

Planning Report

USE OF THE LAND AND TO CONSTRUCT AND CARRY OUT WORKS FOR A CARPARK AT 21 BIRDWOOD AVE NORLANE. USE OF THE LAND FOR A FUNCTION CENTRE AND TO CONSTRUCT AND CARRY OUT WORKS FOR THE WATHAURONG ABORIGINAL COOPERATIVE COMMUNITY HUB AT 60-62 MORGAN STREET NORLANE. CONSTRUCT AND CARRY OUT WORKS FOR CAR PARKING AT 43 THE BOULEVARD NORLANE. REDUCTION IN THE NUMBER OF CAR PARKING. REMOVAL OF NATIVE VEGETATION. DISPLAY OF BUSINESS IDENTIFICATION SIGN. CREATE ACCESS TO A ROAD IN A TRANSPORT 2 ZONE.

28 JANUARY 2025

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TOWN PLANNING AND BUSHFIRE SERVICES

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DISCLAIMER

Town Planning and Bushfire Services have taken proper care in the preparation of this report. Any assessment process by a Responsible Authority should not rely solely on this report.

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1. SUMMARY

This planning report has been prepared by Town Planning and Bushfire Services on behalf of the Wathaurong Aboriginal Co-Operative (WAC) in support of a planning permit application to facilitate the redevelopment of the WAC North Geelong Hub on land at 60-62 Morgan Street and 43 The Boulevard, Norlane and 21 Birdwood Ave Norlane.

The main community and administrative hub for the WAC is located at 60-62 Morgan Street, North Geelong. The WAC North Geelong hub provides medical and youth services, early years learning, family and community services, justice support, meeting and function rooms and core administrative services.

This planning permit application seeks approval for:

- ▶ Use of the land and to construct and carry out works for a car park at 21 Birdwood Ave Norlane.
- ▶ Use of the land for a function centre at 60-62 Morgan Street Norlane.
- ▶ Construct and carry out works for the Wathaurong Aboriginal Cooperative Community Hub at 60-62 Morgan Street Norlane.
- ▶ Construct and carry out works for car parking at 43 The Boulevard Norlane.
- ▶ Reduction in number of Car Parking.
- ▶ Removal of Native Vegetation.
- ▶ Display of Business Identification Sign.
- ▶ Create access to a road in a Transport 2 Zone.

2. INTRODUCTION

The purpose of this report is to provide information about the subject site and surrounding environs, a detailed description of the proposal and an assessment against the relevant planning policy and requirements in the Greater Geelong Planning Scheme.

This report is accompanied by the following supporting documents:

- ▶ Master Plan and Design Plans prepared by Woods Bagot (Appendix 1)
- ▶ Title Plans (Appendix 2)
- ▶ Site Context and Design Response prepared by Woods Bagot (Appendix 3)
- ▶ Feature and Level Survey prepared by St Quentin (Appendix 4)
- ▶ Cultural Heritage Due Diligence prepared by GHD (Appendix 5)
- ▶ Cultural Heritage Management Plan prepared by GHD (Appendix 5a)
- ▶ Civil Plans prepared by GHD (Appendix 6)
- ▶ Stormwater Management Plan Technical Memorandum prepared by GHD (Appendix 7)
- ▶ Landscape Concept Report prepared by Tract (Appendix 8)
- ▶ Sustainability Management Plan prepared by GHD (Appendix 9)
- ▶ Section J Compliance prepared by GHD (Appendix 10)
- ▶ Green Travel Plan prepared by GHD (Appendix 11)
- ▶ Green Star Feasibility Study prepared by GHD (Appendix 12)
- ▶ Traffic Impact Assessment prepared by GHD (Appendix 13)
- ▶ Tree Survey & Impact Assessment prepared by Johnny's Tree Service (Appendix 14)
- ▶ Additional Tree Survey prepared by Johnny's Tree Services (Appendix 15)
- ▶ Waste Management Plan prepared by Salt 3 (Appendix 16)
- ▶ Flood Information Request prepared by CCMA (Appendix 17)
- ▶ Environmental Site Assessment for 43 The Boulevard prepared by Scaada (Appendix 18)
- ▶ Preliminary Site Investigation for 43 The Boulevard prepared by Scaada (Appendix 19)
- ▶ Preliminary Site Investigation for 62 Morgan Street prepared by Scaada (Appendix 20)
- ▶ Native Vegetation Removal Report #327_20240215_RKL (Appendix 21)
- ▶ Basic Pathway 60-62 Morgan Street Norlane prepared by Beacon Ecological (Appendix 22)
- ▶ Construction Design Acoustic Report prepared by GHD (Appendix 23)

3. PROJECT DETAILS

A summary of the details relating to this planning permit application are provided in Table 1.

| Table1 | |
|-------------------------------------|---|
| <i>Property Address & Title</i> | 60-62 Morgan Street, North Geelong (WAC owned land) Lot 1 on Title Plan 002679 8,578m ² |
| | 43 The Boulevard, North Geelong (partial) (Greater Geelong Council owned land) Lot 1 on Title Plan 957451 (existing) Lot A PS 920593 (proposed but not yet titled) 5,456m ² |
| | 21 Birdwood Ave, Norlane (partial) (Vic Roads owned land) Lot 1 on Title Plan 24203 1,200m ² |
| <i>Zone</i> | Special Use Zone Schedule 18 (SUZ18) Industrial 1 Zone (IN1Z) |
| <i>Overlay</i> | Design and Development Overlay – Schedule 20 (DDO20) Environmental Audit Overlay (EAO) |
| <i>Aboriginal Cultural Heritage</i> | Yes |
| <i>Bushfire Prone Area</i> | No |

4. SUBJECT SITE AND SURROUNDS

The subject site is located at the edge of North Geelong/Norlane, within an established light industrial area approximately 5km north of Geelong CBD

The subject land comprises the entire lot at 60-62 Morgan Street (WAC owned land), 43 The Boulevard (currently Council land) and part of 21 Birdwood Ave (Vic Roads Depot).

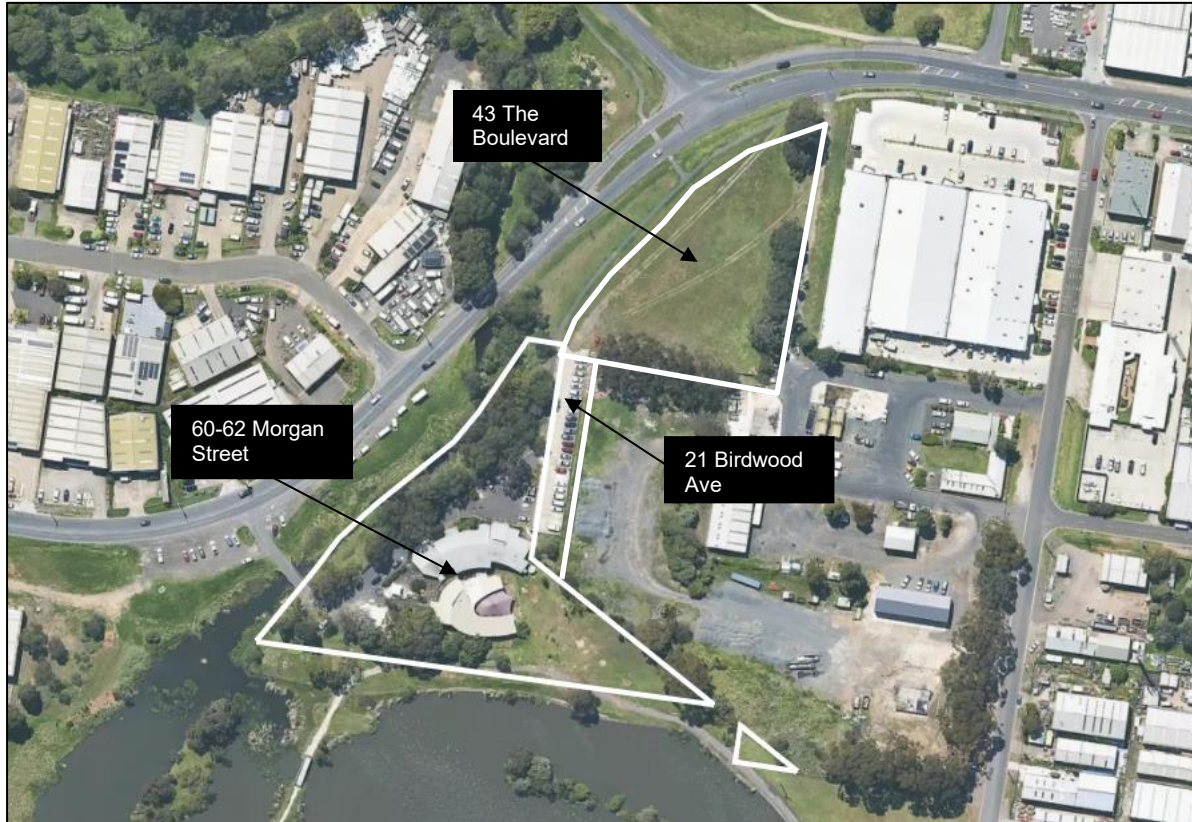


Figure 1: Aerial of sites

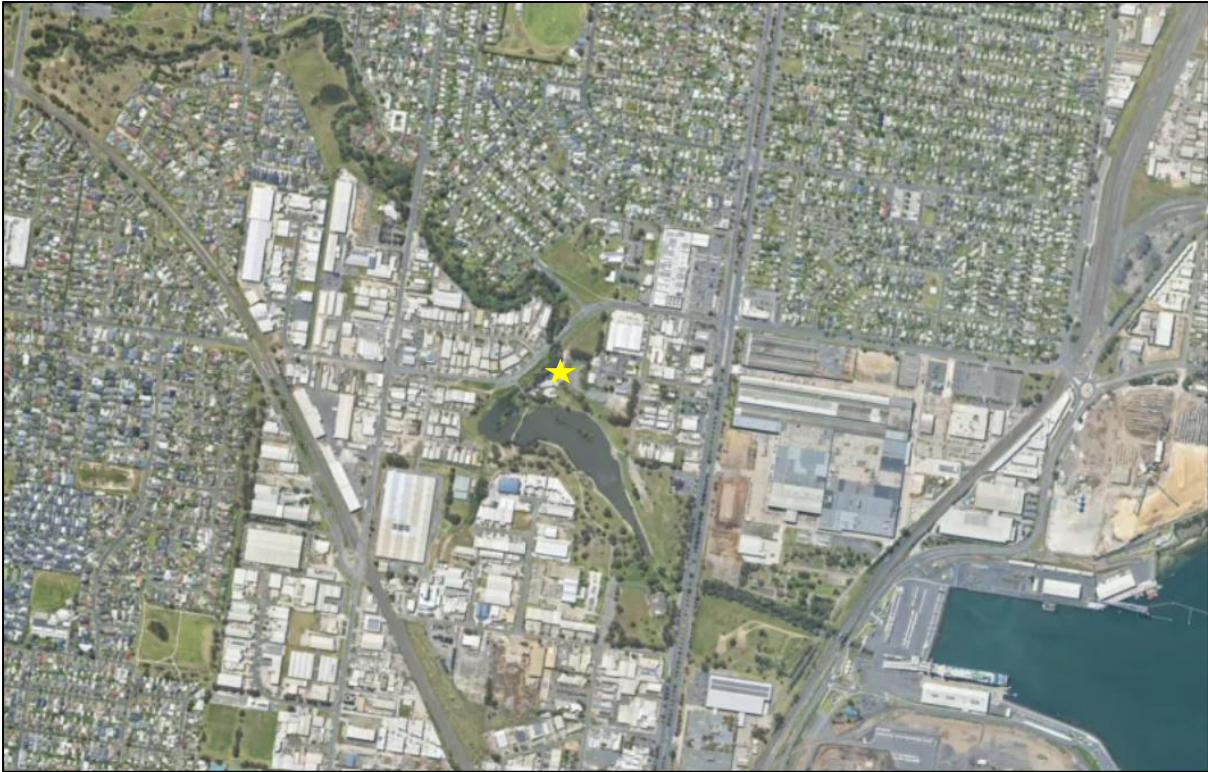


Figure 2: Aerial of site in context of surrounds

The main administrative building providing core services for the Wathaurong Aboriginal Cooperative (WAC) is situated at 60-62 Morgan Street which is owned by the WAC Ltd. The site contains predominantly two single storey timber framed buildings. The Administration building adjacent Cowies Creek Lake, and the health care and child care building located further up the hill. Both buildings are of similar architectural style. Both of these buildings will be demolished during the redevelopment. Two culturally important sites at 60-62 Morgan Street are the Scar Tree/ dance circle and the Tranquillity Garden which will both be retained. In total the site is 8,578m² in size.

An existing permit 946/000 exists on this site. This permit allows, *use and development of land for a community, cultural and interpretative centre, administration buildings, pre school, health facility, gathering space/meeting room, cultural centre, ceremonial dancing area and associated car parking in accordance with the endorsed plans.*

Land directly to the north of the WAC administrative buildings is 43 The Boulevard and is owned by the Geelong City Council. The site has a bike/walking path running approximately parallel to the road. The remainder of the eastern portion of the site is cleared. The WAC are in the process of purchasing this site from City of Greater Geelong which totals 5,456m².

The VicRoads depot to the east of the site at 21 Birdwood Ave, currently leases approximately 900m² of land to the Wathaurong Aboriginal Cooperative. An existing planning permit PP97/2013 for building and works for the purpose of a car park applies to this site. The Wathaurong have negotiated with Vic Roads for a further lease of 300m² of land to total 1,200m² of VicRoads land that is included within this subject site. The lease with VicRoads is currently being negotiated for 10 years with an option of a further 10 year extension.

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Cowies Creek abuts the site to the south and west. To the west Cowies Creek is within CA2094 Parish of Moorpanyal. Access to the WAC Hub is via an existing single lane bridge over Cowies Creek within the south west portion of the site via Morgan Street.

The parkland to the south of the site and surrounding Cowies Creek lake contain numerous publicly accessible shared pedestrian/bicycle pathways, and substantial mature native plantings.

Recent flood modelling prepared for Cowies Creek has shown that the southern and western part of 60-62 Morgan Street is subject to flooding at a 1% Annual Exceedance Probability (AEP).

The Boulevard and Morgan Street is zoned Transport 2 Zone (TRZ2) forming part of the Principal Road Network and fluctuates between 20m-30m wide. The TRZ2 indicates it is a State controlled road.

5. PROPOSAL

This application is made in association with the land at 60-62 Morgan Street and 43 The Boulevard, North Geelong and 21 Birdwood Ave Norlane.

5.1 Demolition

With substantial expansion of Wathaurong services, the existing buildings will be removed to facilitate construction of a best practice, fit for purpose integrated community and service hub. The site is substantially constrained by existing features, given this, the existing building site is the most feasible location to site the new built form. The Scar Tree/ dance circle and the Tranquillity Garden will be retained.

Some removal of trees is necessary particularly around the perimeter of the current buildings and some along the top of the Cowies Creek bank to facilitate improved bike paths. These trees are not native vegetation and all planted.

5.2 Construction of main building

The redevelopment of the WAC Norlane Hub will comprise a three storey mixed use development and will include the following:

Ground level – public and ceremonial entry

- ▶ Foyer
- ▶ Café
- ▶ Gathering space (or function room)
- ▶ Kitchen
- ▶ Undercover parking (29 spaces) and services

Level 1 – Community and healthcare spaces

- ▶ Community facilities (lounges, library, coworking space)
- ▶ Healthcare and treatment rooms
- ▶ Family consult rooms

Level 2 – Workspace

- ▶ Administrative shared working space
- ▶ Boardroom
- ▶ Staff break rooms
- ▶ Meeting rooms.

All proposed uses are in association to the primary land use – WAC North Geelong Community Hub. See the Master Plan and Design Plans at Appendix 1 prepared by Woods Bagot for plans on the built form.

5.2.1 Vehicle access and carparking

The existing bridge will be used predominantly for pedestrian and cyclist access. The Wathaurong minibus and emergency services will be the only vehicle to utilise the existing bridge.

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A new entrance exit to the main car park will be via 43 The Boulevard. This entrance will access the main car park. An accessway and disability parking will be located on the Vic Roads land at 21 Birdwood Ave and further car parking is located on ground level of the main building. All of these car space will enter/exit via the new access at 43 The Boulevard.

The main car park will contain 128 carparking spaces and the undercover car park contains 29 car spaces for a total of 157 car spaces. See the Traffic Impact Assessment at Appendix 13 for more information regarding traffic and car parking.

5.2.2 Landscaping

A Landscape Concept Plan has been prepared by Tract and provided at Appendix 8.

6. GREATER GEELONG PLANNING SCHEME

6.1 Planning Policy Framework

The following section identifies the relevant planning provisions in the Greater Geelong Planning Scheme that are related to the proposal, followed by an assessment and response to the Planning Policy Framework

Clause 02.03-1 Settlement policy acknowledges Corio Norlane's established residential, industrial, manufacturing communities and provides strategic direction for development in Corio Norlane, specifically to:

- ▶ *Facilitate an increase in commercial and community activities.*

Clause 11.03-6L-02 Corio Norlane

- ▶ *To facilitate the urban renewal of the Corio Norlane area*
- ▶ *Support the development of health and support services, including potential expansion of facilities within the Corio 'heart' area.*

Clause 15.01-1S Urban Design

- ▶ *To create urban environments that are safe, healthy, functional, and enjoyable and that contribute to a sense of place and cultural identity*
- ▶ *Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.*
- ▶ *Ensure the interface between the private and public realm protects and enhances personal safety.*
- ▶ *Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.*

Clause 15.01-2S Building Design

- ▶ *To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable outcomes.*

Clause 17.03-1 Industrial land supply

- ▶ *To ensure the availability of land for industry*
- ▶ *Avoid approving non-industrial land uses that will prejudice the availability of land in identified industrial areas for future industrial use.*

Clause 17.03-2S Sustainable Industry

- ▶ *Protect industrial activity in industrial zones from the encroachment of commercial, residential and other sensitive uses that would adversely affect industry viability.*

Clause 12.03-1S River and riparian corridors, waterways, lakes, wetlands and billabongs

- ▶ *'To protect and enhance waterway systems including river and riparian corridors, waterways, lakes, wetlands and billabongs.'*

Clause 12.03-1L River corridors, waterways, lakes and wetlands

- ▶ *'Ensure waterways and wetlands are not drained or adversely affected as a result of development.'*

Clause 13.03-1S Floodplain management

- ▶ *'Avoid intensifying the impact of flooding through inappropriately located use and development.'*

Clause 13.04-1S Contaminated and potentially contaminated land

- ▶ *To ensure that contaminated and potentially contaminated land is used and developed safely.'*
- ▶ *'Ensure contaminated or potentially contaminated land is or will be suitable for the proposed use, prior to the commencement of any use or development.'*
- ▶ *'Facilitate the remediation of contaminated land to make the land suitable for future intended use or development.'*

Clause 13.07-1S Land use compatibility

- ▶ *'To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.'*
- ▶ *'Ensure that use or development of land is compatible with adjoining and nearby land uses.'*
- ▶ *'Protect commercial, industrial and other employment generating uses from encroachment by use or development that would compromise the ability of those uses to function safely and effectively.'*

Clause 15.01-2L Environmentally sustainable development

- ▶ *'To achieve best practice in environmentally sustainable development from the design stage through to construction and operation.'*

Clause 15.03-2S Aboriginal cultural heritage

- ▶ *'To ensure the protection and conservation of places of Aboriginal cultural heritage significance.'*

Clause 19.02-4S Social and cultural infrastructure

- ▶ *'To provide fairer distribution of and access to, social and cultural infrastructure.'*

6.2 Response to Planning Policy Framework

The Wathaurong Aboriginal Cooperative has been on this land for over 20 years and is ensconced in the Norlane-North Geelong Area. Its place in the landscape is not questioned and is compatible with the surrounding industry, the majority of which is light and service industry. For clarity, the land uses proposed under the planning permit are all land uses that currently exist at the site albeit on a smaller scale. The WAC currently has a lack of car parking but is now proposing with 157 on-site car spaces which will reduce the spill into Morgan Street.

The redevelopment is assisting in the investment/renewal in the Norlane area with much needed community facilities and to extend the sense of place that Aboriginal people and the Norlane Community have with this site.

Except for a minor encroachment of the decking into a nominated wetland area, there are no biodiversity impacts with this application. A Native Vegetation Removal Report by Beacon Ecological states that although the development is moving into an identified wetland area, this area is well above the normal waterline.

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The proposal is well designed for this landscape setting. The building has been designed with clever interface towards Cowie's Creek to the west and south but with acceptable setbacks to protect the ecology of the creek and potential flooding. The stormwater management from the site will be upgraded to 2025 standards, and will be utilising private raingardens to reduce and treat flows before it is discharge to Cowie's Creek The interface with the creek corridors and the bike paths which convey cyclists north-south through the site and across the single lane bridge will promote the site as one to be used by the community both public and private.

Due to the presence of historic contaminated site, the WAC are not proposing any sensitive uses but will undertake recommendations that the Environmental Consultants recommend ensuring it is suitable for its intended use.

7. ZONE CONTROLS

7.1 Special Use Zone – Schedule 18

The purpose of the SUZ 18 is:

To provide for the use and development of the land for cultural and community facilities and support services for Aboriginal and Torres Strait Islander people.

To ensure that the use and development of land is compatible with surrounding uses.

Under the provisions of Schedule 18 to the SUZ, the majority of the uses proposed on the site including carpark, food and drink premises and office (medical centre) are a Section 1 Use (no permit required). A permit is required for the use of the site for Place of Assembly (Function Centre).

In accordance with Clause 37.01-4 of the SUZ, a permit is required to construct a building or construct or carry out works for the Wathaurong Aboriginal Cooperative Community Hub unless the schedule to this zone specifies otherwise.

The following decision guidelines should be considered by the Responsible Authority as appropriate:

| Table 2 | |
|--|--|
| Use of Land Decision Guidelines | Response |
| <i>The purpose of this schedule.</i> | The WAC has been in the same location for over 20 years so is part of the community. |
| <i>The connection between the proposed use and the Aboriginal community organisation.</i> | All uses proposed on the site will be run by the WAC. |
| <i>The effect that the proposed use may have on existing uses on nearby or adjoining land.</i> | The use of function centre already exists within the site albeit at a smaller scale. There are likely to be conditions on the number of events and the capacity. The surrounding uses are all light industry and unlikely to be affected by any functions. |
| <i>The effect that existing uses on nearby or adjoining land may have on the proposed use.</i> | The WAC has been in the same location for over 20 and they would not have chosen this site to develop if the impacts from surrounding land was great. |
| <i>The effect of traffic generation and car parking.</i> | The proposed use of a function centre will prepare an events management plan which will include information to event attendees and possibly shuttle buses from offsite car parking for larger events. |
| <i>The provision of car parking and access to the site.</i> | The proposed use of a function centre will prepare an events management plan which will include information to event attendees and possibly shuttle buses from offsite car parking for larger events. |

Table 3

| Buildings and Works Decision Guidelines | Response |
|---|---|
| <i>The purpose of this schedule.</i> | The proposed buildings respond to the surrounding uses and are all proposed for the WAC. |
| <i>The impact from potential flooding from Cowies Creek</i> | The proposed buildings have been designed above the 1% Annual Exceedance Probability flood event. The existing bridge will be impacted by some flood events but this is only a secondary access to the site with the main access being further north and flood free. |
| <i>Any cultural values on or near the land</i> | The two main cultural values of the site are the scar tree and tranquillity garden, both of which are being retained. |
| <i>Provision of car parking and site access</i> | The car parking is being increased. For day to day running of the site plus small functions the car parking will be sufficient. O |
| <i>The movement of pedestrians and cyclists and vehicles including emergency services.</i> | The site is constrained so there were limited options for development, however the main access and carparking to the north and accessways and pedestrian pathways heading south to the main building work efficiently. The single lane bridge can be used for some exiting vehicles where necessary. |
| <i>The impact of development on the adjoining public bike path.</i> | The bike path will be improved and realigned in sections, but ultimately retained and improved. |
| <i>The interface with adjoining land uses, specifically the relationship between the creek environment and surrounding industry.</i> | The main building is specifically designed to open up to the creek environs with welcoming entrances and generous setbacks to protect ecological values and for flood protection. |
| <i>The visual appearance of building facades, car parking areas and landscaping particularly from public vista points on Morgan Street and from the public bike paths along Cowies Creek.</i> | The main building will be predominantly screened from Morgan Street and The Boulevard behind the existing trees along Cowies Creek. There will be glimpses of an attractive architecturally designed building that has been through numerous design response workshops with the WAC to ensure it has connection to Country, functionality, attractiveness and sensitive to its interface. |

7.2 Industrial 1 Zone

A permit is required for the use and to construct a building or construct or carry out works for a car park in the Industrial 1 Zone land which is the VicRoads depot. This proposal extends the existing car park into the site by another 2.5 metres or 300m².

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This part of the site is being improved from a concrete carpark and vacant area of the Vic Roads Depot to disability parking, vehicle accessway, pedestrian pathway and landscaping. This will become an efficient and well-designed area that improves both the Wathaurong site and the Vic Roads site. The area will also have improved stormwater functionality, draining the area within the IN1Z to the south of the site as shown in the Civil Plans of Appendix 6. As the site is being leased from VicRoads and is not owned by the Wathaurong, the IN1Z area will not have any services located on it including electricity or underground drainage that might require an easement.

8. OVERLAY PROVISIONS

8.1 Design and Development- Schedule 20

The DDO20 only applies to the car park and access strip on the leased VicRoads site. In accordance with Clause 43.02-2 A permit is required to construct a building or construct or carry out works.

The relevant design objectives of the DDO20 are:

- ▶ *To improve the visual appearance and image of industrial areas through well designed site responsive developments.*
- ▶ *To provide a high level of amenity for workers and visitors to industrial areas.*
- ▶ *To promote best practise storm water quality and reuse measures.*

This part of the site is being improved from a concrete carpark and vacant area of the Vic Roads Depot to disability parking, vehicle accessway, pedestrian pathway and landscaping. This will become an efficient and well-designed area that improves both the Wathaurong site and the Vic Roads site. The area will also have improved stormwater functionality, draining the area with the DDO to the south of the site as shown in the Civil Plans of Appendix 6.

8.2 Environmental Audit Overlay

The EAO applies to the sites of 43 The Boulevard and 60-62 Morgan Street. This overlay is triggered when a sensitive use is proposed. In accordance with this overlay of the Greater Geelong Planning Scheme, a sensitive use is a residential use, childcare centre, kindergarten, pre-school centre, primary school (even if ancillary to another use), children's playground or secondary school.

As the site is not proposing a sensitive use, the EAO is not triggered.

9. PARTICULAR AND GENERAL PROVISIONS

9.1 Clause 52.05 Signs

The redevelopment of the WAC building only proposes a single business identification sign, shown on the North-West elevation of the main building ATP-3202. This sign is 10.5m² in area, located on the ground level façade and is not illuminated. In accordance with SUZ18, this area is in Category 2 of Clause 52.15 which requires a permit when a Business Identification Sign is greater than 8m².

The sign does not impact on the character of the area and does not protrude above the building to impact on views. It is a subtle sign located on the façade of the building.

9.2 Clause 52.06 Car parking

Clause 52.06-3 states that *a permit is required to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay.*

The Traffic Impact Assessment (TIA) prepared by GHD has calculated a statutory car parking requirement of 245 car spaces. The application provides 157 car parking spaces and therefore a planning permit is needed for the reduction of car parking.

Refer to the TIA at Appendix 13 for an assessment of the Car Parking Reduction.

9.3 Clause 52.17 Native vegetation

Clause 52.17 states that *a permit is required to remove, destroy or lop native vegetation, including dead native vegetation.*

All of the surveyed trees on the site are planted species which can be seen in the Tree Survey & Impact Assessment at Appendix 14 and 15. The trees are only 20-30 years old and they are located at the top of the Cowies Creek bank. Self-seeded revegetation along creeks would generally grow within the creek valley rather than at the top of the bank.

The Tree Survey & Impact Assessment identifies high value trees with the majority of these being located adjacent to the bicycle path and roadway. Many of these are to be retained by using non-destructive construction methods along the reconstructed shared trail to retain the high value trees.

A Native Vegetation Removal Report (NVR) has been prepared by Beacon Ecological at Appendix 22 as there is a slight encroachment of the proposed decking into the Cowies Creek mapped wetland area. The decking is well above the 1% flood event and is being constructed on lawn and not a wetland mapping. A request has been made to the Department of Energy, Environment and Climate Action (DEECA) to modify this wetland mapping. Irrespective the Native Vegetation Mapping show this area to be wetland currently, and we must therefore account for the removal of a patch of vegetation as shown in the NVR.

9.4 Clause 52.29 Land Adjacent to the Principal Road Network

Morgan Street and The Boulevard are a designated Transport Zone 2 – Principal Road Network (TRZ2).

Clause 52.29-2 states a permit is required to create or alter access to a road in a Transport Zone 2. The existing bridge to Morgan Street is being retained though there is much reduced access from this bridge to Morgan Street. Only pedestrians and cyclists will use this bridge, and the Wathaurong minibus will use the bridge as an exit.

A new access further to the north at 43 The Boulevard will be the primary entrance/exit to the main carpark where there will be a new right turn and left turn lane into the car park from The Boulevard.

An application made under Clause 52.29 must be referred to the Head, Transport for Victoria though there is an existing referral response from Department of Transport dated 1/10/24 that provides conditional consent to the new access.

9.5 Clause 53.18 stormwater management in urban development

Clause 53.18 purpose is to:

To ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.

A Stormwater Management Plan Technical Memorandum has been prepared by GHD and provided at Appendix 7 and Civil Plans prepared by GHD are provided at Appendix 6 which describes the improved stormwater management for the site.

10. AREA OF CULTURAL HERITAGE SENSITIVITY

The subject site is located within an area of cultural heritage significance. A Cultural Heritage Management Plan #19828 has been submitted with the application at Appendix 5a.

11. CONCLUSION

The subject site consists of three parcels being 60-62 Morgan Street (WAC land), 43 The Boulevard (partial Council land) and 21 Birdwood Ave (partial Vic Roads Depot).

The use of the function centre at 60-62 Morgan Street and the use of the car park on the VicRoads site are the primary use permits. Buildings and works permits are required under the SUZ18, IN1Z and DDO20. Permits are also required for the reduction in car parking, signage, removal of native vegetation and new access to the Transport 2 Zone

Overall, the proposal appropriately responds to the overarching State and local planning policies which seeks to ensure development enhances sense of place and identity, ensures the use does not unfairly impact on surrounding industry, and responds appropriately to its context and constraints.

For the above reasons, we respectfully request the application be supported by the City of Greater Geelong.