient, there is insufficient evidence that it can accommodate the required District-level sports infrastructure and supporting infrastructure that have been suggested. (This is outside AC and MS's scope.) BB considers that the SR-02 as proposed by Batesford Development Project Pty Ltd meets the accessibility standards under the VPP Clause 52.05-02, when applying a network approach. JN disagrees that a network approach can be relied upon when the placement of the broader network (Batesford North PSP) is yet to be confirmed. (This is outside AC and MS's scope.) AC and MS agree that CP-03 should be moved more centrally within its neighbourhood from an urban design perspective. JN disagrees. (This is outside BB's scope.)	<p data-bbox="1317 963 1787 1299"><u>Re SR_02</u> Council's position remains as per its public consultation draft (November 2025). Council does not support the location of the active open space shown in Submitter 15's alternate place based plan.</p> <p data-bbox="1317 1299 1787 1383"><u>Re CP_03</u></p>	Where local park access is reviewed, include consideration of alternate location of CP_03.

Item	Statement	CoGG Initial Response	Action
		Open to relocation, so long as catchments are met	
16	AC and MS agree that, from an urban design perspective, there should be flexibility for CP-06 and CP07 to be split into two 0.5ha parks. JN disagrees from an open space function perspective. (This is outside BB's scope.)	Urban design point is noted. Preference is for each to remain at 1ha for purposes of open space functionality. Note: both these assets were reduced in size in response to the NWGGA Referral 1 Committee recommendations.  Council does not support the reduction of CP_06 and CP_07 below 1-hecatre.	None
17	JN considers that there needs to be additional open space in total. (This is outside AC, BB and MS's scope.)	Agreed. However, due to discussions on this project to date, Council accepts a provision lesser than 10% overall.	None
18	AC supports the redesignation of encumbered land adjacent to CP-02 to unencumbered, proposed by Batesford Development Project Pty Ltd. (This is outside the remaining experts' scope.)	Council does not support this change.	None
Residential areas, including amenity area			
Facts and opinions agreed			
19	AC and MS agree that the location of the higher density housing should be expressed as an encouragement rather than a requirement.	Agree in principle	Clarify PSP drafting
20	AC and MS agree that the land between Cowies Creek, the rail line and Evans Road, at 200 GeelongBallan Road, has the potential to provide for an acceptable residential development outcome from an urban design perspective.	Council acknowledges the Part 9 approval under the EPBC Act and the evidence received that a layout could be achieved on the site as presented.	None
Facts and opinions <u>not</u> agreed			

Item	Statement	CoGG Initial Response	Action
21	Nil.	Noted	N/A
Transport network			
Facts and opinions agreed			
22	AC and MS agree that the configuration of the 25m wide Connector Road cross section should be flexible.	Council propose to adopt a more flexible form of R25 to permit consideration of cross sections.	Clarify PSP drafting
Facts and opinions <u>not</u> agreed			
23	AC considers that the 25m wide Connector Road cross-section should be amended to that proposed by Batesford Development Project Pty Ltd. MS considers that there is not a sufficient urban design reason to change the cross-section in the PSP provided there is flexibility in the design as noted above.	Council does not support Submitter 15's alternate cross sections.	None
Activity centres PSP / UGZ8 provisions			
Facts and opinions agreed			
24	AC and MS agree that Plan P11 should be removed.	Agreed.	Remove P11 from PSP; make associated drafting changes to the relevant provisions.
25	AC and MS agree that the changes to the NAC provisions recommended by MS should be adopted, with the proviso that where they refer to both the Connector Road and CCB, they should be expressed in that order, and that the 9th dot point under Activity Centre & Commercial Development Design Principle 2 – Movement & Parking - is amended to "Ensure limited visibility of off-street car parking areas from the CCB, Connector Road and town square."	Council generally agrees as per the Day 1 drafting, noting the preference is to express in the order 'CCB and Connector Road'	No further action
Facts and opinions <u>not</u> agreed			
26	Nil.	Noted	N/A

**Response to Conclave for Transport (Draft amendment C450ggee)**

Item	Description	Statement	CoGG Initial Response	Action
Transport Network				
1	Road network	<p>JW and HM recommend the removal of the segment of the north-south Connector Road between Creamery Road and Midland Highway, west of the CCB.</p> <p>Agree: JW, HM, JP</p> <p>Abstain: RH, BM</p>	<p>It is understood this relates to the section of road highlighted green in the image below. As per the public consultation draft, this is designated as an 'Indicative local access street'. This designation remains Council's position.</p> 	None
2	Road network	<p>JW and HM are supportive of the Day 0 plan that straightens the indicative local access street between Creamery Road and Midland Highway, east of the CCB.</p>	<p>Agreed. Council's position reflects this evidence – see Day 0 Plan (Document 30).</p>	No further action

Item	Description	Statement	CoGG Initial Response	Action
		Agree: JW, HM, JP, RH, BM		
3	Road network	JW and HM recommend that the north south Connector Road, west of the CCB, should be classified as a Level 2 Local Access Street.  Agree: JW, HM, JP, BM  Abstain: RH	See response to Item 1.	None
4	Road network	JW recommends that the east west Connector Road, north of the sports reserve connecting to the Geelong – Ballan Road, should be classified as a Level 2 Local Access Street.  Agree: JW, JP, BM  Abstain: HM, RH	Agreed, but note that evidence of Mr Walsh that this should include a bicycle lane should the open space remain in the present location.	Update relevant PSP maps.
5	Road network	JW recommends that the intersection of the east west Connector Road, north of the sports reserve, that connects to the CCB, should provide full turning movements.  Agree: JW, JP, BM, RH  Abstain: HM	Agreed in principle.	N/A
6	PSP Documentation	JP recommends that Appendix A3, Table 20, item 7 should be removed from the PSP documentation.  Agree: JW, JP, BM*, RH, HM  * BM agrees to the removal/modification of Item 7 pertaining to the CCB only.	In regards to T20, Item 7. "Motor vehicles will only be permitted to travel across the CCC and CCB at signalised intersections. Other intersections are left-in, left-out for motor vehicles but permit pedestrians and cyclists to cross the CCC and CCB", it is agreed in principle greater flexibility should be accommodated.	Clarify PSP drafting

Item	Description	Statement	CoGG Initial Response	Action
7	Road network	<p>JP recommends that uncontrolled cross intersections should be avoided across the CCB and CCC.</p> <p>Agree: JW, JP, BM, RH, HM</p>	<p>Agreed. Already reflected in Future Place Based Plan.</p> <p>Council's position reflects this evidence.</p>	None
8	Road network	<p>JW recommends that the PSP movement plan would be improved with nominations of which cross-section applies to which road.</p> <p>Agree: JW, JP, BM, HM</p> <p>Abstain: RH</p>	Agree in principle	Update P12.Street Network to clearly reflect relevant cross sections
9	Road network	<p>JP recommends that the CCC between Evans Road and Geelong – Ballan Road allow for a left in / left out for local access to the land parcels north and south, shown in the green portion in the evidence statement of JP at Paragraph 52.</p> <p>Agree: JW, JP, HM</p> <p>Abstain: RH, BM</p>	<p>This matter is better dealt with at the planning permit stage. There is not a need at this stage to consider elements specific to the detail of a potential future permit.</p>	None
10	Road network	<p>JP recommends that a local access street be shown on the PSP road network on Evans Road between Cowies Creek and the rail corridor, subject to this land being determined to be developable.</p> <p>Agree: JW, JP</p> <p>Abstain: RH, BM, HM</p>	<p>Agree a notation on relevant maps is appropriate if the land is developable.</p>	None
11	Bus lanes	<p>HM is of the view that bus lanes on the CCB are not necessary.</p> <p>Agree: JW, HM, BM, JP, RH</p>	<p>The CCB cross section does not include dedicated bus lanes outside of select intersection extents.</p>	None

Item	Description	Statement	CoGG Initial Response	Action
12	Bus jump lanes	<p>HM is of the view that bus jump lanes at intersections on the CCB are not necessary.</p> <p>Agree: JW, HM, BM</p> <p>Disagree: RH</p> <p>Abstain: JP</p>	<p>Disagree. The removal of bus jump lanes at intersections along the CCB is not consistent with the direction set by the Creamery Road PSP SAC Report 1 or the NWGGA Framework Plan. The SAC findings emphasise that achieving mode shift in growth areas requires embedding public transport priority from the outset. The Committee specifically supported the inclusion of bus priority treatments (including queue jump lanes and signal priority) at key intersections to ensure buses remain competitive with private vehicles in terms of travel time and reliability. The SAC findings highlight that without these measures, buses are likely to experience the same congestion delays as general traffic, undermining service attractiveness and patronage.</p> <p>The NWGGA Framework Plan similarly identifies efficient and reliable bus movement as a core objective, with intersection treatments playing a key role in delivering this outcome. If bus priority at intersections is removed, there is effectively no mechanism to provide a meaningful travel time advantage for public transport, which undermines both policy intent and long-term mode shift objectives.</p> <p>Council's position remains that bus jump lanes at intersections on the CCB are necessary to ensure public transport prioritisation within the traffic network, and that their removal is not supported.</p>	
DCP Items				
13	Intersection designs	<p>JW recommends that the land component for the ultimate intersections along the Geelong – Ballan Road, being IN-01, IN-03 and IN-04, and IN-06 on Midland Highway, be included in the DCP.</p>	<p>Agreed. This is reflected in the November 2025 public consultation draft of the Creamery Road DCP.</p> <p>Council's position reflects this evidence.</p>	

Item	Description	Statement	CoGG Initial Response	Action
		Agree: JW, HM, BM, RH, JP		
14	Intersection designs	<p>JW recommends that the land within the PSP boundary that is required for the intersections should be apportioned 100% to the DCP.</p> <p>Agree: JW, HM, BM, RH, JP</p>	<p><b>Recommendation 3b.</b> of the Committee's Northern &amp; Western Geelong Growth Areas SAC Referral 1 - Volume 2 Report (20 June 2025) asks Council to "include an appropriately apportioned contribution to the land costs for LA_02 (Geelong-Ballan Road widening)". It was determined that 100% of the land widening predicted for Geelong-Ballan Road is situated within the Creamery Road Precinct, though benefit is shared with the adjoining Batesford North Precinct, and that therefore it is appropriate as two precincts are sharing equal benefit, that the land costs be apportioned across both the Creamery Road and Batesford North Precincts.</p> <p>This was previously addressed in the documents on public consultation in Appendix 1 (Response to Standing Advisory Committee Referral 1 Report Recommendations) of the Draft C450ggee Creamery Road Precinct Background Report (City of Greater Geelong, November 2025) which documents the Council's response to the NWGGA Referral 1 Committee's recommendations.</p> <p>Furthermore, the change to apportion 100% of the land for DI_RD_02_L would increase the cost to the MCA by \$1,038,497.70.</p> <p>Council's position remains that the 100% of apportionment of land costs for intersections on Geelong-Ballan Road to Creamery Road Precinct is not supported.</p>	
15	Intersection designs	It was agreed that IN-01 and IN-04 are generally acceptable for the purposes of informing the cost of the DCP. HM and RH noted that there will be refinements through the design development.	Agreed in principle.	None

Item	Description	Statement	CoGG Initial Response	Action
		<p>Agree: JW, HM, RH, JP</p> <p>Abstain: BM</p>		
16	Intersection designs	<p>It was agreed that IN-03 is generally acceptable for the purposes of informing the cost of the DCP. JW noted that the bus jump lanes on the approaches to the Geelong – Ballan Road should be removed, noting that these can be refined through the design development.</p> <p>Agree: JW, HM, RH, JP</p> <p>Abstain: BM</p>	Noted. Council does not support the removal of bus jump lanes within the intersection extent.	None
17	Intersection designs	<p>It was agreed that IN-05 is generally acceptable for the purposes of informing the cost of the DCP. RH noted that further refinements may occur through design development, such as an additional left turn lane.</p> <p>Agree: JW, HM, RH, JP</p> <p>Abstain: BM</p>	Agreed	None
18	Intersection designs	<p>BM suggests that it would be sensible for the layout of the north leg of either IN-05 or IN-06 to be designed in a manner that would not prohibit a future local street connection to the residential areas to the south.</p> <p>Agree: BM Abstain: HM, RH, JP</p> <p>Disagree: JW (not consistent with the updated Framework Plan)</p>	This matter is better dealt with at the planning permit stage. There is not a need at this stage to consider elements specific to the detail of a potential future permit.	None

Item	Description	Statement	CoGG Initial Response	Action
19	Intersection designs	<p>It was agreed that IN-06 is generally acceptable for the purposes of informing the cost of the DCP. HM noted that further refinements to the design should consider the removal of the western pedestrian crossing, bus jump lanes and the double right turn lanes.</p> <p>Agree: JW, HM, RH, JP</p> <p>Abstain: BM</p>	<p>Noted. Council does not support the removal of bus jump lanes within the intersection extent.</p>	None
20	Intersection designs	<p>The experts agree that IN-07 is a connector to connector road intersection.</p> <p>Agree: BM, HM, RH, JP, JW</p>	<p>Agreed. This is reflected in the November 2025 public consultation draft of the Creamery Road DCP.</p> <p>Council's position reflects this evidence.</p>	None
21	Intersection designs	<p>HM is of the view that the typical treatment for a connector to connector intersection is a roundabout treatment and as such IN-07 should be removed from the DCP.</p> <p>Agree: HM</p> <p>Impartial: JP and JW are comfortable with either roundabout or signals. If IN-07 is converted to a roundabout then it should not be included in the DCP.</p> <p>Abstain: BM</p> <p>Disagree: RH</p>	<p>DTP and the City have emphasised that bus priority measures, including intersection priority, are critical to safeguarding long-term public transport reliability, attractiveness, and overall network resilience. Measures such as bus priority are inherently difficult to accommodate within roundabout treatments and would require further detailed assessment.</p> <p>Council does not support this position.</p>	None
22	Intersection designs	<p>It is of the view that the typical treatment for a connector to connector intersection is a roundabout treatment and as such IN-09 should be removed from the DCP. Agree: HM, Impartial: JP and JW are comfortable with either roundabout or</p>	<p>See response to Item 21.</p>	None

Item	Description	Statement	CoGG Initial Response	Action
		signals. If IN-09 is converted to a roundabout then it should not be included in the DCP.  Abstain: BM  Disagree: RH		
23	Intersection designs	It is agreed that IN-12 should be a signalised intersection.  Agree: BM, HM, RH, JP, JW	Agreed. This is reflected in the November 2025 public consultation draft of the Creamery Road DCP.  Council's position reflects this evidence.	None
24	Intersection designs	The construction of an interim signalised intersection of these road typologies would typically be included in a DCP, inclusive of civil works and ultimate land take. However, JW notes that Council and Villawood have agreed for only the traffic signal hardware to be included as a DCP item for IN-12.  Agree: JW, JP, BM, RH  Abstain: HM	Agreed. An alternative approach was taken in response to the Minister's instruction as part of the NWGGA Referral 1 process to reduce the DCP levy as appropriate.	None
BR_01				
25	Apportionment	JW is of the view BR_01 should be excluded as a DCP item for Creamery Road.  Agree: JW  Abstain: JP, HM  Disagree: RH, BM	Council does not support this position.	None
26	Apportionment	If BR_01 remains in the Creamery Road DCP, the apportionment should be adjusted to account for external use , and premised on the 2024 Stantec memorandum.	It is agreed that the apportionment of BR_01 (Batesford South Bridge) should accurately be informed by the NWGGA Bridge Review (Stantec, July 2024) and therefore 11.96% apportioned to the Creamery Road	Update DCP to reflect 11.96% apportionment of BR_01 project cost


Item	Description	Statement	CoGG Initial Response	Action
		<p>Agree: JW, HM</p> <p>Abstain: JP Disagree: RH, BM*</p> <p>* BM noted that question of external apportionment should consider interim vs. ultimate delivery of the bridge, and how each stage of the bridge construction would be funded (i.e. interim is DCP funded and the ultimate duplicated bridge will be externally funded).</p>	<p>Precinct. This change results in a total project cost to the catchment area of \$3,237,125.77. This corrects an error in the public consultation draft, which referenced an outdated apportionment of 8%, and results in a cost increase of \$1,125,956.79 to the total development infrastructure cost to the main catchment area (MCA).</p> <p>Council supports the update of apportionment of BR_01 (Batesford South Bridge) to 11.96%.</p>	to the Creamery Road Precinct.
27	Bridge design	<p>The design of BR_01, inclusive of the road approaches, in the McCann Family submission should be considered for the cost of BR_01 in the DCP.</p> <p>Agree: BM</p> <p>Abstain: JP, JW (notes the inclusion of this cost would be dependent on agreement for the McCann design), RH, HM</p>	Noted. Not agreed.	
28	Bridge design	<p>The cost of the road approaches to BR_01 should be included in the DCP as new projects and apportioned at the same rate as BR_01.</p> <p>Agree: BM</p> <p>Abstain: JP, JW, RH, HM</p>	Noted. Note Agreed	
Requirements / Guidelines				
29	R30 Vehicle access to lots fronting and/or abutting the western interface of the CCB	<p>As a principal, the experts support that cross overs can be delivered on the eastern side of the CCB. Table 18 of the PSP should be amended to reflect this.</p>	<p>This is not the agreed proposal of the CCB, even if it can technically be done. Crossovers should be limited on the eastern side of the CCB with no crossovers on the western side.</p>	None

Item	Description	Statement	CoGG Initial Response	Action
	must be provided from a rear laneway or street.	Agree: BM, JP, JW, RH, HM		
30	R36 Bicycle parking must be provided in accordance with <u>Table 8 Bicycle Parking Minimums</u> . [...]	HM recommends that R36 should be removed from the PSP. The bicycle parking minimums that are proposed are excessive.  Agree: BM*, JP, JW, HM  Abstain: RH  * BM is not opposed to the inclusion of bicycle parking rates in the PSP, however, he agrees that the proposed rates are generally excessive.	The proposed increase in bicycle parking is modest and aligns with the Victorian Government's recently published active travel plan, which includes a state target for 25% mode shift. These requirements are not excessive and represent a reasonable and proportionate response, particularly given that a key objective of the NWGGA framework plan is to achieve mode shift and support active transport movements across the precinct and wider municipality.  Adequate bicycle parking is a fundamental component of this, ensuring that residents and visitors have safe, convenient places to store and park their bikes. Reducing these provisions would undermine the intent of the plan and limit the effectiveness of the broader active transport network.  <b>Council's position is that the bicycle parking provisions are retained.</b> Council is open to amend of the rate given he evidence that a higher rate is justified from HM and JW. Council to work on revised rate.	Review bicycle parking minimums and update PSP as relevant.
31	G38 Charging facilities for electric bicycles should be provided near bus stops and bicycle parking along connector roads and other key destinations.	JW and HM recommends that G38 (bicycle charging stations) should be removed from the PSP.  Agree: BM, JP, JW, HM  Abstain: RH	Noted. Council is willing to redraft to increase the flexibility of this guideline, however it does not support its removal as a whole. This guideline on bicycle charging implements the NWGGA Framework Plan objectives and the strategy at Clause 18.02-4S (Roads) to 'Design public car parks to incorporate electric charging facilities to support the use of low-emission vehicles.' The guideline supports emerging trends in e-bikes and micromobility and will contribute to better long-term outcomes for the community. Removing	Review drafting of G38.

Item	Description	Statement	CoGG Initial Response	Action
			this guidance would limit the plan's ability to respond to future travel behaviours and technologies.	
32	G54 In or above ground parking sensors should be provided for on-street parking bays to generate usage pattern data. Any agreements dependent on the asset entered should be to the satisfaction of the responsible authority and transferable as part of the handover process.	HM recommends that G54 (parking sensors) should be removed from the PSP. Agree: BM, JP, JW, HM Abstain: RH	Noted. While it is a guideline, and Day 1 drafting limits it to certain locations in the precinct only, Council accepts that G54 can be removed from the PSP.	
33	Staging	JW and HM recommend that staging is not required from a traffic perspective. Agree: BM, JP, JW, HM Abstain: RH	Noted.	None
34	IN_05	JW and HM recommend removal of the trigger for the delivery of IN_05. The need for this intersection can be assessed as part of planning applications. Agree: JP, JW, HM Abstain: RH, BM	Noted.	If adopted via recommendation, relevant changes to PSP & DCP.
Cross Sections				

Item	Description	Statement	CoGG Initial Response	Action
35	Connector road	<p>HM and JW prefer the Villawood cross sections, which include a shared path on one side of the road.</p> <p>Agree: JP, JW, HM</p> <p>Disagree: RH</p> <p>Abstain: BM</p>	<p>Position noted. Council does not support a bidirectional bike lane on standard (25m) connector roads. This was previously addressed in the documents on public consultation in the Draft C450ggee Creamery Road Precinct Background Report (City of Greater Geelong, November 2025). Council notes its proposal for greater flexibility through R25 for cross sections more generally.</p>	None
36	Cross sections	<p>JW states that on balance, the Villawood cross sections are preferable and should replace the exhibited version.</p> <p>Agree: JW, HM</p> <p>Disagree: RH</p> <p>Abstain: BM, JP</p>	<p>Council does not support Submitter 15's alternate cross sections. See proposed changes regarding R25</p>	None
37	Cross sections	<p>All the experts agree that if a road is to be bus capable, then the lane widths should be 3.5m wide (minimum).</p> <p>Agree: JW, HM, RH, BM, JP</p>	<p>The position that bus-capable streets should include 3.5m lane widths (minimum) is reasonable and not opposed.</p> <p>Providing 3.5m lanes on streets identified as bus capable will generally require wider cross sections. This approach is acceptable, provided that other critical elements, such as footpaths, street trees and bike riding infrastructure, are not compromised, given their importance in achieving balanced, multimodal outcomes.</p>	<p>If adopted via recommendation, relevant changes to PSP.</p>
38	Cross sections	<p>JW and HM do not think that the key local streets need to be bus capable.</p> <p>Agree: JW, HM, RH, JP, BM</p>	<p>Key local streets being bus capable is supported from a strategic planning perspective and is consistent with the intent of both the Creamery Road PSP SAC Report 1 and the NWGGA Framework Plan. While not all local streets need to accommodate bus movements, identifying a subset of key local streets as "bus capable" provides important network flexibility and resilience. The SAC</p>	None

Item	Description	Statement	CoGG Initial Response	Action
			<p>findings highlight the importance of enabling early and effective public transport provision in growth areas.</p> <p>From a practical standpoint, enabling key local streets to accommodate buses improves the ability for the Department of Transport and Planning to introduce services earlier in the development lifecycle. This is particularly important where main roads or connector corridors may be delivered in stages. Providing this capability allows interim routing options, supports earlier public transport access for residents, and helps establish travel behaviours aligned with mode shift objectives outlined in the NWGGA Framework Plan.</p> <p>In this context, the rationale for bus-capable key local streets is not to create a full bus network on local roads, but to future-proof the precinct, maintain flexibility in network planning, and align with the broader strategic direction of delivering accessible and reliable public transport from the outset.</p>	
39	Cross sections	<p>In general, the experts recommend the provision of 3.0m shared paths and note that it is not necessary to provide a 4.0m width. The cross sections should be updated accordingly.</p> <p>Agree: JW, HM, JP</p> <p>Abstain: RH, BM</p>	<p>Council agrees with this evidence. Generally, the public consultation draft reflects this approach, with the exception of the following cross-sections internal to the precinct:</p> <ul style="list-style-type: none"> <li>• Cross-section 2 Pedestrian Street (shared path = 3.5m)</li> <li>• Cross-section 8 Conservation Interface (shared path = 4m) Note: overall reduction in cross section on conservation interface below 20m not supported.</li> </ul>	Update cross-sections 2 and 8 in the PSP.
40	Cross sections	BM states that the local access street cross section (16m) currently shows a 7.5m wide carriageway with line marking to define car parking. The experts	It is unclear which cross section is being discussed in this point.	If adopted via recommendation,

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		<p>agree that the line marking should be removed and the carriageway reduced to the typical 7.3m width.</p> <p>Agree: JW, HM, BM, JP</p> <p>Abstain: RH</p>	<p>Cross-section 5 – Local Access Street (Level 1) has a total carriage width including lane and parking of 7.5m and a total width of 16m. However, the cross-section as per the public consultation draft indicates a 3.3m vehicle lane width and no line marking for car parking.</p>  <p>The diagram shows a cross-section of a street labeled 'LOCAL ACCESS STREET (LEVEL 1)'. It features a central 3.3m wide vehicle lane with two 2.1m wide parking lanes on either side. The total width of the carriage (lane and parking) is 7.5m. The overall street width is 16m. Dimensions are provided at the bottom: 1.5m (kerbside), 2.1m (parking lane), 3.3m (carriageway), 2.1m (parking lane), 2.1m (kerbside), and 1.5m (kerbside).</p> <p>Agreed in principle, subject to the difference (0.2m) being applied to the width of the nature strips and not resulting in an overall reduction of the street width. The reduction in parking lanes below 2.1m width is not supported, but the removal of designated parking lanes may be considered.</p>	<p>update to cross-section 5.</p>

Item	Description	Statement	CoGG Initial Response	Action
Villawood Submission Items				
41	FUS	<p>JW notes the relocation of the sports reserve as proposed by Villawood provides for improved vehicle accessibility for future residents within the north western portion of the PSP, by provision of an additional culvert crossing. JW therefore supports the relocation of the sports reserve.</p> <p>Agree: JW</p> <p>Abstain: JP, HM, BM, RH</p>	Position of single expert noted. Council does not support the location of the active open space shown in Submitter 15's alternate place based plan.	None
42	FUS	<p>JW prefers the Villawood preferred NAC location as it has better vehicle accessibility and is more likely to be able to be delivered in the earlier stages of development.</p> <p>Agree: JW</p> <p>Abstain: JP, HM, BM, RH</p>	Position of single expert noted. Council does not support the location of the NAC shown in Submitter 15's alternate place based plan.	None
Other matters				
43	Evans Rd Shared Path	<p>JW notes that to minimise civil works, the Creo road design for Evans Road is acceptable. To meet DDA compliance for the shared path, the shared path can divert through adjacent subdivisions rather than providing less steep grades.</p> <p>Agree: JW, JP, RH</p> <p>Abstain: HM, BM</p>	It is agreed in principle that there are multiple delivery options available to deliver DDA compliant shared path.	None
44	POS on Evans Road	JP states that the POS on Evans Road being removed from the Day 0 plan is supported.	Agreed.	Remove POS from relevant maps

Item	Description	Statement	CoGG Initial Response	Action
		Agree: JW, HM, RH, JP Abstain: BM		

## Response to Conclave for Hydrology, Stormwater and Drainage

Item	Statement	CoGG Initial Response	Action
Agreed opinions			
1	the drainage assets are generally in the appropriate locations, except for WLRB6, and the assets should be optimised in size subject to detailed design.	Council does not agree that WLRB_06 needs to be relocated.	None
2	further consideration is given to the location of WLRB6, in that it may be more appropriate to locate this asset adjacent to Creamery Road for the outfall to Geelong Ring Road. It is also possible to share the location (based on catchment area) between the current position and land adjacent to Creamery Road.	Council does not support location of WLRB_06 in properties 41 and 42 without further consideration of Submitter 11's submission to the hearing, noting at the end of Referral 1, it was determined the relocation was not needed, and relocation of the asset did not form a part of the Committee's recommendations.	None
3	the outfall for WLRB6 to Geelong Ring Road is optimised to potentially eliminate the need for a subsurface pipe outfall along Bluestone Bridge Road, whilst ensuring appropriate flood immunity for Creamery Road. This was made more apparent through new material (Existing Transport Authority as-constructed drainage information) supplied during the conclave noting that none of the experts had seen this prior to finalising their statements.	Agree in principle.	If adopted via recommendation, relevant changes to PSP & DCP.
4	the WLRB7 asset can be replaced with a sediment pond / retarding basin asset (SBRB7), noting that this proposal does not prejudice the overall treatment performance for the PSP land.	In principle, the Council can support a change in asset type or size where the proposal does not prejudice the overall treatment performance of the catchment and the wider PSP. Evidence shows that the current design proposed by N. Barich does not meet this as there is a shortfall in treatment of total nitrogen. Noting Ms Barich's evidence on this matter regarding particulates	If adopted via recommendation, relevant changes to PSP & DCP, pending finalisation of appropriate design.

Item	Statement	CoGG Initial Response	Action
		etc, the Council has not yet satisfied itself in regards to the suitability of the Incitus design.	
5	the land-take for the SBRB7 asset should be reflective of the revised design such as stated in the evidence of Ms Barich.	Agree in principle – the land take should be amended to accord with any changes to the asset, where relevant.	If adopted via recommendation, relevant changes to PSP & DCP.
6	outfall for the SBRB7 asset should be along Bluestone Bridge Road and not conveyed west as per the Creo design.	Noted	If adopted via recommendation, relevant changes to PSP & DCP.
7	the revised footprints for WLRB8 are more appropriate, however the location can be moved to abut the revised conservation boundary, as per the evidence of Mr Mathios.	Noted. Noting Mr Mathios' evidence on this matter, the Council has not yet satisfied itself in regards to the suitability of his alternate WLRB_08 design.	None
8	there may be alternative options for managing the flows in the Batesford North outfall corridor along the northern precinct boundary, subject to further investigation and design	Noted. Position is that there is no need to change Creo's design in that regard.	Note for BN
9	the pipe drainage from PSP parcel 18 in P6 Precinct Land Use Budget Plan from the exhibited PSP (November 2025) can discharge to the SBRB7 asset for treatment, and the gap flows can sheet flow from development into the creek as appropriate.	Noted. Subject to detailed design stage.	None
10	PSP parcels 9, 10, 11 and 14 in P6 Precinct Land Use Budget Plan from the exhibited PSP (November 2025) can be serviced by bespoke stormwater quality treatment solutions (eg. GPTs) due to topographic, geotechnical, environmental and cultural constraints.	Agree in principle, noting this has been accommodated in the DSS design etc and DCP	Clarify PSP drafting

Item	Statement	CoGG Initial Response	Action
11	any reference to volume or volumetric control from the PSP Day 0 (9 April 2026) be removed.	Noted.	Clarify PSP drafting
12	volume controls from the PSP land can only reasonably be achieved from evaporation / evapotranspiration; and further volume reductions may only be achieved subject to geotechnical investigations and / or the inclusion of rainwater tanks etc. It is noted that recycled water supply is proposed for the PSP, limiting the practical inclusion of on-site rainwater tanks.	Position noted	None
13	volume controls in accordance with the EPA Publication 1739.1 can be achieved as far as reasonably practicable within the drainage reserves nominated in the PSP.	Noted.	Clarify PSP drafting
14	the reference to a section 173 agreement in relation to interim drainage solutions as stated in requirement R100 of the PSP Day 0 (9 April 2026) should be removed as a S173 is not required for an interim drainage solution.	Council does not support this approach.	None
15	if the requirement for a S173 is not removed from R100 of the PSP Day 0 (9 April 2026), it should be reworded as per the evidence of Mr Holmes.	Council does not support this approach.	None
16	temporary / interim works that form part of an ultimate drainage asset can be funded by the DCP, and that requirement R100 of the PSP Day 0 (9 April 2026) should be reworded as such, as per the evidence of Mr Holmes.	Council does not support this approach.	None

Item	Statement	CoGG Initial Response	Action
17	Table 25 of the exhibited PSP (November 2025) be reworded to state that the drainage pipe can be located anywhere within the road reserve that is appropriate, noting that this may be within the nature strip and under paths etc.	Agree in part – updates to T25 proposed in Day 1 seek to balance this evidence with Council preferred outcomes	Update T25 drafting as relevant
Opinions Not Discussed			
18	The experts did not discuss the portion of Mr Holmes evidence regarding costings as only Mr Holmes has considered the costings to date.  Ms Barich, Mr Craigie, Mr Hundt and Mr Mathios are of the opinion that costings are not relevant to their area of expertise.	Noted costings not discussed	None
Opinions Not Agreed			
19	There were no opinions that are not agreed by all experts.	Noted no opinions not agreed by all	None

**Response to Conclave for DCP, economics and costing**

Item	Statement	CoGG Initial Response	Action
1	<p>The intersection costs shown in the DCP are based on Council's estimates which include a 15% contingency. Cost estimates prepared by Creo and exhibited with the Referred materials adopt a 20% contingency.</p> <p>BF notes that:</p> <ul style="list-style-type: none"> <li>- A Formal Quantitative Cost Risk Assessment (QCRA) to my knowledge has not been undertaken.</li> <li>- I have formed a provisional view regarding appropriate contingency provisions for similar infrastructure projects at final concept design stage, where residual uncertainty remains in design development, interfaces, methodology execution and delivery conditions.</li> <li>- I have recommended a P80 contingency allowance of 28%. This recommendation reflects both the underlying risk profile observed in comparable transport infrastructure projects and the statistical distribution of cost outcomes derived from prior QCRA benchmarks.</li> <li>- In my opinion, it is considered appropriate in the context of prevailing design maturity, identified risk exposures, and the need to achieve a high level of cost certainty consistent with a P80 confidence level. (80% likelihood of not being exceeded).</li> </ul> <p>PS notes that:</p> <ul style="list-style-type: none"> <li>- Road and intersection projects included in greenfield DCPs (and ICPs) normally have a contingency allowance of approximately 15%.</li> </ul> <p>Agreed: BF, PS (facts)</p> <p>No opinion: LP, PS (opinion)</p>	Noted	None
2	<p>The BR-01 cost shown in the DCP appears to apply to the structure of the bridge only and does not appear to include the cost of approach roads and associated earthworks.</p> <p>Agreed: PS, LP</p> <p>No opinion: BF</p>	This is correct.	None