

MINUTES

ORDINARY MEETING OF COUNCIL

Tuesday, 26 November 2013

Held at the
Council Conference and Reception Centre
City Hall, Little Malop Street, Geelong
commencing at 7.00p.m.

COUNCIL:

Cr. D. Lyons
Mayor

Cr. T. Ansett (<i>Windermere</i>)	(Heritage, Rural Communities)
Cr. L. Ellis (<i>Coryule</i>)	(Coastal Communities, Infrastructure, Parks and Gardens)
Cr. J. Farrell (<i>Beangala</i>)	(Community Safety, Education and Youth)
Cr. K. Fisher (<i>Corio</i>)	(Community Development)
Cr. B. Harwood (<i>Kardinia</i>)	(Enterprise Geelong)
Cr. M. Heagney (<i>Brownbill</i>)	(Arts and Culture, Central Geelong)
Cr. J. Irvine (<i>Austin</i>)	(Sport and Recreation)
Cr. E. Kontelj (<i>Cowie</i>)	(Aboriginal Affairs, Multicultural Affairs)
Cr. Dr. S. Kontelj (<i>Kildare</i>)	(Finance)
Cr. R. Macdonald (<i>Cheetham</i>)	(Major Projects, Planning, Knowledge Economy)
Cr. R. Nelson (<i>Deakin</i>)	(Major Events, Tourism)
Cr. A. Richards (<i>Buckley</i>)	(Environment & Sustainability, Transport, Primary Industries)

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**MINUTES OF THE ORDINARY MEETING
OF THE GREATER GEELONG CITY COUNCIL
HELD AT THE COUNCIL CONFERENCE AND RECEPTION CENTRE
CITY HALL, LITTLE MALOP STREET, GEELONG
TUESDAY, 26 NOVEMBER 2013
COMMENCING AT 7.00 P.M.**

PRESENT: Cr R Nelson (Acting Mayor), Crs T Ansett, L Ellis, J Farrell, M Heagney, E Kontelj, S Kontelj, R Macdonald, A Richards

Also present: S Griffin (Chief Executive Officer), J Wall (General Manager Corporate Services), P Bettess (General Manager Economic Development, Planning and Tourism), G Van Driel (General Manager City Services), J McMahon (General Manager Community Services), D Frost (General Manager Projects, Recreation and Central Geelong), J Brown (Manager Administration and Governance), R Bourke (Governance Co ordinator) J Merlo (Senior Media Officer)

OPENING: The Acting Mayor declared the meeting open at 7.00pm

ACKNOWLEDGEMENTS:

The Acting Mayor acknowledged that we are here today on the land of the Wathaurong People and we pay our respects to Aboriginal elders past and present.

APOLOGIES: Crs Fisher, Irvine, Harwood (Council Business)

FILMING OF COUNCIL MEETING:

Cr Richards moved, Cr S Kontelj seconded –

That Council allow filming of the Council Meeting.

Carried.

CONFIRMATION OF MINUTES:

Cr S Kontelj moved, Cr Macdonald seconded -

That the Minutes of the Ordinary Meeting held on 12 November 2013 be confirmed and signed.

Carried.

DECLARATIONS OF CONFLICTS OF INTEREST:

Cr S Kontelj declared an Indirect Interest by Close Association in relation to Notice of Motion – Mobile Phone Antenna Lease – Hamlyn Park, in that his niece owns a property opposite the proposed tower and signed a petition opposing the tower.

Cr E Kontelj declared an Indirect Interest by Close Association in relation to Notice of Motion – Mobile Phone Antenna Lease – Hamlyn Park, in that his niece owns a property opposite the proposed tower and signed a petition opposing the tower.

QUESTION TIME:

Question Time is an opportunity for questions to be addressed to Council and while the minutes record the general content, they do not purport to be a transcript of what was said by individuals. Likewise Councillor or Officer verbal responses are in summary form only. Views expressed may not be the views of Council.

Council's practice is to provide a separate document on its website setting out questions and responses including any more detailed written responses which may be provided subsequent to the meeting.

Ryan McGarigle asked what measures are in place to ensure Councillors, when considering a planning permit application, consider the matter which is actually before them, and not other matters. The reason for my question is that at a recent meeting of the Planning Committee to decide on an application for a buildings and works in Roseneath Street, none of the discussion and questions related to the buildings and works. This was despite the expert view of Council's planning officers and the applicant, that only the buildings and works matters were up for consideration and that other matters were not relevant. Virtually an entire meeting, and subsequent decision were based on matters which were clearly not up for consideration?

Peter Bettess responded that the report submitted by officers can be interpreted differently by individual Councillors on matters going before VCAT, and VCAT will define the scope of considerations.

Christine Brooks asked about the negotiations for the ownership of Ocean Grove Park to be transferred to Council. "My question is addressed to Cr Jan Farrell: Councillor, will you suspend negotiations on this matter until the members of the Ocean Grove Park Association have voted as to whether there should be a transfer of ownership? I refer to my letter published in Bellarine Times on 21 November 2013, which questions why Council is spending its time and resources on these negotiations regardless of the fact that the members of the Ocean Grove Park Association have not yet voted as to whether there should be any transfer of ownership."

Cr Farrell responded that a performance space in Ocean Grove Park has been the subject of Council discussions for 3-4 years. Council supported the Ocean Grove Park Association with funding to develop their business case and detailed design some years ago. An allocation of \$200,000 towards construction of the performance space was made in the 2013/14 budget, subject to the Park being transferred to Council ownership.

Discussions are on foot with the Park's owners Trust for Nature and the President of Ocean Grove Park Inc Colin Atkins. All parties want to make sure there is a covenant or memorandum of understanding that maintains the park as public open space for future generations. We will continue to negotiate with Trust for Nature in good faith. Matters concerning the members of Ocean Grove Park Inc are an internal matter for them.

Lynette Hughes asked the following:

- 1) Why do we need a CEO, Mayor, Councillors when the Committee for Geelong, G21, Northern Futures, Geelong Otway Tourism, Corangamite Catchment Management Authority, Deakin University, all taxpayer funded and their network of funded organisations, City of Greater Geelong bureaucrats and underlings (all funded with separate and hidden agendas); and now overpaid Enterprise Geelong are making all the decisions on behalf of ratepayers of CoGG, and who is running the Council and What is their 'real' triple bottom line agenda?

The Acting Mayor took the question on notice.

Questions 2 and 3 were not deemed questions, but rather statements, and therefore do not warrant a response.

Paul Westcott asked the following questions in relation to the Bus Interchange:

- 1) It has been reported in the media and elsewhere that there is, once again, a regrettable push to remove the bus interchange from Moorabool Street. Is the Council aware that since the interchange was re-established in Moorabool Street in late 2010 there has been a twenty percent increase in bus use in Geelong, which assists the implementation of Council policy to promote sustainable transport use?

The Acting Mayor took the question on notice.

- 2) Have the people who propose that the bus interchange be removed for a second time from Moorabool Street identified any alternative location that will give public transport users similarly direct and convenient access to the centre of Geelong and to other bus routes?

The Acting Mayor took the question on notice.

- 3) In the event that this proposal is taken any further, will Council agree to undertake a full and open public consultation which examines both the suitability of the current location and any alternative which might be proposed? I note that such a consultation, conducted by Council in June 2011, overwhelmingly backed the retention and improvement of the present location?

The Acting Mayor took the question on notice.

Cr Richards added any future proposals would be via a full and open public consultation.

Colin Wallace addressed Council as follows:

I refer to the Hansard of the Legislative Assembly of Victoria for Wednesday 13th November 2013, pages 4018 to 4022, particularly where Premier Denis Naphine refers to a meeting at his office in Treasury Place at 4pm on Wednesday 14th August 2013 at which Mayor of the City of Greater Geelong Keith Fagg told Premier Naphine of his intention to resign and where, on page 4022, Premier Naphine says, “I can advise the house with respect to the meeting on 14 August that people present at the meeting were me, Keith Fagg, his brother Barry Fagg, Paul Jamieson, who was then the acting CEO of the City of Greater Geelong, and Anna Cronin, my chief of staff.” and my question is: why was a manager, Paul Jamieson, acting CEO at that meeting on Wednesday 14th August, particularly considering that the evening before at the Council Meeting all five of the City of Greater Geelong’s general managers, including the person directly above Paul Jamieson in the hierarchy, Jenny McMahon, were present, with another of them Dean Frost the acting CEO in Stephen Griffin’s absence, or, considering the question another way, when, according to a report by Greg Dundas in the Geelong Advertiser on Friday 16th August, the day of the official announcement of Keith Fagg’s resignation, General Manager Dean Frost was acting CEO on Thursday 15th August and he was also acting CEO at the Council Meeting on Tuesday 13th August, why was Manager Paul Jamieson acting CEO at the 4pm meeting on Wednesday 14th August where Mayor Keith Fagg told Premier Denis Naphine he intended to resign?

The Chief Executive Officer responded the Paul Jamieson referred to is not the Paul Jamieson employed by this Council.

Dennis Foster asked the following questions in relation to the proposed Telstra Tower in Hamlyn Park Reserve:

- 1) What form does the public submission process take? Is it a petition, or is it a specific form to be completed that is provided by Council? Is it a submission we are expected to do as a community group or does Council prefer this to be completed by multiple individuals? How is the submission lodged to Council – is it in person or via the Council website?
- 2) What timeframe can we expect for the public submission process to be completed given our VCAT hearing date is the first week in March 2014?
- 3) What guidelines does Council request that we follow with respect to the content of our public submission? What grounds do you recommend we use in our submission? How many objectors does Council ultimately require in order for our public submission to be successful?
- 4) We have already tabled 353 names on a public petition and there have been 219 objection forms filed with Council. How do you recommend that we integrate this into our public submission?

Cr Richards responded that a Notice of Motion is being presented this evening and if successful what we will see is a four week submission period in 2014, and will be mindful you need to be at VCAT in March 2014.

Individuals should forward submissions either handwritten or by email to Council. The submissions will be considered by council officers and a report will be brought to Council.

Mary Wallace asked if there is a Paul Jamieson working for Council?

The Chief Executive Officer responded, yes there is.

Adam Agosta asked a series of questions in relation to the G21 Regional Growth Plan – Implementation Plan, but did not provide a record of his questions.

Peter Bettess provided a detailed verbal response to the questions on the night.

PETITIONS: Nil

OATH OF OFFICE – DIRECTLY ELECTED MAYOR

In accordance with the provisions of Section 63 of the Act, a person elected as a Councillor cannot act in that capacity unless they have made an 'Oath of Office'. The Oath is made using a Bible, or alternately an affirmation may be made.

The Chief Executive Officer invited Cr Darryn Lyons to come forward to make an Oath of Office.

Cr Darryn Lyons made his Oath of Office, briefly addressed the gallery and assumed his Chair as the new Mayor of the City of Greater Geelong.

1. ADOPTION OF AMENDMENT C294 - CORRECTION OF MINOR ANOMALIES ON THE PLANNING SCHEME MAPS AND IN THE ORDINANCE

Portfolio:	Planning - Cr Macdonald
Source	Economic Development, Planning and Tourism - City Development
General Manager:	Peter Bettess
Index Reference	Application: C294

Purpose

The purpose of this report is to adopt Planning Scheme Amendment C294.

Summary

- Amendment C294 proposes to correct mapping and ordinance anomalies, make changes to the Scheme as a consequence of VCAT ruling on the lawfulness of the Rural Living Zone schedule provision, inserts the head clauses of the Residential Growth Zone, General Residential Zone and Neighbourhood Residential Zone into the Scheme and corrects the zoning of two declared roads as requested by VicRoads.
- The Amendment is a housekeeping Amendment and has been undertaken to ensure that the Planning Scheme is accurate.
- The Amendment applies to a number of different locations across the municipality.
- Correction of these anomalies does not change the intent of any part of the Planning Scheme and is consistent with Council and State policy as it is procedural in nature.
- Authorisation (A02599) for this Amendment was issued on 28 August 2013 under Section 35B of the Planning and Environment Act 1987.
- The Minister for Planning has given the Amendment exemption from the notification requirements of section 19 of the Planning and Environment Act 1987, with the exception of the requirement to notify prescribed Ministers.
- Subsequent to the original authorisation, the Minister for Planning on 14 October 2013 agreed to include in this amendment the removal of all of the Public Acquisition Overlay (PAO9) from the north side of the railway line at the proposed Grovedale station site and to rezone the land acquired by Public Transport Victoria from Residential 1 Zone to Public Use Zone 4.
- The three prescribed Ministers from whom exemption of notice cannot be granted have been notified. The Department of Environment and Primary Industries (DEPI) supports the zoning changes to the Barwon Heads Bridge and approach. DEPI recommends a number of changes to Schedule 2 to the Vegetation Protection Overlay, Schedule 2 to the Environmental Significance Overlay and the Schedules to clauses 66.04 and 66.06. To address these as one package as part of a future amendment, the proposed change to recognise the new DEPI name in Schedule 2 to the VPO has been deleted from this amendment.
- It is recommended the Amendment be adopted and forwarded to the Minister for approval.

1. ADOPTION OF AMENDMENT C294 - CORRECTION OF MINOR ANOMALIES ON THE PLANNING SCHEME MAPS AND IN THE ORDINANCE (CONT'D)

Cr Macdonald moved, Cr E Kontelj seconded -

That Council :

- 1) Adopts Amendment C294 as contained in Appendix 1 of this report; and**
- 2) Submits the adopted Amendment together with the prescribed information to the Minister for Planning requesting approval.**

Carried.

Background

The Amendment is required to correct a number of anomalies in the Greater Geelong Planning Scheme (both Maps and Ordinance) that have become apparent during the past 12 months of operation of the Scheme. The Amendment is considered to be housekeeping in nature and has been prepared to 'tidy up' the Scheme

It is incumbent on Council to resolve these matters so that its Planning Scheme is relevant, up-to-date, of a high quality and standard, and meets DTPLI requirements. This anomalies Amendment will address these matters. This is the seventh anomalies amendment since the new format Scheme came into operation in July 2000.

As a result of a VCAT ruling in 2011, an amendment is also required to the Schedule to the Rural Living Zone to delete the 'triangle' dimension requirements to lots created in that Zone. VCAT ruled that this provision was unlawful in the Schedule.

The Amendment includes numerous changes to the zoning of public open space now vested in Council, as a result of substantial subdivision construction over the past few years. Most of this land is proposed to be included in the Public Park and Recreation Zone, with a small number of reserves to be included in the Public Conservation and Resource Zone.

Public Transport Victoria has acquired the land on the north side of the Geelong-Colac Railway Line required for the Grovedale Railway Station project. It is appropriate that the PAO9 now be removed and the land included in the PUZ4.

VicRoads has recently declared 2 sections of road within the municipality under the Roads Management Act 2004. To ensure consistency with the declaration and the Planning Scheme, it is necessary to rezone these roads to Road Zone Category 1.

Amendment C294 as notified applies to a number of different locations across the municipality including:

- 1-7 Brompton Avenue, Curlewis
- 18-26 Anstead Avenue, Curlewis
- 24-30, 2-22, 24A & 32-36 Creekside Drive, Curlewis
- 14-16 Faggs Place, Geelong
- 2-14 Stanbury Avenue, Highton
- 2A Province Boulevard, Highton
- 41 Morena Street, Highton
- 27-28 Sand Close, Indented Head
- 18-24 Grieve Avenue, Indented Head
- 76-78 Westlakes Boulevard, Lara
- 4-30 Estuary Boulevard, Leopold
- Part of Treefern Street, Leopold

• 15-17 Fairvista Avenue, Leopold

1. ADOPTION OF AMENDMENT C294 - CORRECTION OF MINOR ANOMALIES ON THE PLANNING SCHEME MAPS AND IN THE ORDINANCE (CONT'D)

- 56-62 Estuary Boulevard, Leopold
- 51-59 Estuary Boulevard, Leopold
- 5-15 Village Green Drive, Leopold
- 54A Burgundy Drive, Waurin Ponds
- 263-265 Colac Road, Waurin Ponds
- 1-3 Ashwood Close, Ocean Grove
- 2-24 Oakdean Boulevard, Ocean Grove
- 23-33 Empress Boulevard, Ocean Grove
- 20-28 San Fernando Avenue, Portarlington
- 33-43 The Rise, Portarlington
- 26-30 Delungra Avenue, Drysdale
- 1 Golightly Street, Barwon Heads
- 1662-1710 Bellarine Highway, Marcus Hill
- 20-21 Chandon Court, Waurin Ponds
- 30 Hams Road, Waurin Ponds
- 26 Burgundy Drive, Waurin Ponds
- 32A Burgundy Drive, Waurin Ponds
- 23-29 The Vineyard, Waurin Ponds
- 50-54 Willesden Drive, Waurin Ponds
- 5 Voigner Place, Waurin Ponds
- Lot J Tannin Way, Waurin Ponds
- Mt Duneed Road, Mt Duneed
- Barwon Heads Road and Barwon Heads-Ocean Grove Road, Barwon Heads
- Serene Terrace, Drysdale
- 70 and 72 West Fyans Street Newtown
- 46-54 O'Connell Street, Geelong
- 27 O'Connell Street, Geelong West
- Peace Memorial in Johnstone Park, Geelong
- 13 Wimmera Street, Belmont
- 1030 Portarlington Road, Curlewis
- Land affected by VPO2
- 125 Weddell Road, North Geelong
- Land in the Rural Living Zone
- Land in the Design and Development Overlay Schedule 13 (DDO13)
- Land in the Activity Centre Zone
- Land affected by Design and Development Overlay 26
- 68A Clarence Street, Geelong West
- Land affected by Clause 22.01 of the LPPF
- 13-39 Rossack Drive, Waurin Ponds
- Land affected by Clause 21.06-6 of the LPPF

Discussion

On 14 August 2013 Council wrote to the Minister for Planning seeking authorisation of the amendment and exemption from notification as per its resolution under delegation on 13 August 2013.

The Minister subsequently authorised preparation of this amendment on 28 August 2013. On 27 September 2013, the Minister for Planning also granted Council exemption from the need under Ministerial Direction 15 to pre-set Directions and Panel Hearing dates for this amendment.

1. ADOPTION OF AMENDMENT C294 - CORRECTION OF MINOR ANOMALIES ON THE PLANNING SCHEME MAPS AND IN THE ORDINANCE (CONT'D)

Post authorisation of the amendment, Public Transport Victoria (PTV) advised Council that it had acquired the land for the future site of the Grovedale Railway Station and endorsing Council amending the Scheme to delete the Public Acquisition Overlay Schedule 9 (PAO9) applicable to the land and to include the acquired land in the Public Use Zone Schedule 4 (for transport). An exchange of letters between Council, PTV and the Department of Transport, Planning and Local Infrastructure supported and endorsed these changes being made as part of Amendment C294. The Minister for Planning confirmed this by letter dated

The three Ministers (Ministers for Environment and Climate Change, Agriculture and Food Security and Energy & Resources) from which exemption of notice cannot be granted under the planning and Environment Act, have been notified for a two week period between 17 October and 1 November 2013. The Department of Environment and Primary Industries (DEPI) supports the zoning changes to the Barwon Heads Bridge and approach. DEPI recommends a number of changes to Schedule 2 to the Vegetation Protection Overlay, Schedule 2 to the Environmental Significance Overlay and the Schedules to clauses 66.04 and 66.06. To address these as one package as part of a future amendment, the proposed change to recognise the new DEPI name in Schedule 2 to the VPO has been deleted from this amendment.

Amendment C294 proposed for adoption makes the following changes to the Scheme:

The amendment makes the following detailed changes to the Greater Geelong Planning Scheme:

Planning Scheme Map Changes

1. Rezone recently created public open space at 1-7 Brompton Avenue, Curlewis from R1Z to PPRZ.
2. Rezone recently created public open space at 18-26 Anstead Avenue, Curlewis from R1Z to PPRZ.
3. Rezone recently created public open space at 24-30, 2-22, 24A & 32-36 Creekside Drive, Curlewis from R1Z to PPRZ.
4. Rezone recently created public open space at 14-16 Faggs Place, Geelong from R1Z to PPRZ.
5. Rezone recently created public open space at 2-14 Stanbury Avenue, Highton from R1Z to PPRZ.
6. Rezone recently created public open space at 2A Province Boulevard, Highton from R1Z to PPRZ.
7. Rezone recently created open space at 41 Morena Street, Highton from R1Z to PPRZ.
8. Rezone recently created public open space at 27-28 Sand Close, Indented Head from R3Z to PPRZ.
9. Rezone recently created public open space at 18-24 Grieve Avenue, Indented Head from R3Z to PPRZ.

10. Rezone recently created public open space at 76-78 Westlakes Boulevard, Lara from R1Z to PPRZ.
11. Rezone recently created public open space at 4-30 Estuary Boulevard, Leopold from R1Z to PPRZ.

1. ADOPTION OF AMENDMENT C294 - CORRECTION OF MINOR ANOMALIES ON THE PLANNING SCHEME MAPS AND IN THE ORDINANCE (CONT'D)

12. Rezone land in Treefern Street, Leopold from PPRZ to R1Z as it is not part of the open space reserve.
13. Rezone recently created public open space at 15-17 Fairvista Avenue, Leopold from R1Z to PPRZ.
14. Rezone recently created public open space at 56-62 Estuary Boulevard, Leopold from R1Z to PPRZ.
15. Rezone recently created public open space at 51-59 Estuary Boulevard, Leopold from R1Z to PPRZ.
16. Rezone recently created public open space at 5-15 Village Green Drive, Leopold from R1Z to PPRZ.
17. Rezone recently created public open space at 54A Burgundy Drive, Waurin Ponds from R1Z to PCRZ.
18. Rezone recently created public open space at 263-265 Colac Road, Waurin Ponds from R1Z to PCRZ.
19. Rezone recently created public open space at 1-3 Ashwood Close, Ocean Grove from R1Z to PPRZ.
20. Rezone recently created public open space at 2-24 Oakdean Boulevard, Ocean Grove from R1Z to PPRZ.
21. Rezone recently created public open space at 23-33 Empress Boulevard, Ocean Grove from R1Z to PPRZ.
22. Rezone recently created public open space at 20-28 San Fernando Avenue, Portarlington from R1Z to PPRZ.
23. Rezone recently created public open space at 33-43 The Rise, Portarlington from R1Z to PPRZ.
24. Rezone recently created public open space at 26-30 Delungra Avenue, Drysdale from R1Z to PPRZ.
25. Rezone land at the rear of 1 Golightly Street, Barwon Heads from B1Z to R1Z. This land is on a separate title and is residentially developed.
26. Delete the Heritage Overlay (HO299) from the property at 1662-1710 Bellarine Highway, Marcus Hill. Planning permit 864/07 was issued for the demolition of the slab hut on this site and its continued listing is no longer warranted.
27. Rezone recently created public open space at 20-21 Chandon Court, Waurin Ponds from R1Z to PPRZ.
28. Rezone recently created public open space at 30 Hams Road, Waurin Ponds from R1Z to PPRZ.
29. Rezone recently created public open space at 26 Burgundy Drive, Waurin Ponds from R1Z to PCRZ.

- 30. Rezone recently created public open space at 32A Burgundy Drive, Waurin Ponds from R1Z to PCRZ.
- 31. Rezone recently created public open space at 23-29 The Vineyard, Waurin Ponds from R1Z to PPRZ.
- 32. Rezone recently created public open space at 50-54 Willesden Drive, Waurin Ponds from R1Z to PPRZ.

1. ADOPTION OF AMENDMENT C294 - CORRECTION OF MINOR ANOMALIES ON THE PLANNING SCHEME MAPS AND IN THE ORDINANCE (CONT'D)

- 33. Rezone recently created public open space at 5 Voignier Place, Waurin Ponds from R1Z to PPRZ.
- 34. Delete the Public Acquisition Overlay 9 from Lot J Tannin Way, Waurin Ponds. The land required by PTV for the proposed Grovedale Railway Station has been acquired.
- 35. Rezone recently declared land under the Road Management Act 2004 along Mt Duneed Road, Mt Duneed from FZ to RDZ1.
- 36. Rezone recently declared land under the Road Management Act 2004 along the Barwon Heads Road and Barwon Heads-Ocean Grove Road, Barwon Heads from PPRZ and PCRZ to RDZ1.
- 37. Delete the Heritage Overlay HO1620 from the newly created titles in Serene Terrace, Drysdale. This Heritage Overlay applies to the properties fronting Princess Street (as outlined in clause 22 of the LPPF). The rear or eastern portion of these properties have been subdivided into new vacant house blocks as part of the developing Central Walk estate and have no connection to the heritage precinct.
- 38. Amend the mapping of Heritage Overlays HO1530 and HO1531 affecting two residences at 70 and 72 West Fyans Street Newtown. The mapping on the planning scheme maps has inadvertently applied both heritage overlays to the site at 72 West Fyans Street. This needs to be changed to correctly map the HO1530 to the property at 70 West Fyans Street and HO1531 to the property at 72 West Fyans Street.
- 39. Delete the Public Acquisition Overlay 2 from 13-39 Rossack Drive Waurin Ponds. It is no longer required as a result of the issue of planning permit 1551/2012 for the development of a new police and SES station. A condition on the planning permit requires Victoria Police to make a financial contribution to Council to assist in funding the development of a Waurin Ponds Creek crossing bridge crossing. A shared path along the eastern and southern boundaries of the site could not be achieved as part of the Police/SES Station development so the PAO2 is no longer required to this property.
- 40. Rezone the acquired land at Lot J Tannin Way, Waurin Ponds from R1Z to PUZ4. This is the site of the impending Grovedale Railway Station.

Planning Scheme Ordinance Changes

- 41. Delete the Heritage Overlay HO737 from the Schedule to the Heritage Overlay. This applies to the Geelong West Free Kindergarten at 46-54 O'Connell Street, Geelong West. This site is to be retained in the HO1962 Waterloo Heritage Area only. This was inadvertently missed as part of Amendment C196.
- 42. Delete the Heritage Overlay HO736 from the Schedule to the Heritage Overlay. This applies to 27 O'Connell Street, Geelong West. The site is to be retained in

HO1962 Waterloo Heritage Area only. This was inadvertently missed as part of Amendment C196.

43. Amend the schedule to the Heritage Overlay to complete the heritage listing for entry HO1621, affecting the Peace Memorial in Johnstone Park, Geelong. The internal alterations controls apply column is to be amended to describe that the extent of the internal alteration controls apply to the peace memorial interior only.

1. ADOPTION OF AMENDMENT C294 - CORRECTION OF MINOR ANOMALIES ON THE PLANNING SCHEME MAPS AND IN THE ORDINANCE (CONT'D)

44. Amend the schedule to the Heritage Overlay to remove the cacti listed in the 'tree controls apply' column from the entry for HO1901, affecting "Cartret" at 13 Wimmera Street, Belmont. The cactus was removed before the finalisation of Amendment C89 which introduced the heritage entry.
45. Amend the schedule to the Heritage Overlay to correct the suburb and internal controls apply column for entry HO1587, the St. Francis Xavier Catholic Church at 1030 Portarlington Road, Curlewis. The correct suburb address for this property is to be changed from Curlewis to Leopold. The 'internal alterations controls apply' column insufficiently describes the extent of the control and is to be amended to clarify that the internal alteration controls apply only to the "former Church Building Interior Only".
46. Amend the Schedule to the Heritage overlay to re-instate the entry of HO1915. This entry was inadvertently deleted from the Schedule to the Heritage Overlay as part of Amendment C169. This affects the Geelong Sale Yards at 125 Weddell Road, North Geelong and was listed in the schedule to the Heritage Overlay by Amendment C183 which preceded C169.
47. Amend Clause 21.06-6 to delete the reference to undertaking the Ashby Heritage review and Newtown Heritage Study in the Further Work section of the clause. This should have been deleted from the Scheme as part of the amendments to implement these heritage studies.
48. Amend the schedule to clause 35.03 (Rural Living Zone) to delete the requirement that a lot created in the Rural Living Zone be capable of containing a triangle of 0.8 hectares with minimum dimensions of 70 metres. This was identified by VCAT in case *BMF v Greater Geelong CC [2011] VCAT 1666 (29 August 2011)* with the ruling that the Schedule to the Rural Living Zone can not regulate the 'shape' of a subdivision and that such a provision is unlawful.
49. Amend Schedule 13 to the Design and Development Overlay (DDO13) by deleting redundant provisions that require planning permits for cut and fill, noise attenuation adjacent to the Ring Road and reflective materials. The first two of these matters are capable of being addressed through a Building Permit and VicRoads permit conditions respectively. The third is not considered to value add to the permit process with development of the Barrabool Hills area being achieved in modern styles using a wide range of building materials.
50. Amend Schedule 1 to clause 37.08 (Activity Centre Zone) to correct the street description in the table at 5.5-3 precinct requirements. In the table at 5.5-3 Precinct requirements, Precinct 5E has a Preferred maximum street edge wall height and preferred setback of building above street edge wall height listed as 15 metres along Mercer Street and 4 metres along Mercer Street respectively. However, no part of precinct 5E directly abuts Mercer Street. This is to be changed to Malop Street as the correct street.

51. Amend Schedule 1 to clause 37.08 (Activity Centre Zone) to correct the street description in the table at 5.5-3 precinct requirements. In the table at 5.5-3 Precinct requirements, Precinct 5A has a Preferred maximum street edge wall height and preferred setback of building above street edge wall height listed as 15 metres along Mercer Street and 4 metres along Mercer Street respectively. However, part of precinct 5A also directly abuts Malop Street. This is to be changed to add Malop Street to the description.

1. ADOPTION OF AMENDMENT C294 - CORRECTION OF MINOR ANOMALIES ON THE PLANNING SCHEME MAPS AND IN THE ORDINANCE (CONT'D)

52. Amend schedule 26 to the Design and Development Overlay (Clause 43.02) to correct the inadvertent reference to an incorrect local planning policy. The subdivision requirements of the Design and Development Overlay schedule 26 currently refer to clause 22.20 Cultural Heritage, when it is to be corrected to refer to Clause 22.09 Cultural Heritage.
53. Delete the Heritage Overlay HO653 from the Schedule to the Heritage Overlay (clause 43.01 schedule). This applies to the residence at 68A Clarence Street, Geelong West. This site is to be retained in the HO1960 Milton Heritage Area only. This was inadvertently missed as part of Amendment C196.
54. Amend Schedule 1 to the Activity Centre Zone (Clause 37.08) to remove the restriction on Restricted Recreation Facility in precinct 5. The use Restricted Recreation Facility was permitted in the previous Special Use Zone Schedule 10 but is now prohibited in Precinct 5 of the ACZ. Amendment C223 was intended to be a 'neutral' transition of the former suite of business and special use zones to the current Activity Centre Zone and it appears this deletion was an oversight. This has impacted on the ability of new operators to enter the market and for existing operators to extend their operations. An amendment to the ACZ Schedule 1 Land Use Table is proposed.
55. Amend Schedule 1 to the Activity Centre Zone (clause 37.08) to include permit exemption for buildings and works provisions for the construction or carrying out of works for the purposes of Railway, Railway station and Bus Terminal. These were inadvertently removed in the transition from the previous Priority Development Zone to the current Activity Centre Zone. Amendment C223 was intended to be a 'neutral' transition of the previous land use controls and it appears this deletion was an oversight.
56. Insert the General Residential Zone, Residential Growth Zone and the Neighbourhood Residential Zone into the Greater Geelong Planning Scheme Ordinance. DTPLI has instructed Council's to use these zones for new amendments proposing rezoning to residential. These zones will be available to use for any upcoming amendments. A separate review process is being undertaken to determine the application of the new residential zones to existing residentially zoned areas.
57. Amend Clause 22.01 to include the new suite of residential zones as zones where the policy applies.
58. Delete Clause 22.56 Interim Telecommunications Conduit Policy as the mandatory conditions of Clause 66.01-1 render the interim local planning policy redundant.

As there are no objecting submissions to this Amendment, Council can adopt it and send it to the Minister for Planning requesting approval.

Environmental Implications

No adverse environmental implications are expected as a result of this amendment.

Financial Implications

There are no ongoing financial implications for Council arising from this amendment.

1. ADOPTION OF AMENDMENT C294 - CORRECTION OF MINOR ANOMALIES ON THE PLANNING SCHEME MAPS AND IN THE ORDINANCE (CONT'D)

Policy/Legal/Statutory Implications

The proposal is consistent with the format for planning schemes and with the Ministerial Direction on the Form and Content of Planning Schemes. The Amendment is consistent with the State and Local Policy Framework (SPPF and LPPF). As the changes proposed are minor and essentially administrative in nature, there are no implications for the LPPF. Some minor corrections to the LPPF are proposed by this amendment and will improve its interpretation and relevance.

Alignment to City Plan

The amendment supports the Sustainable Built and Natural Environment and Growing our Economy strategic directions of City Plan. In particular, this is achieved through the priorities of a successful and vibrant city centre, ongoing growing our economy, services and activities for the community, and ongoing sustainable built and natural environment services and activities for the community.

Officer Direct or Indirect Interest

No Council officers have any direct or indirect interest, in accordance with Section 80(C) of the Local Government Act, to which this amendment relates.

Risk Assessment

There are no notable risks associated with either implementing or not implementing the recommendations contained in this report. Given its minor, procedural nature, this amendment has been assessed as having a low level of risk.

Social Considerations

No adverse social impacts are expected to result from this amendment.

Human Rights Charter

The amendment will not impact on any basic rights, freedoms and responsibilities as set out in the Charter. Planning legislation provides for the exemptions to the usual consultation process for amendments, which the Minister for Planning duly granted.

Consultation and Communication

The amendment was exempt from the giving of notice with the exception of notification to prescribed Ministers under Section 19(1)(c) of the Planning and Environment Act 1987.

APPENDIX 1 – AMENDMENT TO BE ADOPTED

Planning and Environment Act 1987

GREATER GEELONG PLANNING SCHEME

AMENDMENT C294

INSTRUCTION SHEET

The planning authority for this amendment is the City of Greater Geelong

The Greater Geelong Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 23 attached map sheets.

Zoning Maps

1. Amend Planning Scheme Map No.18 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C294".
2. Amend Planning Scheme Map No 43 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C294".
3. Amend Planning Scheme Map No 44 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C294".
4. Amend Planning Scheme Map No 47 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C294".
5. Amend Planning Scheme Map Nos 47 & 48 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C294".
6. Amend Planning Scheme Map No 50 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C294".
7. Amend Planning Scheme Map Nos 55 & 56 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C294".
8. Amend Planning Scheme Map No 59 in the manner shown on the 2 attached maps marked "Greater Geelong Planning Scheme, Amendment C294".
9. Amend Planning Scheme Map No 65 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C294".
10. Amend Planning Scheme Map Nos 65 & 66 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C294".
11. Amend Planning Scheme Map No 66 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C294".
12. Amend Planning Scheme Map No 69 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C294".
13. Amend Planning Scheme Map Nos 76 & 77 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C294".

14. Amend Planning Scheme Map No 82 in the manner shown on the 2 attached maps marked "Greater Geelong Planning Scheme, Amendment C294".
15. Amend Planning Scheme Map No 88 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C294".

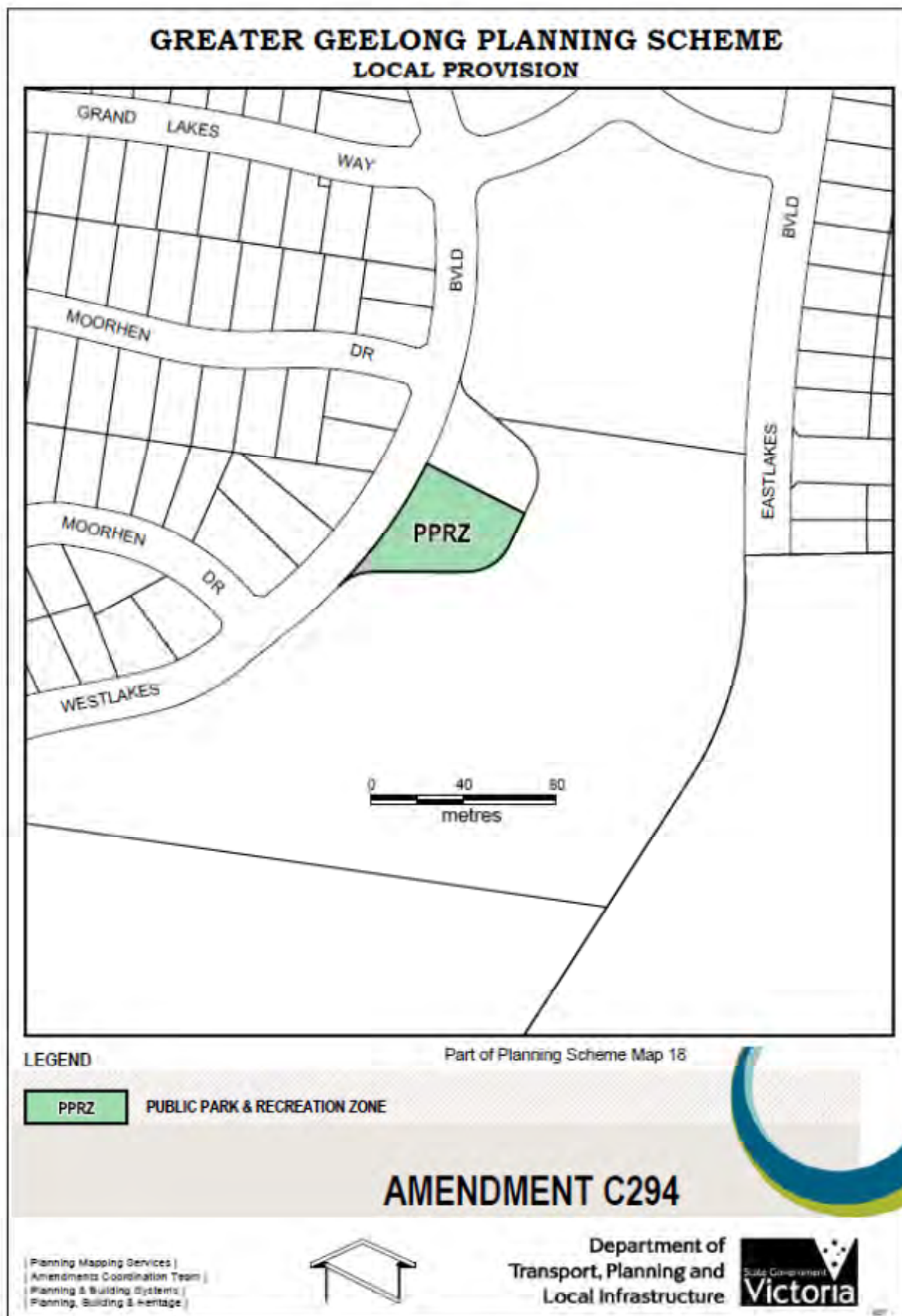
Overlay Maps

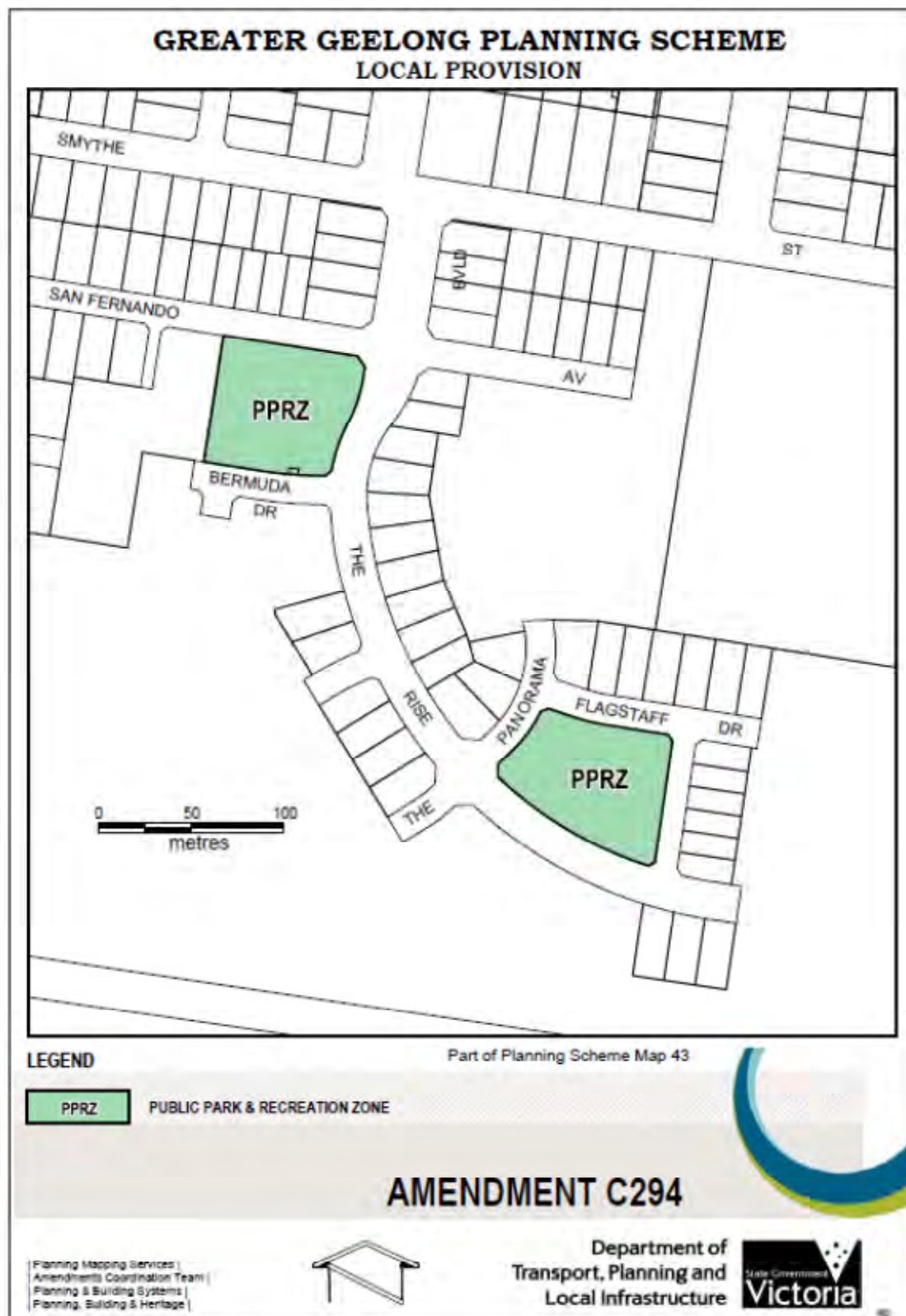
16. Amend Planning Scheme Map Nos 49HO in the manner shown on the 2 attached maps marked "Greater Geelong Planning Scheme, Amendment C294".
17. Amend Planning Scheme Map No 59HO in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C294".
18. Amend Planning Scheme Map Nos 65PAO & 66PAO in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C294".
19. Amend Planning Scheme Map No 66PAO in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C294".
20. Amend Planning Scheme Map Nos 71HO & 82HO in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme, Amendment C294".

Planning Scheme Ordinance

1. The Planning Scheme Ordinance is amended as follows:
21. In Local Planning Policy Framework – replace Clause 21.06-6 with a new Clause 21.06-6 in the form of the attached document.
22. In Local Planning Policy Framework – replace Clause 22.01 with a new Clause 22.01 in the form of the attached document.
23. In Local Planning Policy Framework – delete Clause 22.56.
24. In Zones – Clause 35.03, replace the Schedule with a new Schedule in the form of the attached document.
25. In Zones - insert Clause 32.07 in the form of the attached document.
26. In Zones - insert Clause 32.08 in the form of the attached document.
27. In Zones - insert Clause 32.09 in the form of the attached document.
28. In Zones – Clause 37.08 replace Schedule 1 with a new Schedule 1 in the form of the attached document.
29. In Overlays – Clause 43.01, replace Schedule 1 with a new Schedule 1 in the form of the attached document.
30. In Overlays – Clause 43.02, replace Schedule 13 with a new Schedule 13 in the form of the attached document.
31. In Overlays – Clause 43.02, replace Schedule 26 with a new Schedule 26 in the form of the attached document.

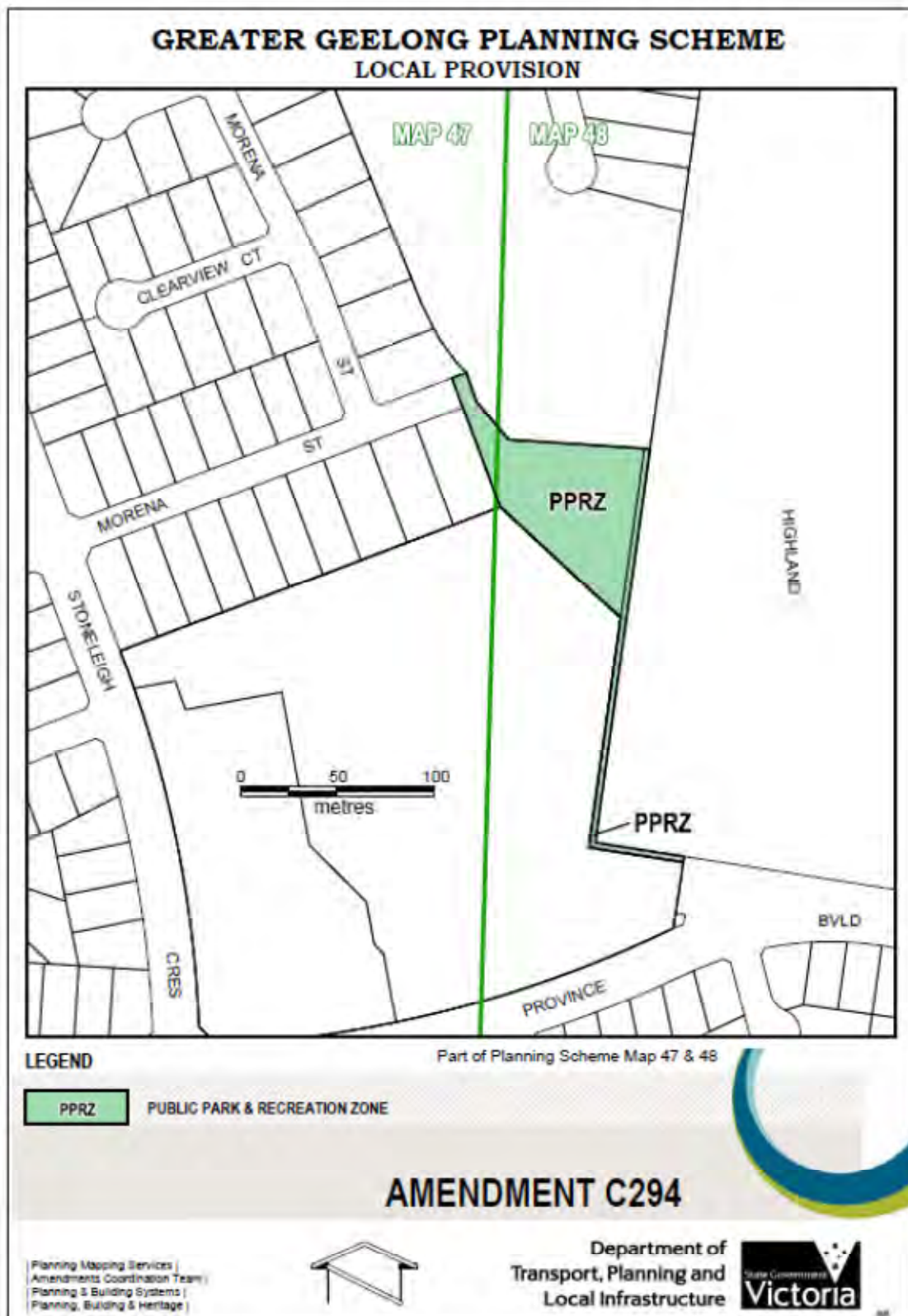
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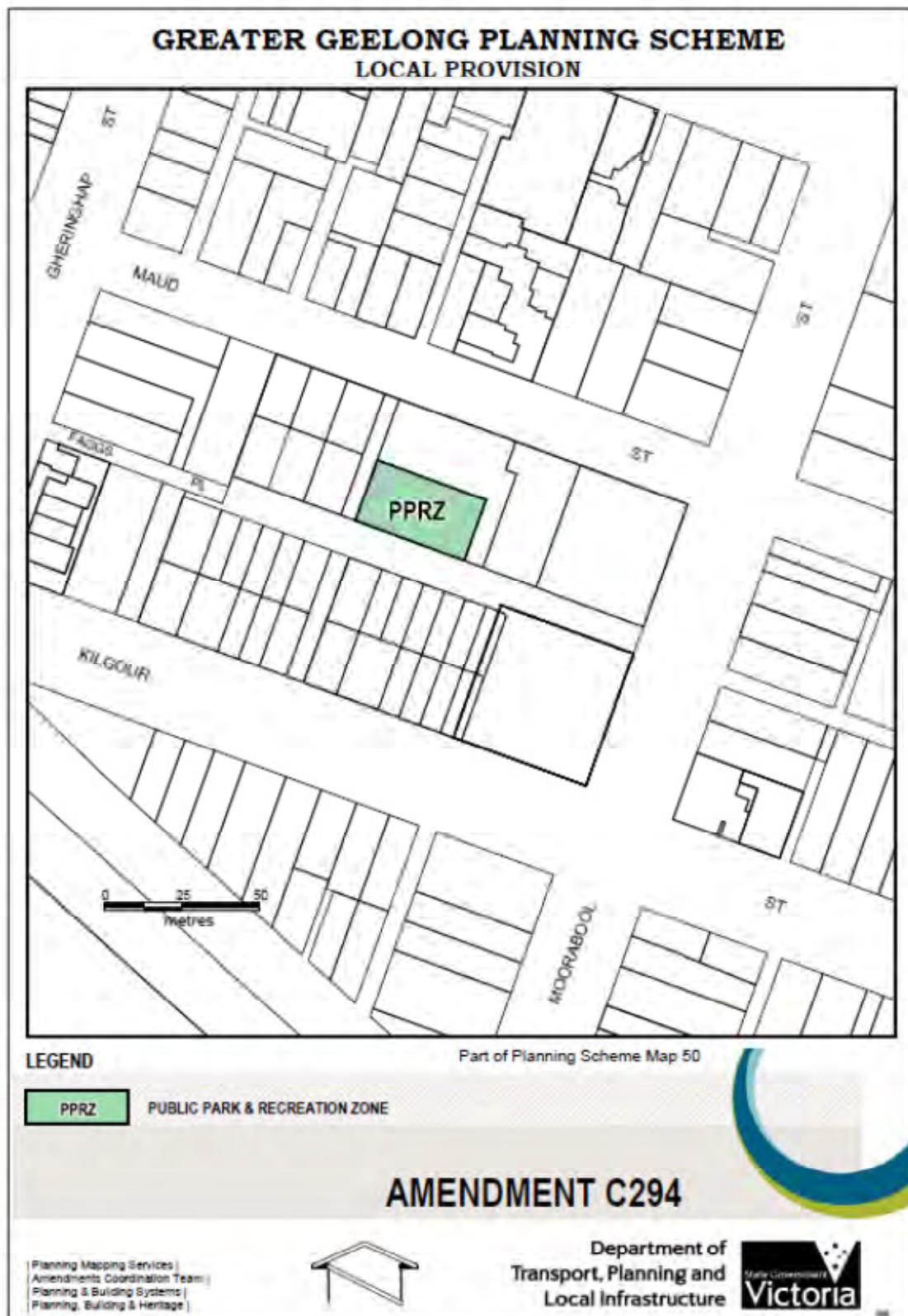


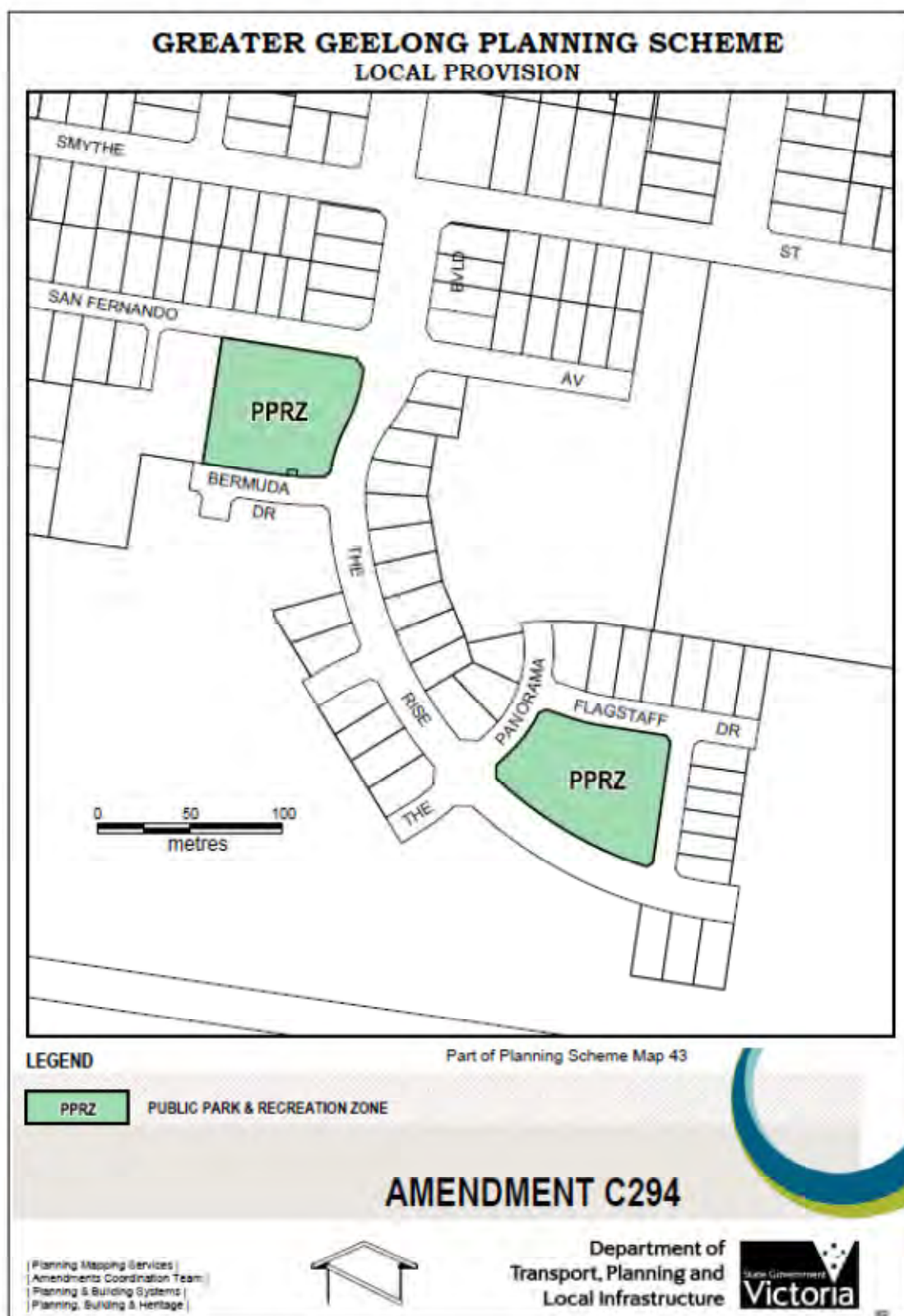




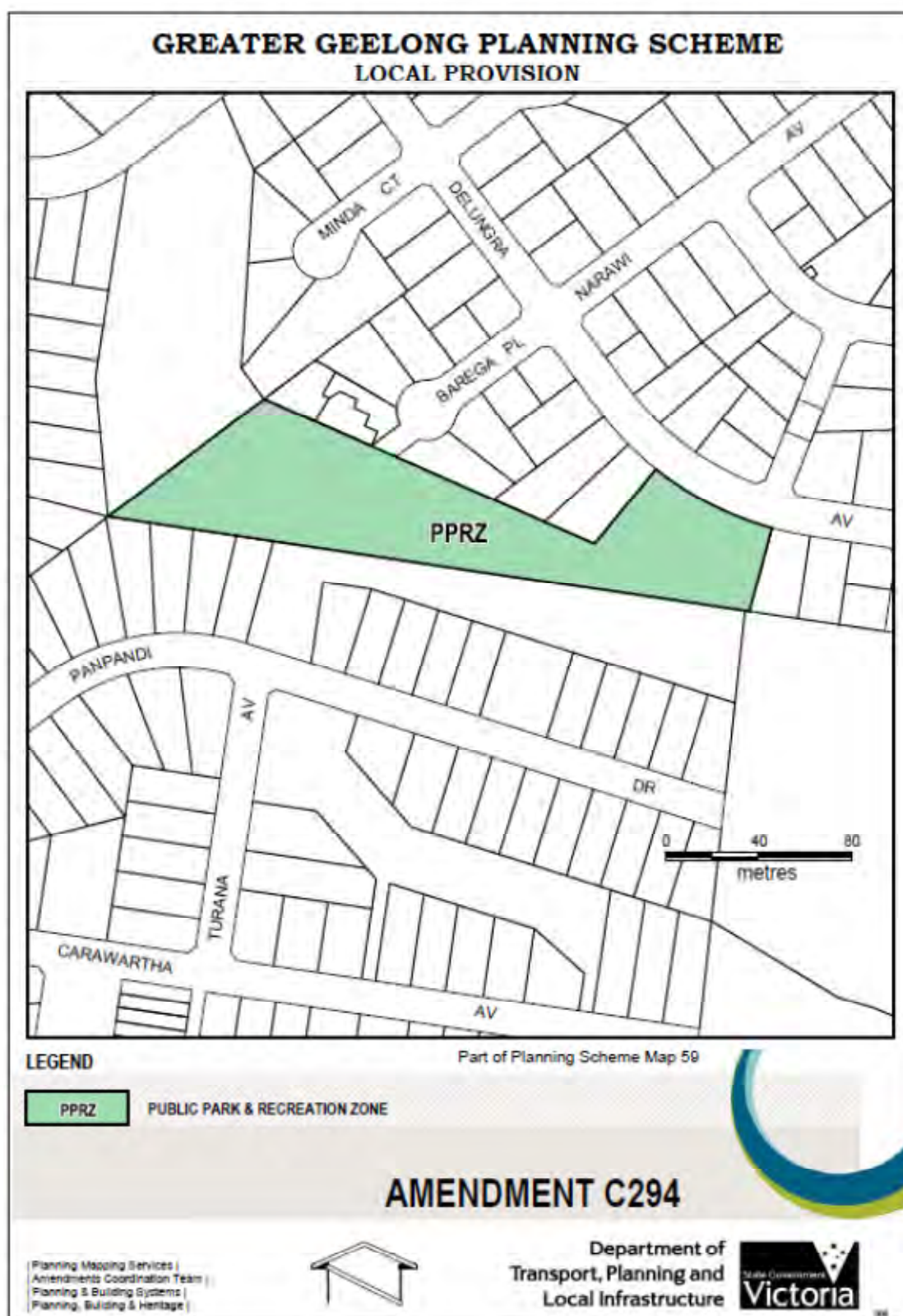


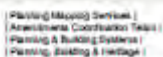


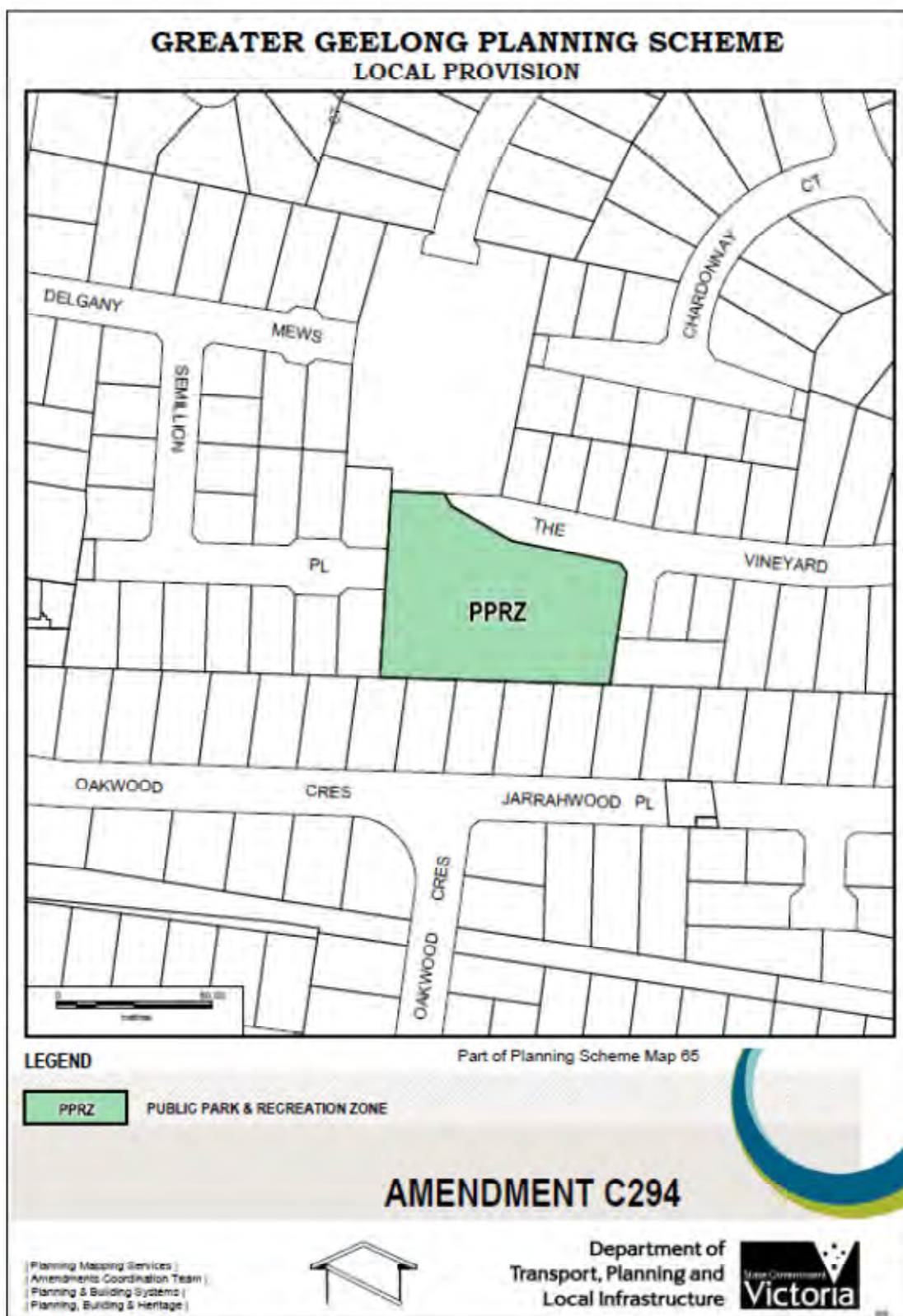


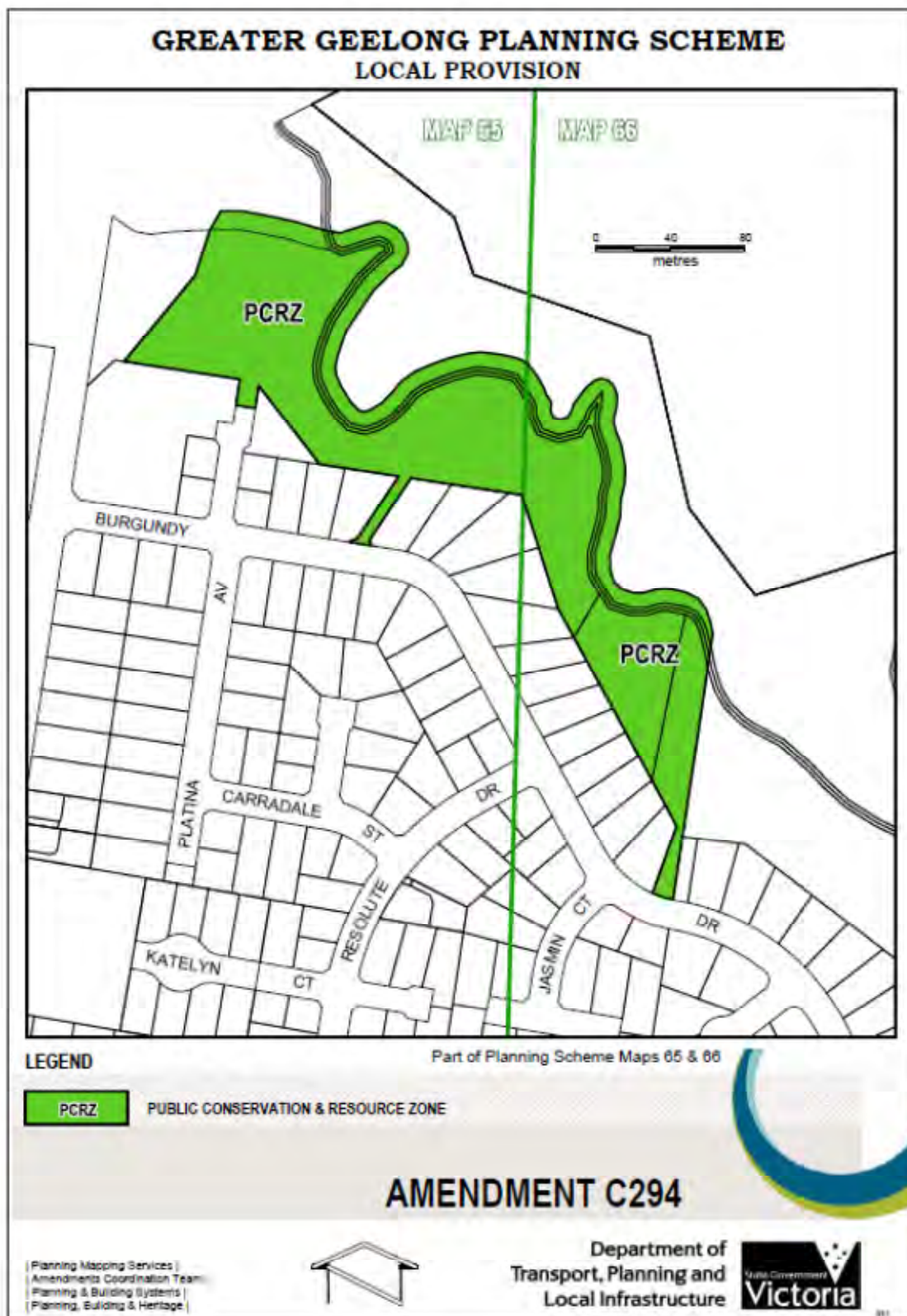


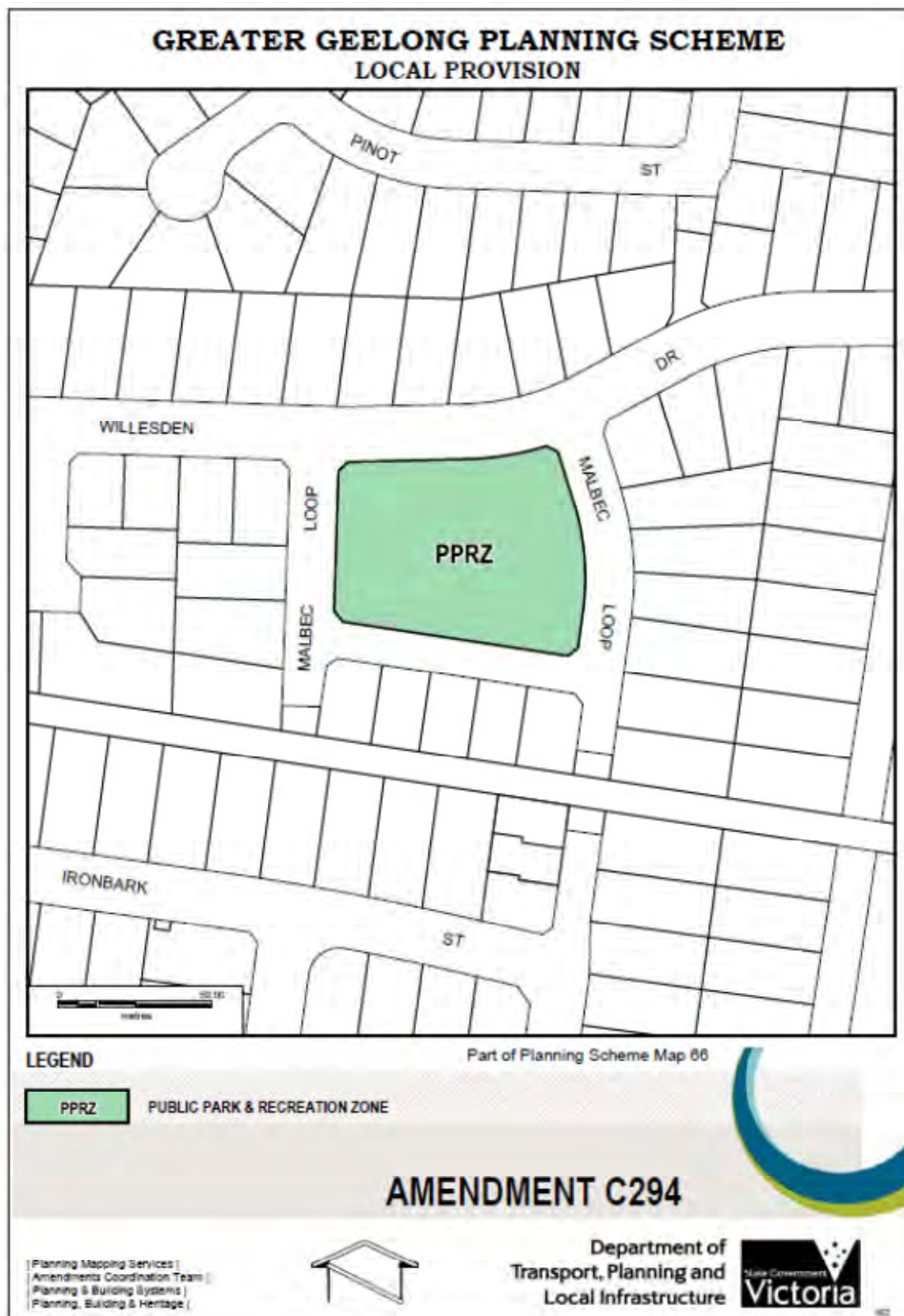




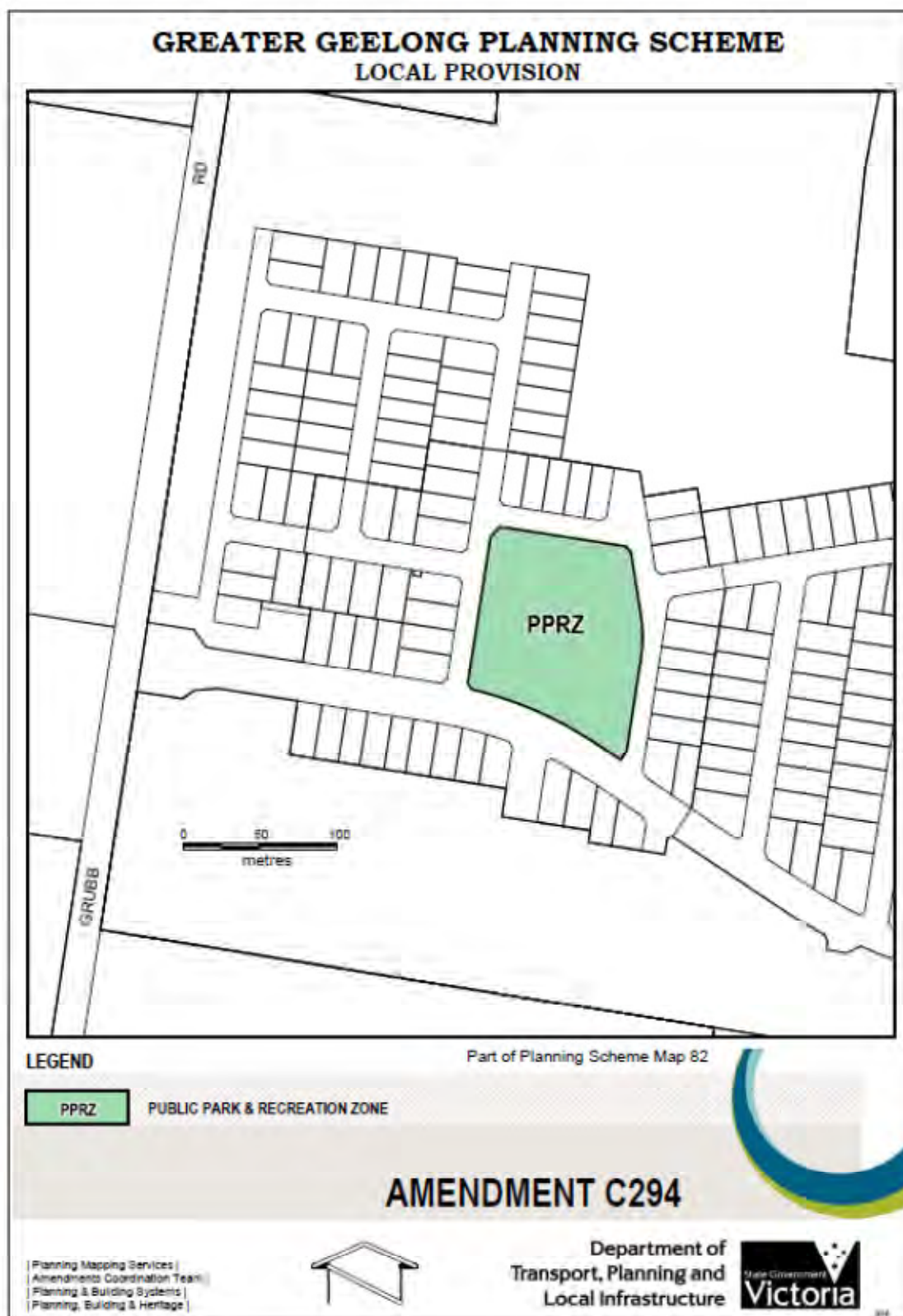




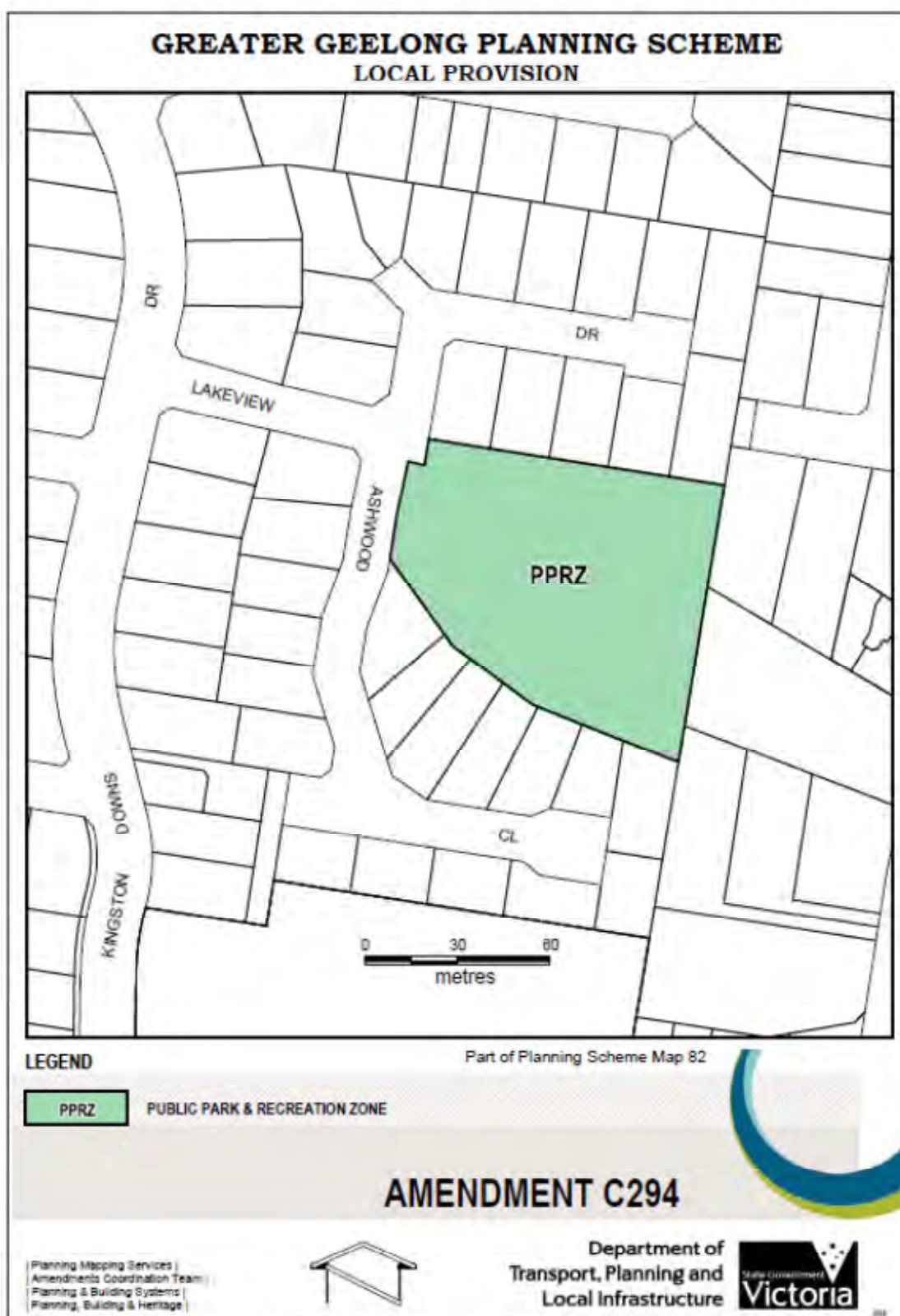


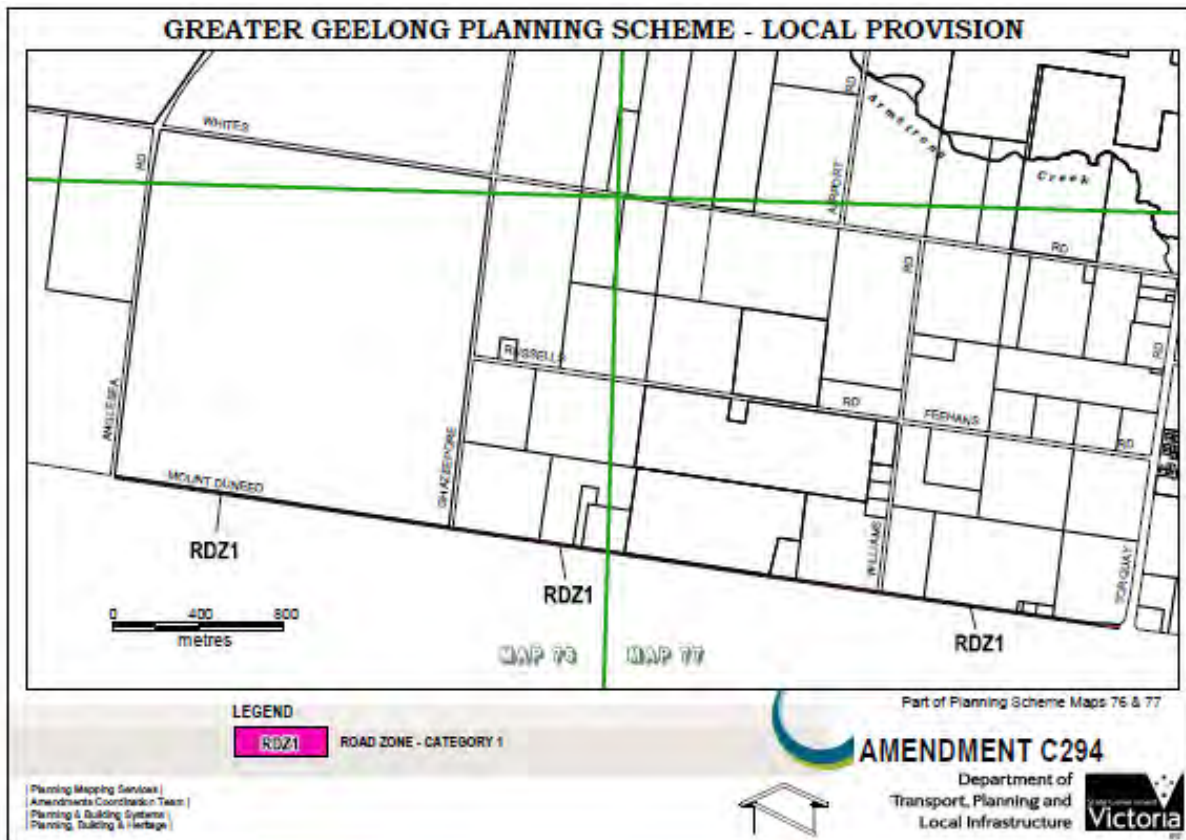


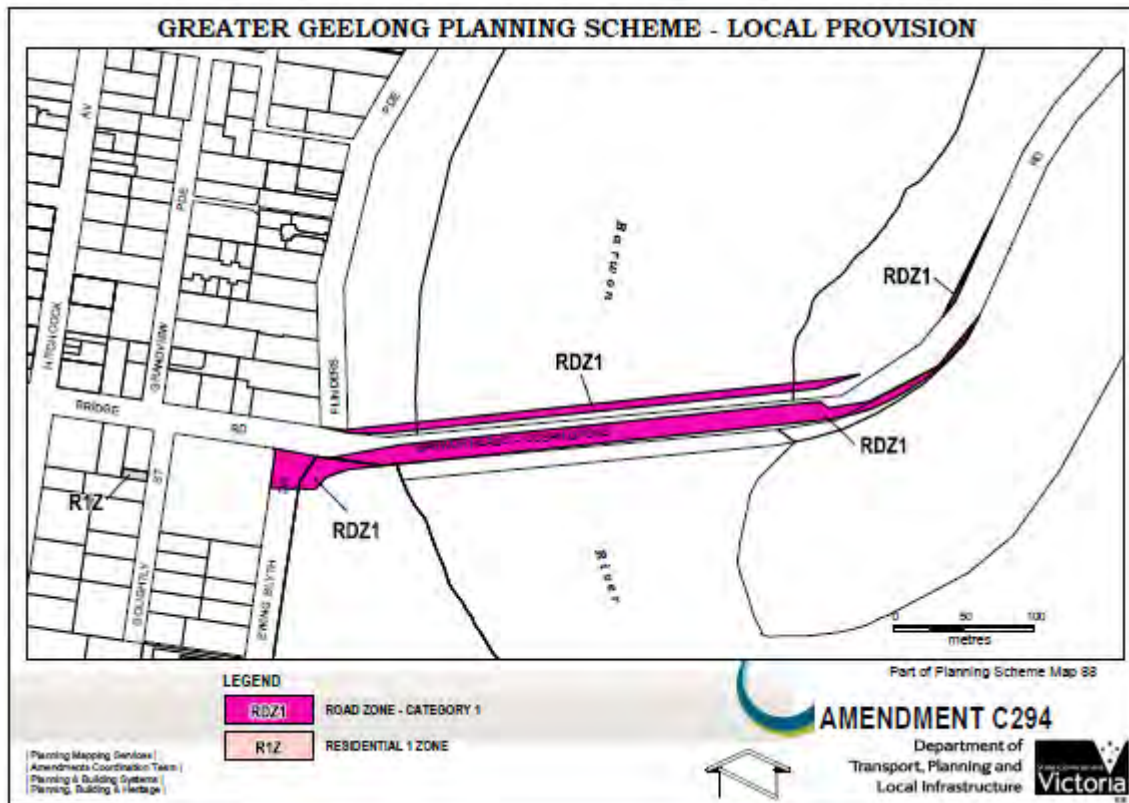


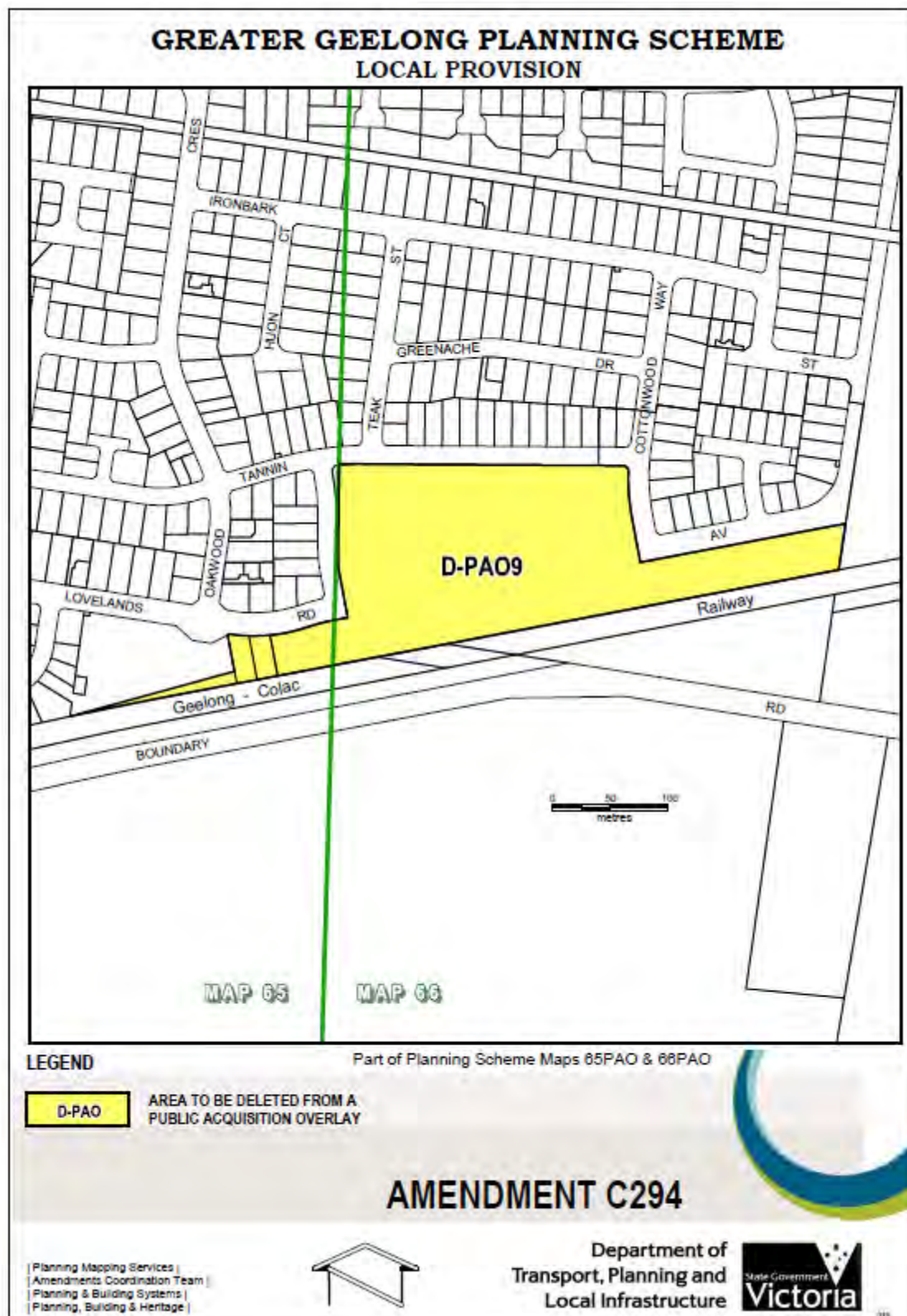


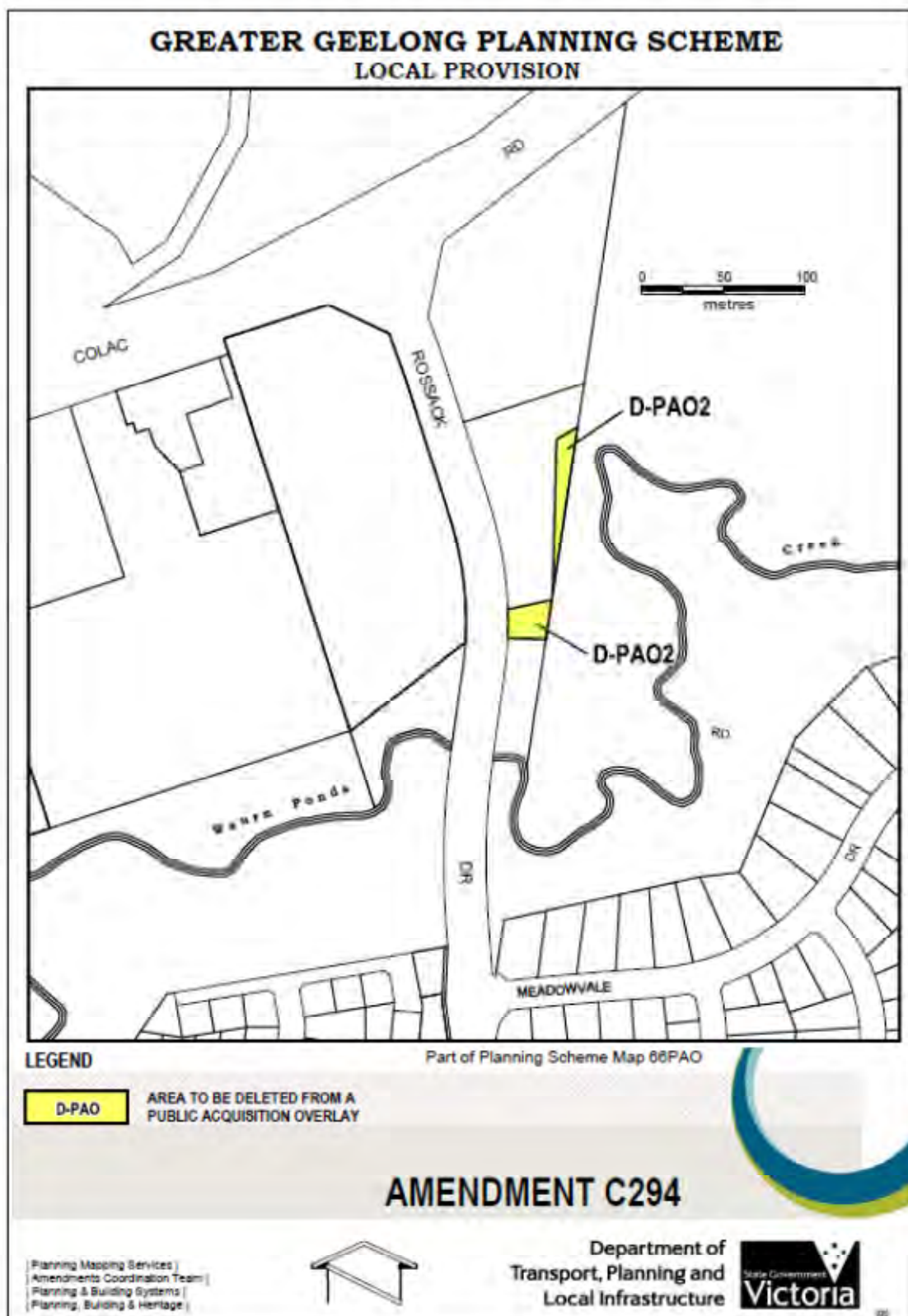


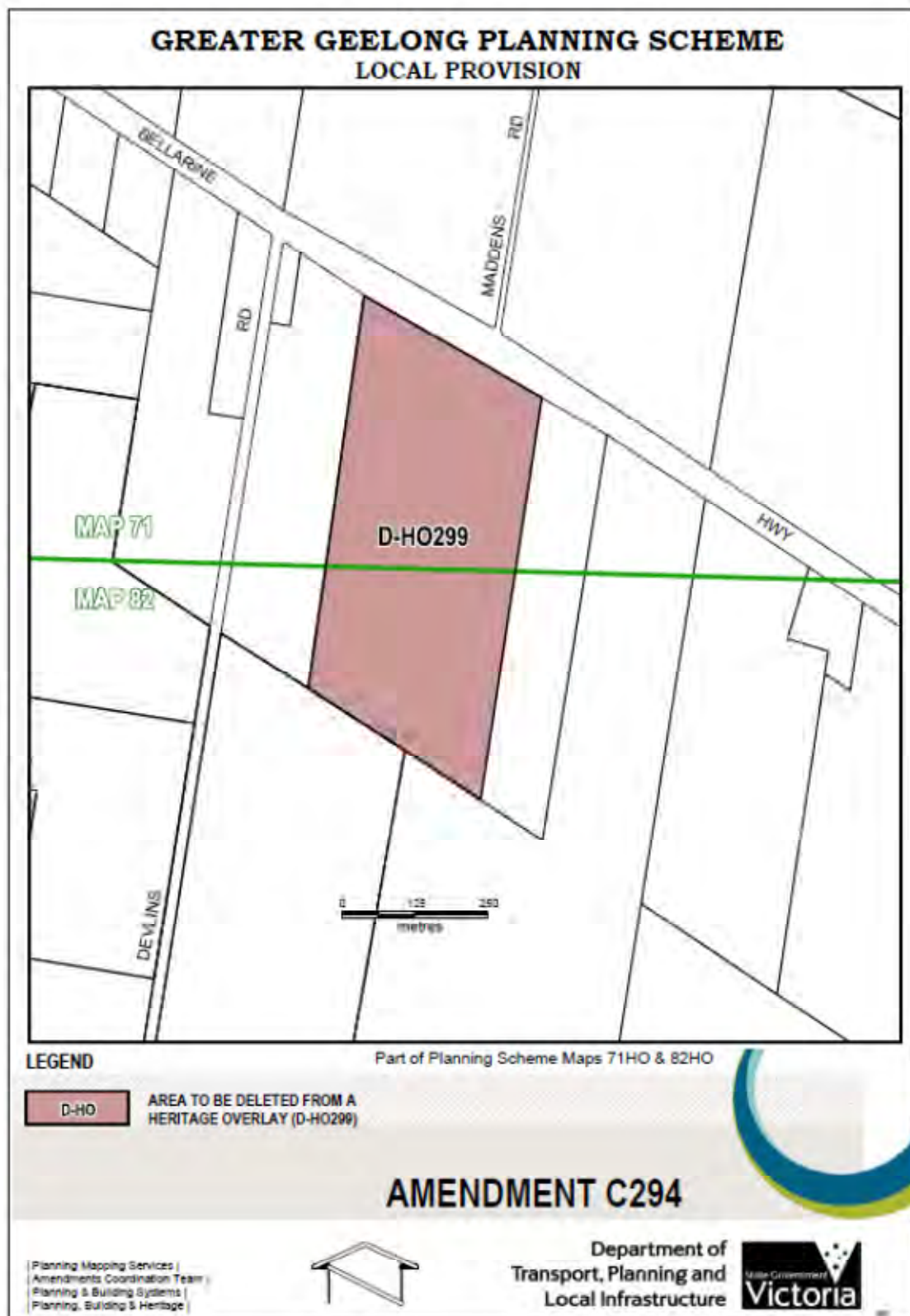


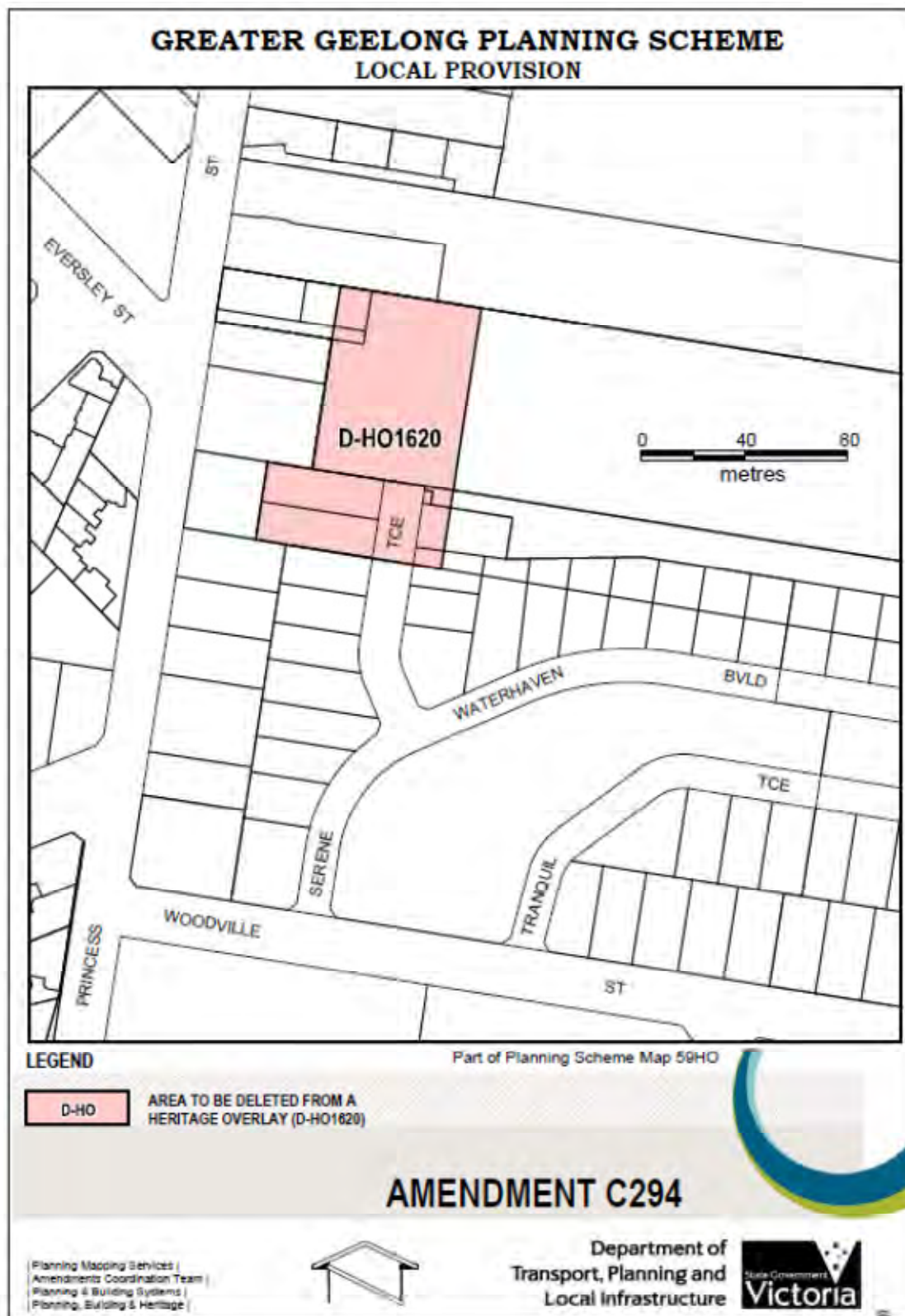


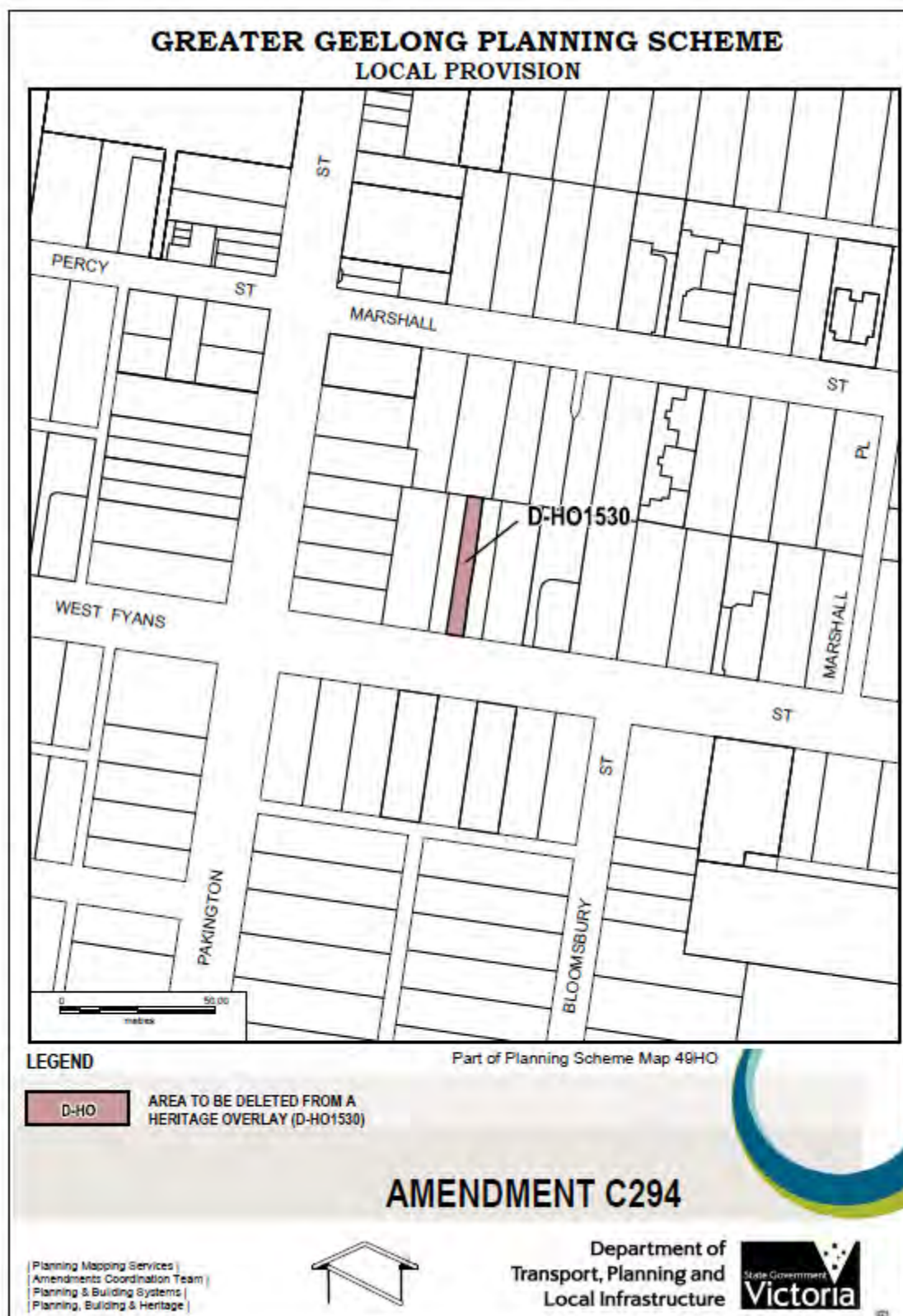


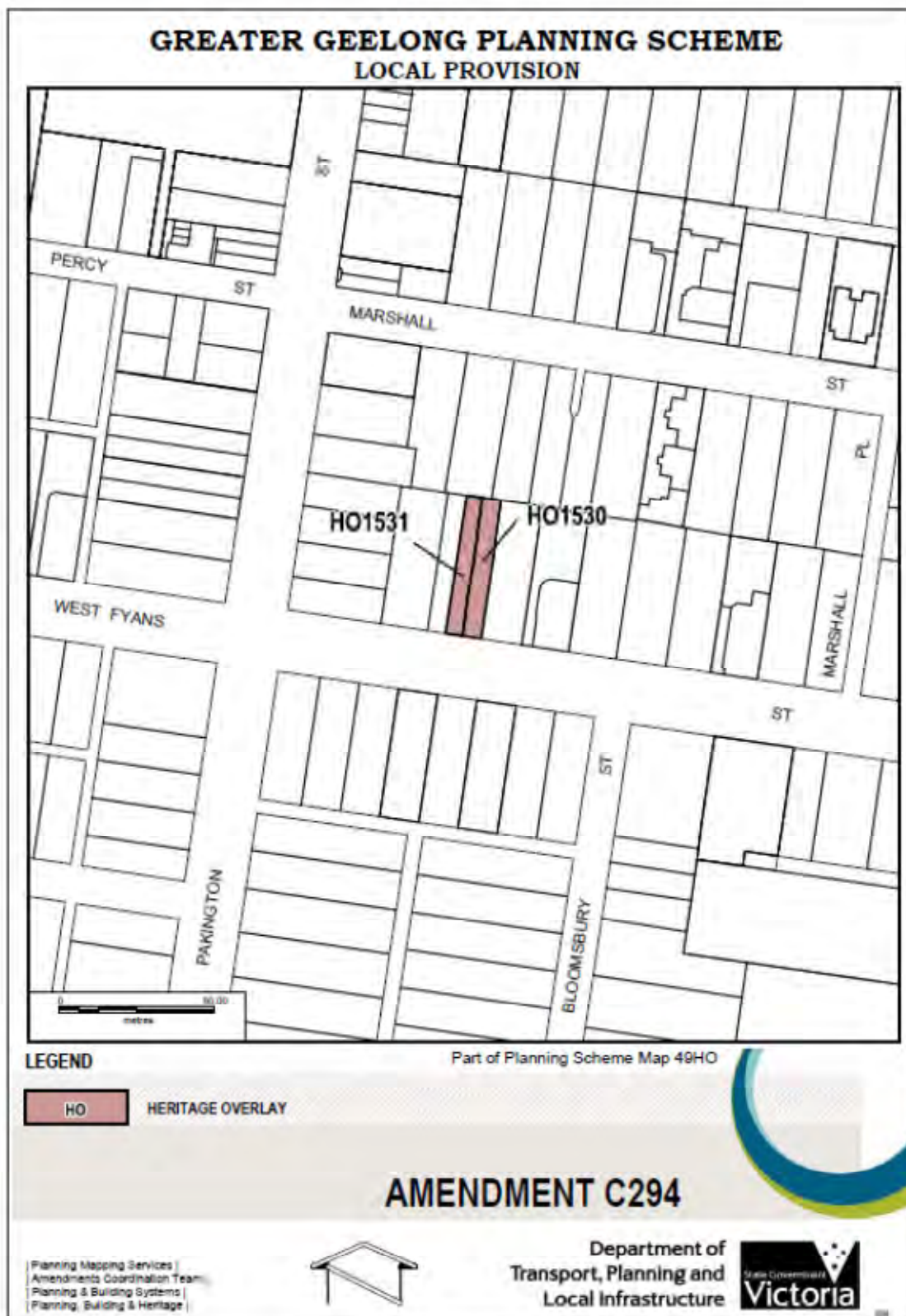












21.06 SETTLEMENT AND HOUSING

19/07/2012
[C245](#)
[Proposed C294](#)

Key issues and influences

28/01/2010
C129(Part 1)

Demographics

Between 2006 and 2031, it is estimated that the municipality will need to accommodate an additional 63,000 persons. This level of population growth will generate demand for approximately 41,000 new dwellings.

The region's population is ageing rapidly through the in-migration of retiring persons and the ageing-in-place of existing residents. The municipality is a popular retirement destination, particularly the coastal towns on the Bellarine Peninsula.

Although the population is ageing, it is vitally important that the City continues to provide an environment that attracts and supports children, young people and families.

Housing

The majority of new housing development in the municipality will continue to be in the form of detached dwellings on conventionally sized blocks; however the demand for smaller dwelling types is expected to escalate. This trend will be driven by significant growth in smaller households (primarily singles, childless couples and sole parents), as well as emerging preferences for lower maintenance dwellings that are close to urban services.

The ageing of the population will contribute substantially to the increase in demand for low maintenance dwellings and retirement accommodation. This accommodation will need to be close to urban services.

There is a need to maintain competition and diversity in the housing market.

Settlement

There is an environmental, economic and social imperative to reduce urban sprawl and improve accessibility to urban services, principally by consolidating urban development around places of activity and public transport infrastructure.

Urban consolidation and changing housing needs are having a significant impact on the character of the City's existing urban areas, particularly those established suburban areas which are characterised by detached housing in a garden setting.

Outward urban growth needs to be carefully managed and directed to designated locations that offer the greatest net benefit to the Geelong community, can be appropriately serviced and which have the capacity to accommodate sustainable development.

All development should contribute positively to the quality of the urban environment so that it may be enjoyed and respected by the existing and future community.

Whilst rural living areas provide for greater consumer choice in the housing market, they can be inefficient to service and generally contrary to the objective of maintaining a farmed rural landscape in the City's rural areas. There is consequently a need to restrict rural living to specific locations and to ensure that consumers meet their equitable share of the cost of servicing such locations.

The municipality's rural living nodes will continue to rely on established townships and urban Geelong for commercial and community facilities.

Identity

The City of Greater Geelong is within the traditional territory of the Wathaurong Aboriginal clan groups.

Recognition, respect and protection of Greater Geelong's Indigenous and European cultural heritage is of critical importance to the City's identity moving forward.

21.06-2 Urban growth

28/01/2010
C129(Part 1)

Objectives

- To limit urban sprawl by directing urban growth to designated urban growth areas.
- To improve housing affordability through the maintenance of appropriate urban land supplies, the promotion of competition in the housing market and the development of a diverse range of well located housing stock.

Strategies

- Direct the majority of new greenfield residential development to the designated primary urban growth areas at Armstrong Creek, Ocean Grove, Drysdale/Clifton Springs, Lara and Leopold.
- Maintain the non-urban break between Geelong and Werribee and, in particular, prevent further expansion of the Little River township boundary.
- Maintain the Geelong Ring Road as the western boundary of urban Geelong.
- Ensure that land use and development does not compromise the capacity or potential future development of areas designated for future urban growth, as shown on the relevant Structure Plan or Urban Growth Plan.
- Require a minimum residential density of 15 dwellings per hectare in all new urban growth areas.
- Ensure development occurs within designated settlement boundaries.
- Where possible use natural boundaries to define the edges of urban areas.
- Provide for infill urban growth in the Fyansford area.
- Prevent further subdivision and medium density housing in Breamlea.
- Limit rural living development to existing zoned land in the existing nodes at Lara, Drysdale/Clifton Springs, Wallington, Lovely Banks and Batesford.
- Ensure new residential neighbourhoods provide a mix of housing suited to the needs of a diverse range of household types.

21.06-3 Urban consolidation

28/01/2010
C129(Part 1)

Objectives

- To provide for the consolidation of existing urban areas in a managed way.
- To encourage an appropriate range of development densities.
- To improve accessibility to urban services.

Strategies

- Manage urban consolidation and housing change across the municipality, by:
 - Accommodating medium and high density housing in Key Development Areas (as designated in the Incorporated Document 'Key Development and Increased Housing Diversity Areas July 2009').
 - Maximising opportunities for housing within Increased Housing Diversity Areas (as designated in the Incorporated Document 'Key Development and Increased Housing Diversity Areas July 2009') by accommodating;

- high density housing in the activity centres consistent with their primary commercial and retail role; and
- medium density housing in residential areas with more intensive development being located closest to the core of activity centres.
- appropriate medium density housing in Residential 1 zoned areas.
- incremental change in Residential 3 zoned areas.
- Encourage medium density housing in mixed use zones.
- Require retirement accommodation to be located within urban areas, preferably within close proximity to existing or proposed activity centres and public transport facilities.

21.06-4 Neighbourhood character

19/07/2012
C245

Objectives

- To manage the impact of urban change on existing neighbourhoods.
- To ensure that new development responds to the existing neighbourhood character.
- To protect areas with a significant garden character.
- To protect areas with views to significant landscape features.

Strategies

- Ensure that development is responsive to the established character of the area.
- Support medium density housing in the Residential 3 Zone in accordance with the schedule to the zone.
- Acknowledge that neighbourhood character in the Increased Housing Diversity Areas and in Residential 2 Zones will adapt and evolve over time, particularly within and on the edges of activity centres, where land use and development will intensify.
- Allow for appropriate transition between residential zones.
- Ensure that development on the edges of Residential 1 and Residential 2 Zones is responsive to and respectful of the neighbourhood character in any adjoining Residential 3 Zone.
- Support the redevelopment of dwellings owned by the Office of Housing, as part of urban renewal initiatives.
- Retain existing vegetation wherever possible, particularly vegetation that contributes to the municipality's tree canopy.
- Avoid gated communities.
- Maintain the character of the Rural Living and Low Density Residential Zoned areas.
- Ensure that dwellings and extensions to dwellings over 7.5 metres have regard to the design objectives and decision guidelines of Schedule 14 to the Design and Development Overlay.

21.06-5 Heritage and identity

28/01/2010
C129(Part 1)

Objectives

- To ensure that urban development enhances Geelong's sense of place and identity.
- To conserve and enhance individual places and areas of pre and post contact cultural heritage significance.

Strategies

- Protect places of Aboriginal cultural heritage significance.
- Retain culturally significant heritage places and areas recognised as being of State, regional, local and contributory significance.
- Ensure that the use and development of a heritage place contributes to its heritage significance and longevity.
- Encourage the design of new development in heritage areas to provide for a contemporary interpretation that relates to the location, bulk, form and materials of existing and/or neighbouring significant buildings

21.06-6 Implementation

19/07/2012
C245

- These strategies will be implemented by:

Using policy and the exercise of discretion

Ensure all advertising signage complies with the City of Greater Geelong Advertising Sign Guidelines.

Use the Heritage Policies at Clause 22.

Use the Discretionary Uses in Rural Living and Low Density Residential Areas at Clause 22.04.

Use the Discretionary Uses in Residential Areas at Clause 22.01.

Prevent residential development from occurring outside of the settlement boundaries set out in any Framework Plan, Structure Plan or Urban Growth Plan for an area.

Assess applications against the Residential Character Study: Character Precinct Brochures.

Ensure new development in heritage areas is in accordance with the Incorporated Document City of Greater Geelong Heritage Design Guidelines.

Where appropriate, require the preparation of Conservation Management Plans for heritage places.

Applying zones and overlays

Apply an appropriate zone to identified Key Development Areas.

Further work

~~Conduct a Heritage Review in the Ashby precinct in Geelong West.~~
~~Implement the Newtown Heritage Study Review 2008.~~

Review the application of appropriate zones/overlays, consistent with the principles of the Housing Diversity Strategy, surrounding the neighbourhood centres of Pakington Street Newtown, Pakington Street Geelong West, Aberdeen Street Newtown and Shannon Avenue Manifold Heights.

Prepare structure plans for Increased Housing Diversity Areas to inform preparation of a more comprehensive set of provisions to realise the policy objectives for these areas.

Review the residential areas around Central Geelong to determine Residential 2 opportunities.

Review Residential Character Study: Character Precinct Brochures, Planisphere for City of Greater Geelong, September 2001.

As a priority commence an investigation into the future residential and industrial land use needs for Geelong, as a basis for future growth area planning, that would include:

- the assessment of the environmental, resource, landscape, development pattern, access, servicing, land use, economic and social constraints and opportunities associated with possible growth areas around Geelong;
- the identification of a preferred growth area or areas; and
- the preparation of detailed growth area plans.

Work with the Director of Housing to progress and implement the Norlane Housing Regeneration Development Areas within the Norlane-Corio Urban Renewal Feasibility Study.

References

City of Greater Geelong Housing Strategy Background and Issues Report, Swinburne University, 2005.

City of Greater Geelong Housing Diversity Strategy, alphaPlan, David Lock Associates and the City of Greater Geelong, 2007.

- *City of Greater Geelong Rural Land Use Strategy*, City of Greater Geelong, 2007.
- *City Plan, 2007-2011*.

Aboriginal Cultural Heritage Management and Protection Development Planning Protocol – 2000.

Geelong Verandah Study, Authentic Heritage Services P/L and Wendy Jacobs, 2006.

Residential Character Study: Character Precinct Brochures, Planisphere for City of Greater Geelong, September 2001.

The Australian ICOMOS Charter for the Conservation of Places of Cultural Significance (The Burra Charter), Australia ICOMOS, 1988.

City of Greater Geelong Urban Furniture Style Manual, Taylor and Cullity Pty Ltd for City of Greater Geelong, 1996.

22.01 DISCRETIONARY USES IN RESIDENTIAL AREAS

28/01/2010
C129(Part 1)
Proposed
C294

This policy applies to the consideration of use and development applications within the Residential 1, Residential 2, ~~and~~ Residential 3, [General Residential, Residential Growth and Neighbourhood Residential](#) Zones.

Policy Basis

Protecting of the amenity of the City's residential areas requires a balance between the need for goods and services that serve local residents and workers and the potential for negative impacts on residential amenity.

Non-residential uses can reduce the amenity of residential areas through the generation of additional traffic, increased demand for car parking, the hours of operation of the use, appearance, noise and other emissions. In order to maintain the residential character and amenity of an area it is important that non-residential uses are located and function having regard to these issues. To protect residential areas it is important to restrict the encroachment of incompatible non-residential uses.

Purpose built non-residential buildings are important features of the City's residential areas, particularly in the inner suburbs. Council encourages appropriate re-use of these buildings for either residential or non-residential uses where it results in an economically viable use of the building and provides a service to the local community.

Objectives

- To provide for non-residential and service uses which are compatible with the residential character, scale and amenity of neighbourhoods.
- To provide for non-residential uses which serve the needs of the local community.
- To encourage the re-use of purpose built non-residential buildings for a mix of appropriate local convenience/service and commercial uses.
- To ensure that car parking can be appropriately accommodated on site and that on street parking is relied upon only where it can be demonstrated that it will not be to the detriment of surrounding residential uses.
- To ensure that traffic generated by the use can be accommodated within the surrounding street network.
- To discourage new non-residential uses in residential zones that could reasonably be located in a nearby [business-commercial](#) zone.
- To avoid the concentration of non-residential uses where it would create a de-facto commercial area, isolate residential properties or contribute to unplanned expansion of [business-commercial](#) zones into surrounding residential land.

Policy

It is policy that:

Preferred Location

- Non-residential uses are located so as to benefit and be convenient to local residents.
- Non-residential uses generally be encouraged to locate on sites which have access to a Road Zone and discouraged from locating within a local access street, access lane or access place. Other locations may be considered appropriate where it can be demonstrated that residential amenity can be protected.
- Residential properties are not isolated between non-residential uses.

- Non-residential uses are encouraged to locate on sites where it can be demonstrated that due to existing conditions or constraints the site has a low standard of residential amenity.
- Larger medical centres (5 or more practitioners) are located within [business commercial](#) zones, unless it is adequately justified that this is not practical, in which case the medical centre should be located adjoining a Road Zone.
- Commercial uses in residential zones within a 400 metre radius of an existing [business-commercial](#) zone are provided only where it can be justified that the use cannot be reasonably located within the nearby [business-commercial](#) zone.

Amenity

- Residential amenity should be protected from:
 - Noise, light and odours emitted from the site.
 - Disturbance associated with the hours of operation.

Design and Siting

- The re-use of buildings originally built for non-residential uses be encouraged and facilitated.
- The design of purpose built premises should have regard to the existing neighbourhood character and reflect a residential scale and appearance, particularly with regard to the following elements:
 - Building and roof form.
 - Building height and setback.
 - Design detail (including façade articulation, verandahs, window and door style and placement).
 - Building materials.
 - Colours and finishes.
- The design and siting of new buildings should have regard to the location of adjacent buildings.

Landscaping

- The landscape character of an area is maintained by ensuring that there is adequate space available for planting of vegetation and that significant trees be retained where practicable.
- Adequate buffers in the form of landscape strips be provided between adjoining properties and areas used for access and parking within the subject site.

Carparking & Traffic

- Adequate area is set aside for on site car parking.
- Areas set aside for car parking be located to ensure that they do not dominate the streetscape.
- Residential amenity be protected from significant changes in traffic conditions and significant increases in on street parking demand.
- Loading and unloading of vehicles does not cause unreasonable detrimental impact to residential amenity.

Advertising Signage

- Advertising signage be designed and located so as to create a balance between providing appropriate identification for visitors to a site and ensuring signage has regard to its residential context.

Application Requirements

- An application should be accompanied by the following information to the satisfaction of the responsible authority, as appropriate:
- A description of the proposal, including hours and days of operation, number of staff, type and frequency of deliveries, number of patrons, length of appointments, number of children at childcare centre and any other relevant information.
- A landscape plan drawn to an appropriate scale and provided by a qualified Landscape Architect who is a member of the Australian Institute of Landscape Architects, or a person with a suitable background in horticultural science or an allied field.
- A traffic report may be required depending on the type and scale of the use proposed and the context of the site.

Performance Measures

Proposals will be measured against the following performance measures:

Amenity

- Hours of operation for all non-residential uses will be considered having regard to the nature and intensity of the use and the context of the site and surrounding areas.
- Loading and unloading of vehicles should only occur between the hours of 8am and 6pm.
- Noise attenuation measures should be provided where appropriate and all external noise sources (air-conditioning, heating, plant equipment etc) should be designed and located to restrict noise emission to adjoining properties.

Design

- Air-conditioning, heating and plant equipment should be located so as to avoid being visible from areas external to the subject site.
- Applications for new buildings should be consistent with the following ResCode objectives and/or standards:
 - Clause 54.03-1 Street setback.
 - Clause 54.04-1 Side and rear setbacks.
 - Clause 54.04-2 Walls on boundaries.
 - Clause 54.04-3 Daylight to existing windows.
 - Clause 54.04-4 North facing windows.
 - Clause 54.04-5 Overshadowing open space.

Landscaping

- A minimum 1.5 metre landscaped buffer should be provided to separate accessways and car parking areas from adjoining residential properties.
- The front setback of sites should be set aside for landscaping.

Car parking

- Car parking should be provided at the side or rear of the site.

References

Advertising Sign Guidelines, City of Greater Geelong November 1997.

Header clauses of the Residential Growth Zone (clause 32.07)

Header clause of the General Residential Zone (clause 32.08)

Header clause of the Neighbourhood Residential Zone (clause 32.09)

Amendment C294 inserts the header clauses of the three new residential zones into the Greater Geelong Planning Scheme. These Victoria Planning Provisions clauses can be viewed at the Department of Transport, Planning and Local Infrastructure planning schemes online website.

SCHEDULE TO THE RURAL LIVING ZONE

18/01/2010
G179
[Proposed C294](#)

Shown on the planning scheme map as **RLZ**

	Land	Area/Dimensions/Distance
Minimum subdivision area (hectares).	All land	1 hectare with the average area of lots in a subdivision being at least 1.5 hectares. For the purpose of calculating average area, all lots exceeding 3.0 hectares must be considered as 3.0 hectares (and the balance of a staged subdivision should be excluded). ~~Each lot must also be capable of containing a rectangle of 0.8 hectares with minimum dimensions of 70 metres.~~
Minimum area for which no permit is required to use land for a dwelling (hectares).	All land	1 hectare
Maximum floor area for which no permit is required to alter or extend an existing dwelling (square metres).	None specified	
Maximum floor area for which no permit is required to construct an out-building associated with an existing dwelling (square metres)	None specified	
Maximum floor area for which no permit is required to alter or extend an existing building used for agriculture (square metres)	None specified	
Minimum setback from a road (metres).	None specified	
Minimum setback from a boundary (metres).	None specified	
Minimum setback from a dwelling not in the same ownership (metres).	None specified	

Permit requirement for earthworks	Land
Earthworks which change the rate of flow or the discharge point of water across a property boundary.	All land, except land contained within the Public Acquisition Overlay (PAO3) for or impacted by the construction of the Geelong Ring Road – Sections 3, 4A, 4B and associated works.
Earthworks which increase the discharge of saline groundwater.	All land, except land contained within the Public Acquisition Overlay (PAO3) for or impacted by the construction of the Geelong Ring Road – Sections 3, 4A, 4B and associated works.

SCHEDULE 1 TO THE ACTIVITY CENTRE ZONE

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Proposed C294

Shown on the planning scheme map as **ACZ1**.

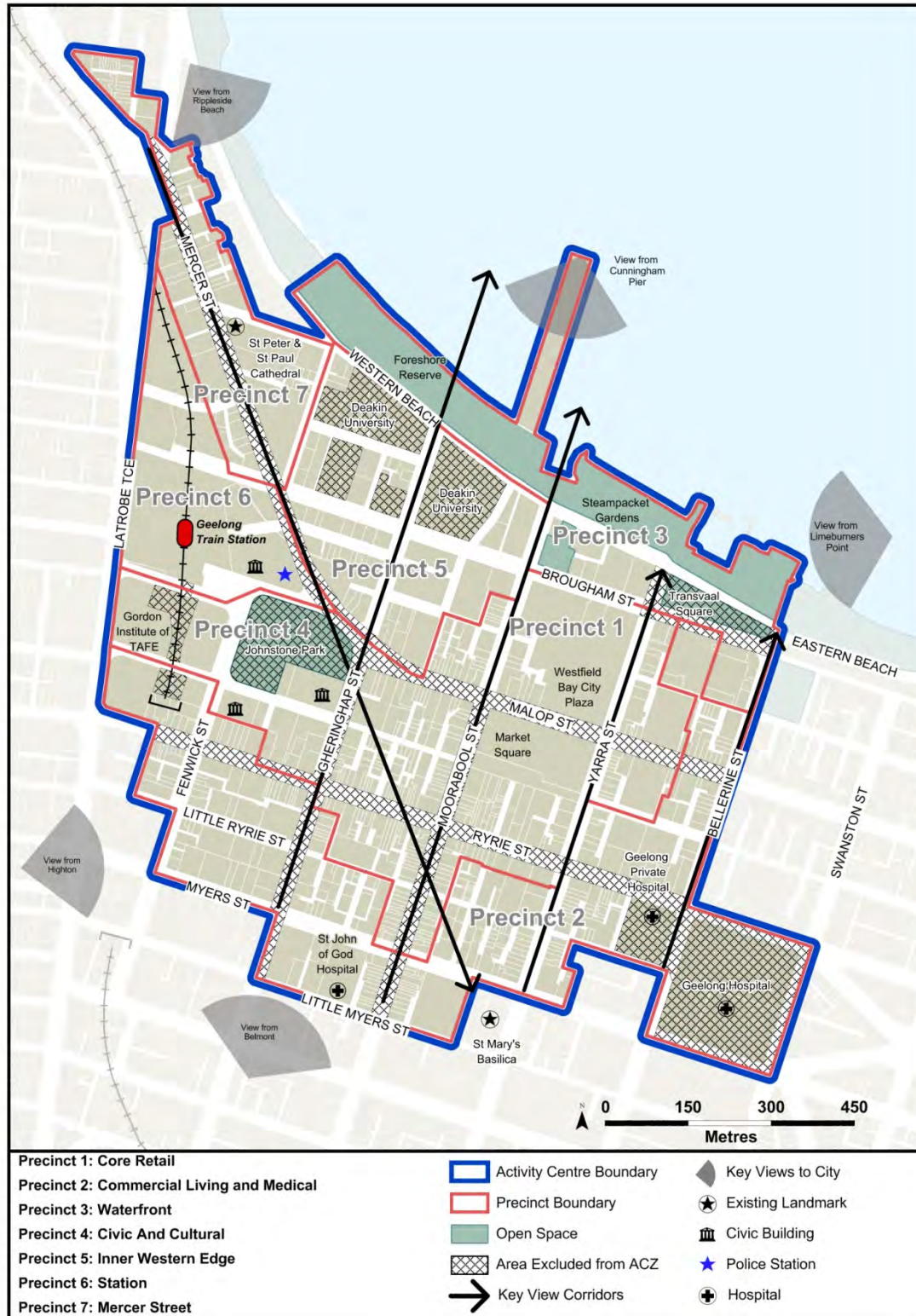
CENTRAL GEELONG ACTIVITY CENTRE

1.0

Central Geelong Framework Plan

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C223



2.0

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Land use and development objectives

- To ensure Geelong remains an international waterfront city, with world-class facilities, that is a highly desirable place to be.
- To strengthen and revitalise Central Geelong as the region's primary location for retail, professional and business services, residential, employment, tourism, cultural, entertainment, education and medical activities.

Land use

- To maximise the overall intensity of development, especially centred on the Geelong Railway Station.
- To encourage complementary and compatible mixed uses to co-locate within the centre.
- To allow a balance of retail uses across the Activity Centre Zone whilst maintaining the continued function of Precinct 1 as the core retail precinct.
- To provide a range of land uses.

Built form

- To create interest and active frontages at street level.
- To encourage the development of contemporary and innovative built form and urban design that complements the heritage and waterfront character of the centre.
- To encourage substantial change and redevelopment within the Geelong Western Wedge (Precincts 4-7), while sharing key views, respecting heritage areas and protecting the amenity of public spaces.
- To minimise the shadow impacts of building height and bulk on key pedestrian routes, parks and other public spaces.
- To promote a strong sense of place by encouraging development that builds on the history and culture of the city, and public art that reinforces Geelong's indigenous and cultural heritage.
- To encourage best practice environmentally sustainable design in relation to building energy management, water sensitive urban design, construction materials, indoor environment quality, and waste management.
- To respect the existing waterfront character and avoid dominating the waterfront through excessive bulk and unarticulated built form.
- To promote a more human scale at street level and increase activity within the centre, with active street frontages that are attractive, comfortable, safe and add visual interest and vitality.

Views

- To ensure that views are shared from public spaces and along key view corridors.
- To ensure the reasonable sharing of views to Corio Bay.
- To maintain the visual dominance of prominent landmarks including St Mary's Basilica spire and retain views to significant structures or features.

Public realm

- To establish strong gateway treatments at key arrival points to Central Geelong through innovative and iconic urban design and landscape treatments.
- To create public places that are adaptable for a diverse range of public events and activities.

- To protect and enhance areas of public open space including the Geelong waterfront as Geelong's primary open space area.

Accessibility and Movement

- To develop a movement network that is efficient, legible, convenient, connects key destinations and precincts, and prioritises walkability, cycling and public transport use.
- To encourage greater use of sustainable transport through the clustering of uses relating to transport services around the Geelong Railway Station and maximising the intensity of activities in areas accessible to the station.
- To create new pedestrian routes within the activity centre through improved linkage opportunities.

Land configuration and ownership

- To encourage the reconfiguration and consolidation of land where necessary to create viable development sites.
- To avoid the fragmentation of land through subdivision.

3.0

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Use of land

Section 1 - Permit not required

USE	CONDITION
Accommodation (other than Camping and caravan park, Corrective institution, Dwelling, Host farm and Residential building)	Must be in Precinct 2, 5, 6 or 7 or Sub-precinct 1A or 1B. Any frontage at ground floor level must not exceed 2 metres, unless the floor space adjoining the frontage is a customer service area accessible to the public.
Bed and breakfast	Must be in Precinct 2, 3, 5, 6 or 7 or Sub-precinct 1A or 1B. In Precinct 5 or 7 any frontage at ground floor level must not exceed 2 metres, unless the floor space adjoining the frontage is a customer service area accessible to the public.
Betting agency	Must be in Sub-precinct 1A or 1B.
Bus terminal	Must be in Precinct 6.
Caretaker's house	Must be in Precinct 2, 3, 4, 5, 6 or 7 or Sub-precinct 1A or 1B. In Precinct 5 or 7 any frontage at ground floor level must not exceed 2 metres, unless the floor space adjoining the frontage is a customer service area accessible to the public.
Car park	Must be in Precinct 6. Must be in conjunction with another use in Section 1 or 2.
Child care centre	Must be in Sub-precinct 1A or 1B. Any frontage at ground floor level must not

USE	CONDITION
	exceed 2 metres and access must not be shared with a dwelling (other than a caretaker's house).
Cinema	Must be in Sub-precinct 1A or 1B.
Cinema based entertainment facility	Must be located in Sub-precinct 1A or 1B.
Convenience restaurant	Must be in Sub-precinct 1A or 1B.
Convenience shop	Must be in Sub-precinct 1A or 1B.
Department store	Must be in Sub-precinct 1A or 1B.
Dwelling (other than Bed and breakfast and Caretaker's house)	Must be in Precinct 2, 3, 5, 6 or 7 or Sub-precinct 1A or 1B. In Sub-precinct 1A or 1B any frontage at ground floor level must not exceed 2 metres. In Precinct 5 or 7 any frontage at ground floor level must not exceed 2 metres, unless the floor space adjoining the frontage is a customer service area accessible to the public.
Education centre	Must be in Precinct 5 or 7 or Sub-precinct 1A or 1B, and any frontage at ground floor level must not exceed 10 metres. In Sub-precinct 1A or 1B access must not be shared with a dwelling (other than a caretaker's house). Must not be a primary or secondary school.
Electoral office	Must be in Precinct 1, 2, 4, 5, 6 or 7. May be used for only 4 months before an election and 2 weeks after an election.
Food and drink premises (other than Convenience restaurant, Hotel, and Tavern)	Must be in Precinct 3, 5, 6 or 7 or Sub-precinct 1A or 1B.
Home occupation	
Hotel	Must be in Precinct 5, 6 or 7.
Informal outdoor recreation	
Laundromat	Must be in Precinct 1, 2 or 4.
Medical centre	Must be in Precinct 4, 5, 6 or 7 or Sub-precinct 1A, 1B, 2A, 2B, 2C, 2D or 2E. In Precinct 5 or 7 or Sub-precinct 1A or 1B any frontage at ground floor level must not exceed 2 metres and access must not be shared with a dwelling (other than a caretaker's house) unless the medical centre floor space adjoining the frontage is a customer service area accessible to the public.

USE	CONDITION
Minor utility installation	
Office (other than Electoral office and Medical centre)	Must be in Precinct 4, 5, 6 or 7 or Sub-precinct 1A, 1B, 2A, 2B, 2C, 2D or 2E. In Precinct 5 or 7 or Sub-precinct 1A or 1B any frontage at ground floor level must not exceed 2 metres and access must not be shared with a dwelling (other than a caretaker's house) unless the office is a bank, real estate agency, travel agency, or any other office where the floor space adjoining the frontage is a customer service area accessible to the public.
Postal agency	Must be in Precinct 1, 2 or 4.
Railway	
Railway station	Must be in Precinct 6.
Residential building	Must be in Precinct 2, 3, 5, 6 or 7 or Sub-precinct 1A or 1B where the floor space adjoining the frontage is a customer service area accessible to the public. In Precinct 5 or 7 any frontage at ground floor level must not exceed 2 metres.
Restricted retail premises	Must be in Sub-precinct 1A or 1B.
Road	
Shop (other than Adult sex bookshop, Convenience shop, Department store, Restricted retail premises and Supermarket)	Must be in Sub-precinct 1A or 1B.
Supermarket	Must be in Sub-precinct 1A or 1B.
Take away food premises	Must be in Precinct 3, 5, 6 or 7 or Sub-precinct 1A or 1B.
Tavern	Must be in Precinct 5, 6 or 7.
Timber production	Must be in Sub-precinct 1A or 1B.
Trade supplies (other than Timber production)	Must be in Sub-precinct 1A or 1B.
Tramway	
Any use listed in Clause 62.01	Must meet the requirements of Clause 62.01.

Section 2 - Permit required

USE	CONDITION
Adult sex bookshop	Must be in Precinct 1, or 4 or Sub-precinct 2A, 2B, 2C, 2D or 2E. Must be at least 200 metres (measured by the shortest route reasonably accessible on foot) from a residential zone or Business 5 Zone, land used for a hospital, primary school or secondary school or land in a Public Acquisition Overlay to be acquired for a hospital, primary school or secondary school.
Amusement parlour	Must not be in Sub-precinct 2F or 3C.
Animal keeping	
Brothel	Must be in Precinct 1, 2 or 4. Must be at least 200 metres (measured by the shortest route reasonably accessible on foot) from a residential zone or Business 5 Zone, land used for a hospital, primary school or secondary school or land in a Public Acquisition Overlay to be acquired for a hospital, primary school or secondary school.
Community market	Must not be in Sub-precinct 3B.
Convenience shop	In Sub-precinct 2F or 3C the leasable floor area must be no more than 80 square metres.
Department store – if the Section 1 Condition is not met.	Must not be in Precinct 3, 6 or 7 or Sub-precinct 2F, 5A, 5B, 5C or 5D.
Funeral parlour	Must be in Precinct 1, 2, 3 or 4.
Gambling premises	Must not be in Sub-precinct 2F, 3B or 3C.
Hospital	
Industry (other than Research and development centre and Service industry)	Must be in Precinct 1 or 4 or Sub-precinct 2A, 2B, 2C, 2D or 2E. Must not be a purpose listed in the table to Clause 52.10.
Leisure and recreation (other than Informal outdoor recreation, Major sports and recreation facility, and Motor racing track)	Must be in Precinct 1, 2, 3, 4 or 6.
Market (other than Community market)	Must not be in Sub-precinct 2F, 3B or 3C.
Medical centre – if the Section 1 Condition is not met	
Nightclub	Must not be in Sub-precinct 2F or 3C.
Office (other than Electoral office and Medical centre)	Must not be in Sub-precinct 2F or 3C.

USE	CONDITION
Place of assembly (other than Amusement parlour or Nightclub)	
Plant nursery	
Pleasure boat facility	Must not be in Precinct 6 or Sub-precinct 5A, 5B, 5C or 5D.
Research and development centre	Must be in Precinct 1, 2, 4, 5, 6 or 7.
Restricted retail premises – if the Section 1 Condition is not met.	Must be in Precinct 1, 4, 6 or 7 or Sub-precinct 2A, 2B, 2C, 2D or 2E.
Retail premises (other than Adult sex bookshop, Community market, Convenience shop, Department store, Gambling premises, Market, Plant nursery, Restricted retail premises, Shop, Supermarket and Trade supplies)	Must not be in Sub-precinct 2F or 3C.
Service industry	Must not be in Precinct 3.
Service Station	Must be in Precinct 1, 2, 3 or 4. In Sub-precinct 2F or 3C the site must either: Adjoin a business zone, industrial or special purpose zone. Adjoin, or have access to, a road in a Road Zone. In Sub-precinct 2F or 3C the site must not exceed either: 3000 square metres. 3600 square metres if it adjoins on two boundaries a road in a Road Zone.
Shop (other than Adult sex bookshop, Department store, Plant nursery, Restricted retail premises and Supermarket) – if the Section 1 Condition is not met	Must not be located in Sub-precinct 2F or 3C.
Supermarket	Must not be in Precinct 5, 6 or 7 or Sub-precinct 2F or 3C.
Timber yard	Must not be in Precinct 2 or Sub-precinct 1C, 1D or 3C.
Trade supplies	Must not be in Sub-precinct 1C, 1D, 2F or 3C.
Transport terminal (other than Bus terminal, Heliport, Road freight and Wharf)	Must be in Precinct 1, 2, 3, 4 or 6.
Utility installation (other than Minor utility installation and Telecommunications facility)	Must be in Precinct 1, 2 or 4.

USE	CONDITION
Warehouse (other than Mail centre)	Must be in Precinct 1, 2 or 4. Must not be a purpose listed in the table to Clause 52.10.
Any other use not in Section 1 or 3	

Section 3 - Prohibited

USE
Agriculture (other than Animal keeping or Apiculture)
Airport
Camping and caravan park
Cemetery
Corrective institution
Crematorium
Drive-in theatre
Freeway service centre
Host Farm
Intensive animal husbandry
Landscape gardening supplies (other than Plant nursery)
Major sports and recreation facility
Motor racing track
Primary produce sales
Road freight terminal
Saleyard
Winery

4.0

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Centre-wide provisions

4.1

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Use of land

A permit is not required to use for land for public purposes providing the use is carried out by, or on behalf of, the public land manager.

4.2

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Subdivision

Applications for the subdivision of land that are not associated with a development proposal that supports the objectives promoted by this schedule are discouraged.

4.3 Buildings and works

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A permit is not required to construct a building or construct or carry out works associated with:

- the internal rearrangement of a building if the maximum leasable floor area is not increased.
- The installation of an automatic teller machine.
- An alteration to an existing building facade provided:
 - The alteration does not include the installation of an external roller shutter.
 - At least 75 percent of the building facade at ground floor level is maintained as an entry or window with clear glazing.
- An awning that projects over a road if it is authorised by the relevant public land manager.
- Plant rooms, services and equipment and solar collectors, provided these are not visible from any public street or public open space within 100 metres of the site.
- Shade sails to an existing roof deck.
- [Railway, Railway Station and Bus Terminal.](#)

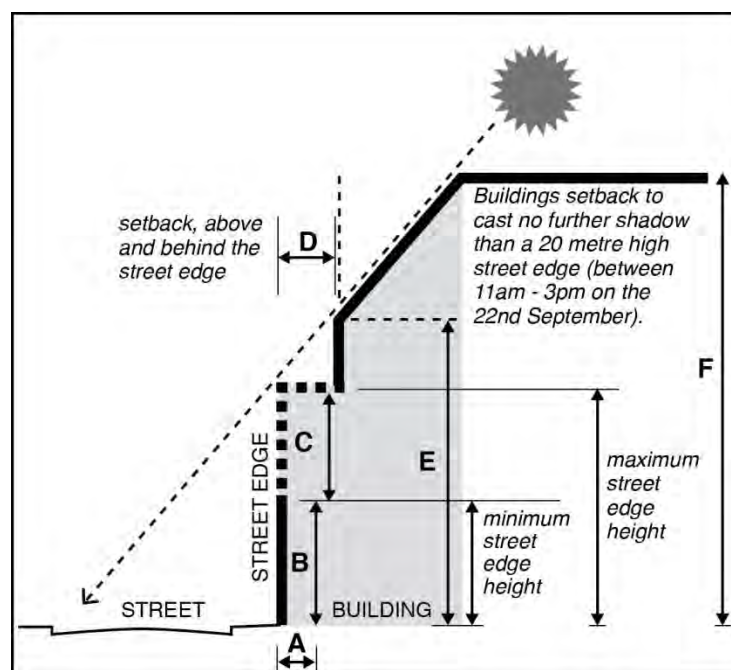
4.4 Design and development

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Building heights and setbacks

Development should meet any requirements specified at Clause 5 and as shown in Figure 1.

Figure 1



Preferred maximum building heights do not include non occupiable architectural features or landmarks, architectural features (such as domes, towers, masts) and building services, (including enclosed stairwells) that do not exceed the preferred maximum height by more than 4 metres. The combined floor area of these features should not exceed 10 percent of the gross floor area of the top building level.

Buildings and works that propose to exceed preferred maximum street edge wall height specified at Clause 5 of this schedule should be setback to ensure they do not add any additional shadow on the identified key pedestrian routes beyond that which would be cast by a 20 metre high street edge wall between 11am and 3pm on 22 September.

Building design

Buildings should maintain a human scale and protect the street environs by:

- Locating taller buildings in the centre of sites, setback from lower building elements on street edges.
- Ensuring building features and upper storey balconies do not protrude outside the title boundary, including over public areas, excluding ground floor verandahs and sun/overlooking protection devices.
- The ground floor level of buildings should provide active frontages and be articulated using fenestration, including recessed windows with reveals; and architraves, cornices, pilasters and their contemporary equivalents.
- The articulation of facades above the ground floor should create interesting and attractive streetscapes and reduce the apparent bulk of tall buildings by using recesses, recessed balconies, setbacks and expressed roof forms.

Development should avoid blank walls, specifically when readily viewed from Western Beach Road, Eastern Beach Road, Mercer Street, Latrobe Terrace (Princes Hwy), Gheringhap Street, Brougham Street and Rylie Street.

Protection should be provided for pedestrians with continuous and generous verandahs and canopies over footpaths along identified key pedestrian routes, unless they would result in conflict with significant heritage places.

Plant, equipment, rubbish and storage areas should be screened from the public domain and existing and potential adjacent developments.

New Landmark Buildings or Elements should:

- Assist in distinguishing a specific location and the activity that occurs in its vicinity.
- Complement the integrity of existing landmarks including through the use of towers, domes and spires.

Adequate daylight should be provided to adjacent buildings, particularly to windows of habitable rooms and balconies of adjacent dwellings.

Taller buildings and works should not dominate the streetscape.

Built form should retain and share views from within Central Geelong and from the identified key view corridors to the city and maintain the general stepping down of built form to Corio Bay.

Development which exceeds the preferred maximum building heights specified at Clause 5 should be of slender design, demonstrate design excellence, provide increased pedestrian permeability and spaces, retain generous visual permeability between taller buildings and retain key view corridors.

Development over water should maintain and enhance public access.

Excluding verandah and awning signs, signs should be contained within the site, and integrated into the design of the building façade, preferably within the first 9 metres, without projecting over footpaths.

The design of buildings and works should seek to minimise the impact of traffic, parking, odour, light spill, signage and noise on the amenity of surrounding neighbourhood.

All new accommodation uses should provide appropriate acoustic attenuation measures.

New development should:

- Provide appropriate lighting to evenly illuminate footpaths, particularly under verandahs and undercroft areas, recesses, building entrances and parking areas.

Car parking design should:

- Ensure that the location and design of car parks, loading bays, services areas, car access points and garages to the street should not dominate the public domain and should support safe use and access.
- Avoid car parking spaces, structures and accessways from dominating street frontages by placing car parking underground or in discreetly located multi-deck structures so that parked vehicles are not visible from the street.
- Ensure car parks, including multi-level parking structures, are designed for future potential adaptation, and achieve a safe and 'open' feel with good sight-lines, way-finding and adequate lighting throughout.
- Conceal parking structures behind or within other buildings and uses.
- Not be located at street level adjacent to identified key pedestrian routes.

Private open space

Private open space provided in the form of a balcony should:

- Provide a balcony space of no less than 8 square metres, including a minimum dimension of 2.5 metres.
- Provide adequate weather protection.

Views and landmarks

Development should consider its impact on identified key views to the city shown on the Central Geelong Framework Plan being:

- The Central Geelong Activity Centre as viewed from Rippleside Beach.
- The Central Geelong Activity Centre as viewed from the Limeburner's Point.
- The Central Geelong Activity Centre as viewed from the corner of High Street and Mt. Pleasant Road, Belmont.
- The Central Geelong Activity Centre as viewed from the Montpelier Park, Highton.
- The Central Geelong Activity Centre as viewed from the north end of Cunningham Pier.

Development which obscures or eliminates the identified key view corridors of Corio Bay and the You Yangs when viewed from Gheringhap Street, Moorabool Street, Yarra Street, Bellerine Street, and Swanston Street should be avoided.

Views of St Mary's Basilica Spire when viewed from the northern end of Mercer Street should not be obscured or encroached.

Strategic sites

Central Geelong contains a number of significant strategic sites that have a high level of development opportunity as shown on the precinct plans. Larger scale development, consistent with the Precinct provisions at Clause 5, should be encouraged in these locations, particularly those close to the Waterfront and in Precincts 4, 5 or 6.

Access and mobility

Development should allow for the provision of safe and publicly accessible pedestrian routes, linkages and spaces in accordance with the Precinct maps.

Adequate light should be provided to public places and to key pedestrian routes.

Environmentally Sustainable Development

- Development should seek to deliver environmentally sustainable outcomes by:
- Encouraging the storage and reuse of storm water and recycling of grey water where possible.
- Encouraging maximum building adaptability through the use of flexible floor plates and building frontages to the street and a minimum floor to ceiling height of 4 metres for ground floor levels.
- Developing buildings that are easily convertible to dwellings with the required amenity and facilities in the future.
- Encourage new buildings and significant renovations to provide sustainable solutions through materials, design, orientation, landscaping, energy use and water use.

5.0 Precinct provisions

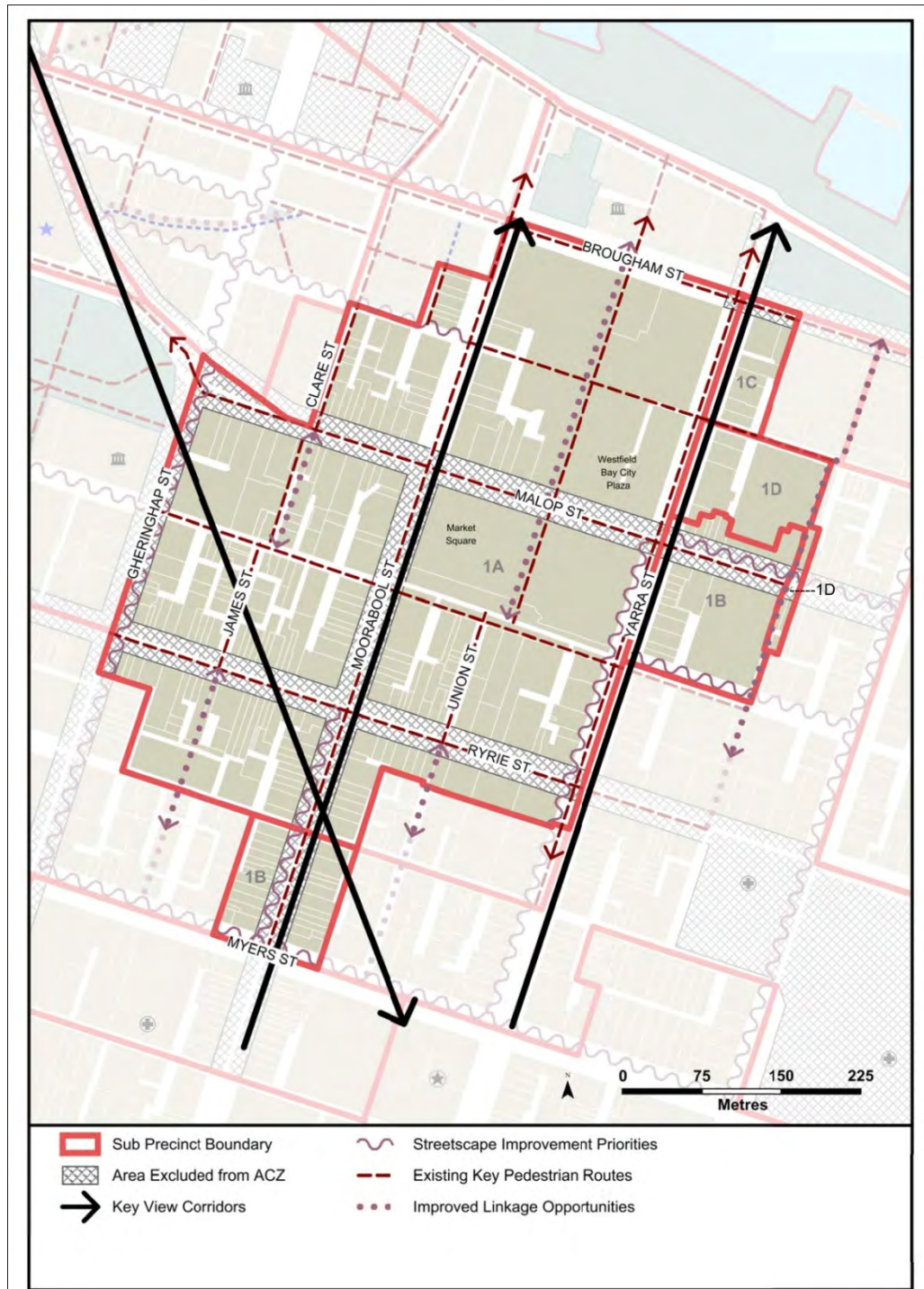
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5.1 Precinct 1: Core retail

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5.1-1 Precinct map

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C223



5.1-2 Precinct objectives

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- To strengthen the precinct as the region's primary location of retail, business and entertainment facilities.
- To support the following land uses and developments within the precinct:
 - Retail development serving the local community and the wider region, including supermarkets, department stores and specialty retail shopping.
 - Entertainment facilities including entertainment based retail, cinemas, nightclubs, taverns and the provision of food and drink premises including restaurants.
 - Office and other employment uses that complement surrounding retail land uses.
- To improve linkages from Precinct 1 to other features, destinations and precincts around Central Geelong including the waterfront and the Western Wedge.

5.1-3 Precinct requirements

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Sub-precinct	A Preferred setback of building from street frontage (boundary)	B Minimum street edge wall height +*	C Preferred maximum street edge wall height +*	D Preferred setback of building above street edge wall height+	E Preferred minimum building height*	F Preferred maximum building height*
1A	0 metres^	10	20 metres	5 metres	None Specified	32 metres
1B	0 metres ^	10	20 metres	5 metres	None Specified	40 metres
1C	0 metres ^	None specified	20 metres	None specified	None Specified	24 metres
1D	0 metres ^	10	20 metres	5 metres	None Specified	40 metres

* As measured from natural ground level.

^ Setbacks at ground level along the frontage may need to be provided for outdoor seating or the display of goods where not suitable for the adjacent footpath.

+ Street edge wall height (using the mid point where building is on sloping land) is the height of the wall on the front title boundary where there is no front setback.

5.1-4 Precinct guidelines

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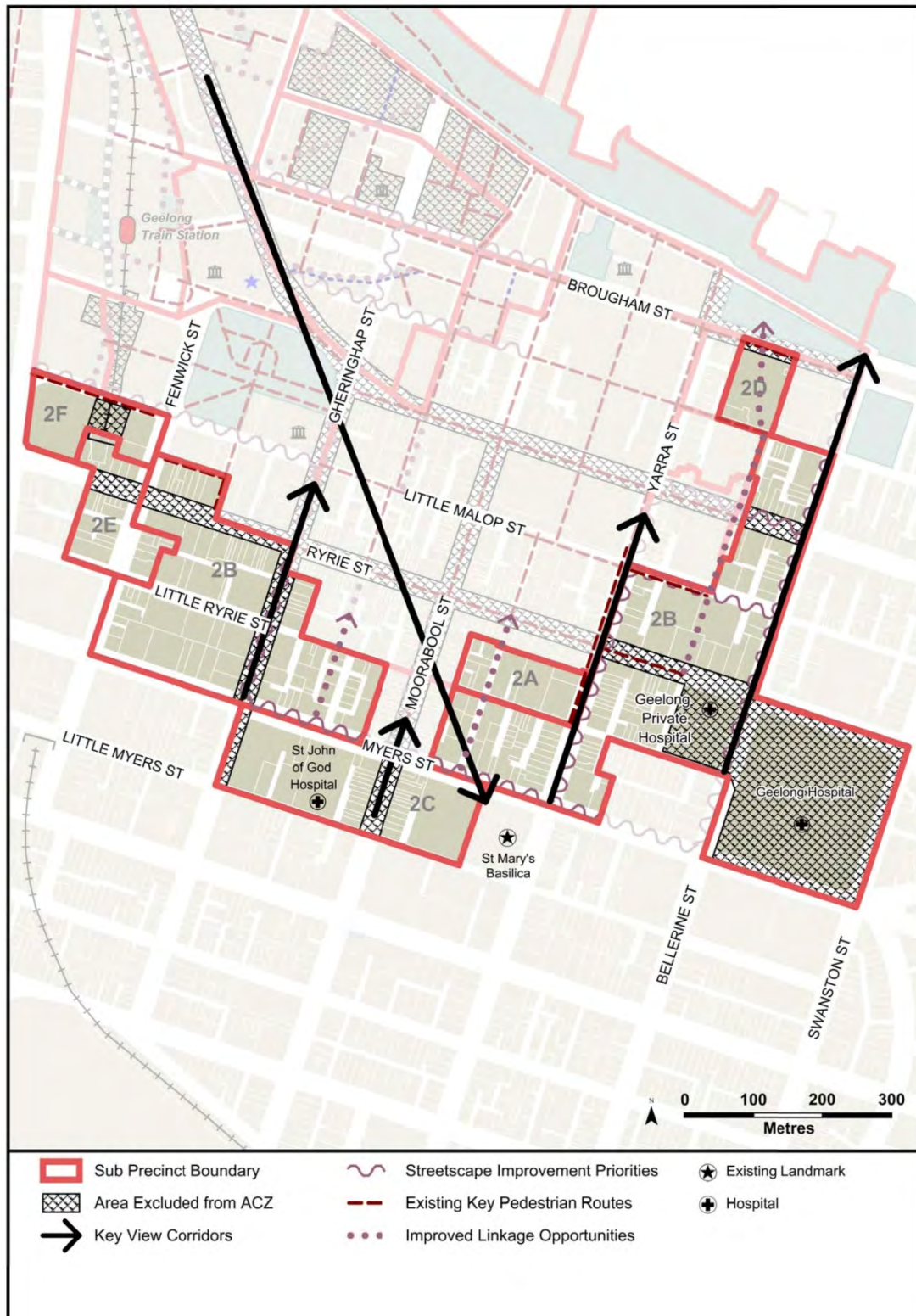
- Large building setbacks, landscaping and car parking in front setback areas should be avoided.
- Private balconies should be designed to minimise overlooking from adjacent streets, windows and balconies from the same or adjacent buildings. This may include opaque balustrades and side screening.
- The location and design of private balconies and windows should contribute to the activation of street frontages and the surveillance of the street whilst minimising the overlooking of neighbouring private open spaces.
- Buildings at ground level along key pedestrian routes should ensure a minimum of 75 percent of the street frontage is a non-vehicular entry or display window.

5.2 Precinct 2: Commercial living and medical

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5.2-1 Precinct map

09/05/2013
C223



5.2-2 Precinct objectives

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C223

- To strengthen the precinct as the primary area of health services, office and employment activity with complementary accommodation and secondary retail uses.
- To support the following land uses and developments within the precinct:
 - Office and business activity including professional and business services and other employment uses.
 - Medical/health uses in the clusters around the three major hospitals, including patient treatment, medical based retail and research facilities associated with the hospital facilities.
 - Accommodation uses, including student accommodation, above ground floor in new and refurbished buildings.
 - Retail uses where it does not undermine the core retail function of Precinct 1, including local convenience uses, restricted retail premises and trade supplies uses.

5.2-3 Precinct requirements

09/05/2013
C223

Sub-precinct	A Preferred setback of building from street frontage (boundary)	B Minimum street edge wall height +*	C Preferred maximum street edge wall height +*	D Preferred setback of building above street edge wall height+	E Preferred minimum building height*	F Preferred maximum building height*
2A	0 metres ^	10 metres	20 metres	5 metres	None Specified	32 metres
2B	0 metres ^	10 metres	20 metres	5 metres	None Specified	40 metres
2C	0 metres ^	10 metres	20 metres	5 metres	None Specified	24 metres
2D	0 metres ^	None specified	20 metres	None specified	None Specified	24 metres
2E	None Specified^	None specified	None Specified	None Specified	None Specified	None Specified
2F	None Specified^	None specified	None Specified	None Specified	None Specified	None Specified

* As measured from natural ground level.

^ Setbacks at ground floor level along the frontage may need to be provided for outdoor seating or the display of goods where not suitable for the adjacent footpath.

+ Street edge wall height (using the mid point where building is on sloping land) is the height of the wall on the front title boundary where there is no front setback.

5.2-4 Precinct guidelines

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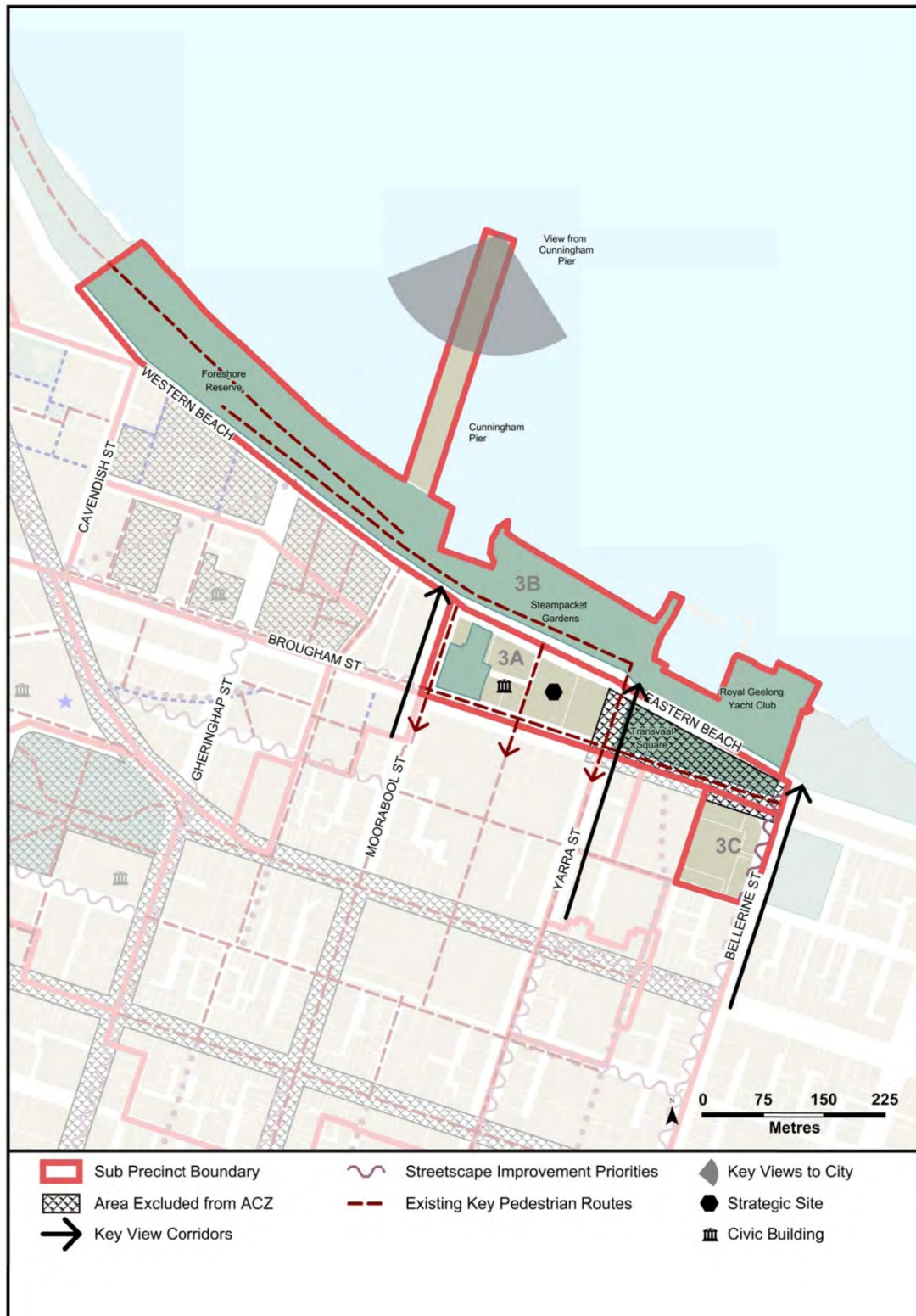
- Large building setbacks, landscaping and car parking in front setback areas should be avoided in sub-precincts 2A-2D.
- Private balconies should be designed to minimise overlooking from adjacent streets, windows and balconies from the same or adjacent buildings. This may include opaque balustrades and side screening.
- Buildings along the edge of the Activity Centre boundary that adjoin a residential zone or heritage place should provide:
 - a transition by requiring new buildings to be no more than 1 storey higher than development on the adjoining residential zone or heritage place.
 - For additional storeys, a setback of 2 metres for every 1 metre in additional height.
- Buildings at ground level along key pedestrian routes should ensure a minimum of 75 percent of the street frontage is a non-vehicular entry or display window.

5.3 Precinct 3: Waterfront

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5.3-1 Precinct map

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5.3-2 Precinct objectives

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- To strengthen the precinct as a tourist and leisure destination.
- To protect the existing amenity along the waterfront foreshore.
- To increase the range of living, working and visiting activities on the waterfront, and enhance its visual appearance as Central Geelong's most iconic feature.
- To support the following land uses and developments within the precinct:
 - Tourist, lifestyle and entertainment activities.
 - Accommodation uses on upper floors.
 - Speciality retail uses that complement tourist activities.
 - Café and restaurant uses.

5.3-3 Precinct requirements

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Sub-precinct	A Preferred setback of building from street frontage (boundary)	B Minimum street edge wall height +*	C Preferred maximum street edge wall height +*	D Preferred setback of building above street edge wall height+	E Preferred minimum building height*	F Preferred maximum building height*
3A	0 metres ^	None specified	20 metres	None specified	None Specified	24 metres
3B	None Specified ^	None specified	None Specified	None Specified	None Specified	None Specified
3C	0 metres ^	None specified	20 metres	None specified	None Specified	24 metres

* As measured from natural ground level.

^ Setbacks at ground floor level along the frontage may need to be provided for outdoor seating or the display of goods where not suitable for the adjacent footpath.

+ Street edge wall height (using the mid point where building is on sloping land) is the height of the wall on the front title boundary where there is no front setback.

5.3-4 Precinct guidelines

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- Large building setbacks, landscaping and car parking in the front setback area should be avoided in Sub-precinct 3A.
- Redevelopment of sites where a pedestrian or vehicular linkage opportunity is identified should make provision for the linkage within the design of new development.
- Accommodation should only be provided in upper levels of development to maintain ground level areas for more active uses.
- Private balconies should be designed to minimise overlooking from adjacent streets, windows and balconies from the same or adjacent buildings. This may include opaque balustrades and side screening.
- The location and design of private balconies and windows should contribute to the activation of street frontages and the surveillance of the street whilst minimising the overlooking of neighbouring private open spaces.

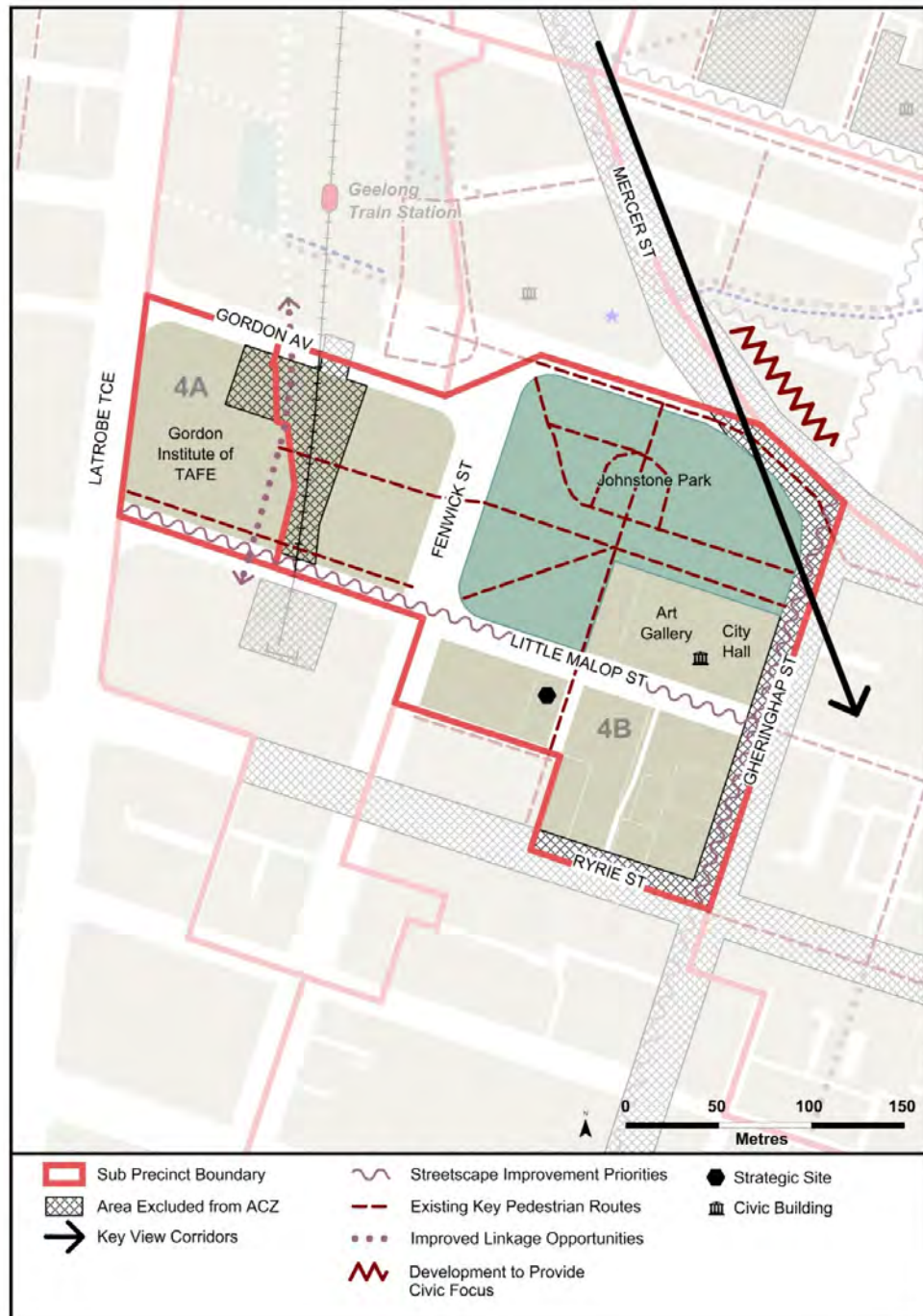
- Buildings at ground level along key pedestrian routes precinct should ensure a minimum of 75 percent of the street frontage is a non-vehicular entry or display window.

5.4 Precinct 4: Civic and cultural

09/05/2013
C223

5.4-1 Precinct map

09/05/2013
C223



5.4-2 Precinct objectives

09/05/2013
C223

- To maintain, strengthen and expand the precinct as the principal area for arts, culture, learning and civic activities.
- To support the following land uses and developments within the precinct:
 - Culture based activities, including the development and exhibition of art.
 - Consolidated civic functions that serve the local and regional community.
 - Education, training and learning uses.
 - Retail and office uses that are ancillary to arts and education facilities.
 - Auditorium facilities for public gatherings, including a convention centre.
- To ensure that new development along the Mercer Street frontage has a civic focus which complements the existing civic buildings surrounding Johnstone Park.
- To respect the character of Johnstone Park.
- To create attractive frontages onto streets approaching the railway underpass.

5.4-3 Precinct requirements

09/05/2013
C223

Sub-precinct	A Preferred setback of building from street frontage (boundary)	B Minimum street edge wall height +*	C Preferred maximum street edge wall height +*	D Preferred setback of building above street edge wall height+	E Preferred minimum building height*	F Preferred maximum building height*
4A	Must be a minimum of 6 metres and a maximum of 10 metres	None specified	None Specified	None Specified	12 metres	None Specified
4B	0 metres^	None specified	None Specified	None Specified	12 metres	None Specified

* As measured from natural ground level.

^ Setbacks at ground level along the frontage may need to be provided to meet the objectives for this precinct and to provide for outdoor seating or the display of goods where not suitable for the adjacent footpath.

+ Street edge wall height (using the mid point where building is on sloping land) is the height of the wall on the front title boundary where there is no front setback.

5.4-4

Precinct guidelines

09/05/2013
C223

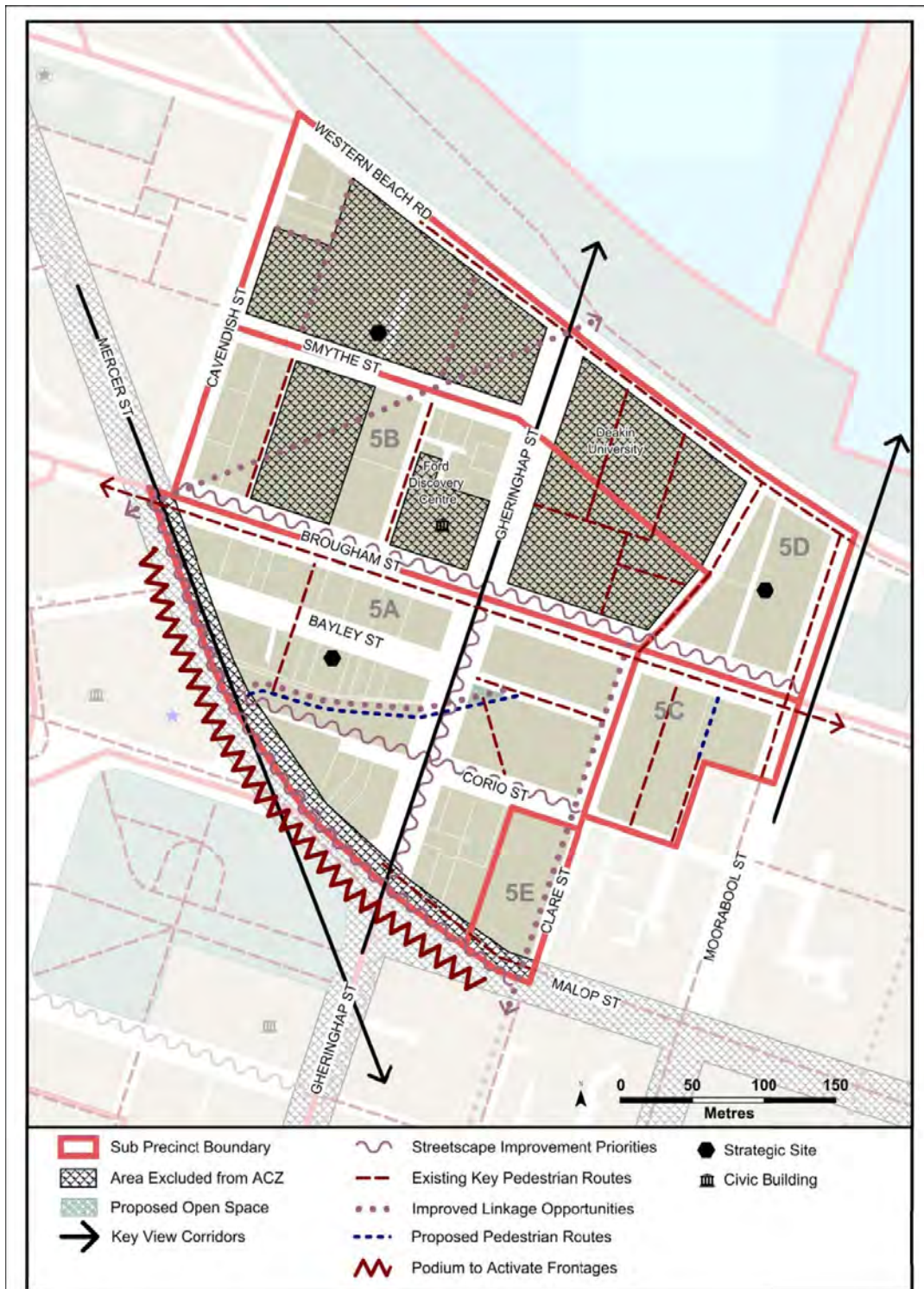
- Development adjacent or opposite to Johnstone Park should:
 - Have consistent building heights around the perimeter of Johnstone Park, respecting heritage buildings including City Hall, Art Gallery and Gordon Institute. Any increased building heights should be significantly setback from the frontages facing Johnstone Park, so as to appear to be separate buildings when viewed from across the park.
 - Avoid overshadowing of Johnstone Park.
 - Have a setback consistent with surrounding buildings.
 - Provide landscape setbacks from the Gordon Avenue frontages to the rail underpasses.
- Side setbacks between buildings or building groups should be provided to allow buildings to appear as free standing.
- New buildings fronting Latrobe Terrace should continue the punctuated sequence of large free standing buildings in landscape settings.
- New buildings in frontages opposite Johnstone Park should maintain consistency in scale with City Hall, the Art Gallery and Gordon Institute.

5.5 Precinct 5: Inner western wedge

09/05/2013
C223

5.5-1 Precinct map

09/05/2013
C223



5.5-2 Precinct objectives

09/05/2013
C223

- To support development of the precinct with a mixture of uses with a design and technology focus integrating university activities into the city fabric.
- To ensure a mix of accommodation, business and office, education, food and drink premises and other complementary uses, including retail use where it supports a local convenience function and does not compete with the core retail function of Precinct 1.
- To encourage education, office and residential uses to locate above uses with active street frontages.
- To create a precinct of more intensive development permeated by a network of pedestrian routes, squares and courtyards that characterise a mix of street level activities.
- To create public spaces, plazas and pedestrian routes that link to Western Beach Road.
- To provide views of Corio Bay that enable shared views of the waterfront from the upper floors of new and existing development.
- To encourage building scales that are sensitive to the foreshore and environs.

5.5-3 Precinct requirements

09/05/2013
C223

Sub-precinct	A Preferred setback of building from street frontage (boundary)	B Minimum street edge wall height +*	C Preferred maximum street edge wall height +*	D Preferred setback of building above street edge wall height+	E Preferred minimum building height*	F Preferred maximum building height*
5A	0 metres^	None specified	15 metres along Mercer and Malop Streets	4 metres along Mercer and Malop Streets	12 metres	None specified
5B	0 metres ^	None specified	None Specified	None Specified	12 metres	28 metres
5C	0 metres ^	None specified	None Specified	None Specified	12 metres	28 metres
5D	0 metres ^	None specified	None specified	None specified	12 metres	20 metres
5E	0 metres^	None specified	15 metres along Malop Mercer Street	4 metres along Malop Mercer Street	12 metres	None specified

* As measured from natural ground level.

^ Setbacks at ground level along the frontage may need to be provided to meet the objectives for this precinct and to provide for outdoor seating or the display of goods where not suitable for the adjacent footpath.

+ Street edge wall height (using the mid point where building is on sloping land) is the height of the wall on the front title boundary where there is no front setback.

5.5-4 Precinct guidelines

09/05/2013
C223

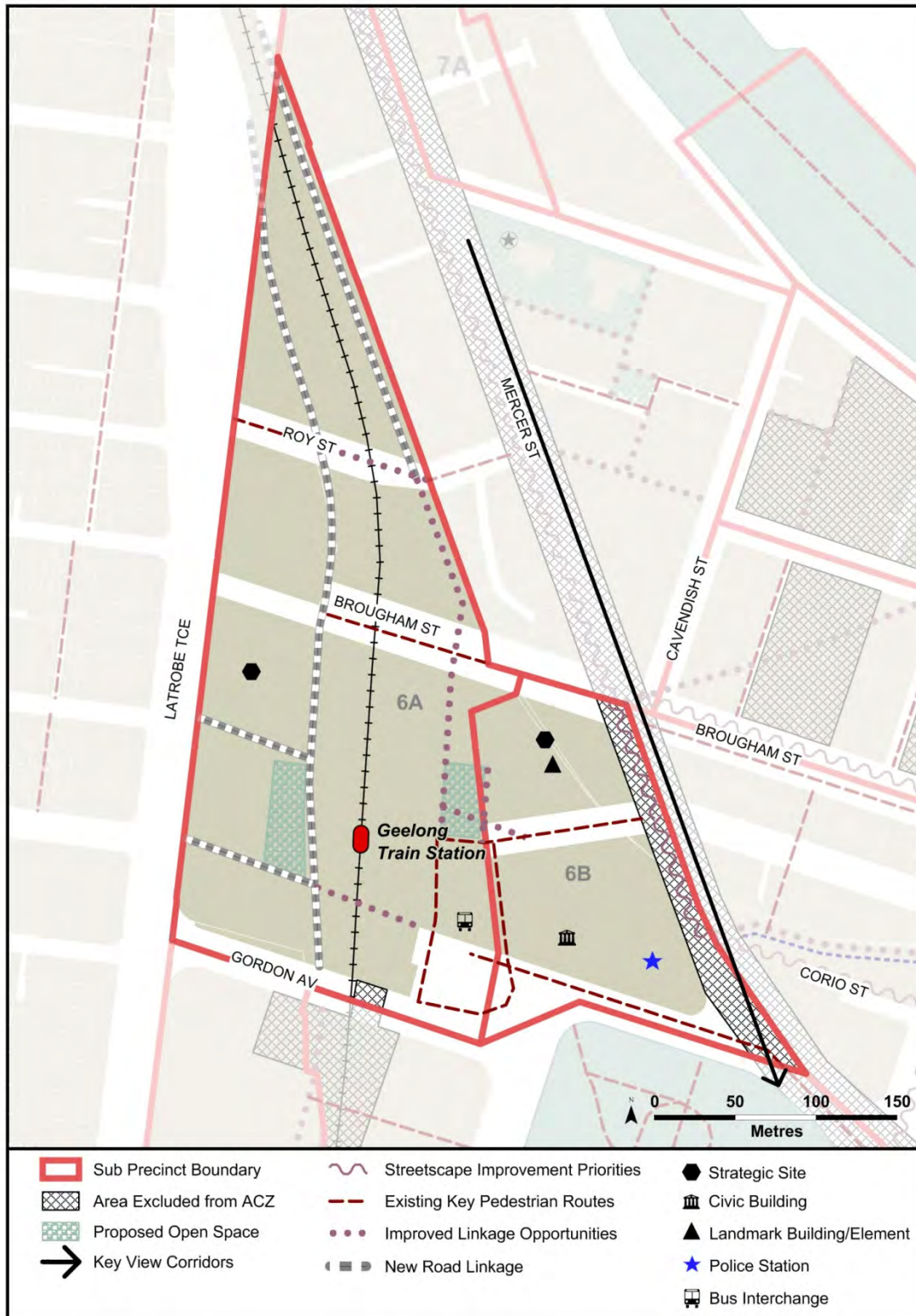
- New buildings opposite and adjacent to Johnstone Park should have a setback consistent with surrounding buildings.
- The use and development of land on the east side of Mercer Street should provide an appropriate interface to protect the amenity of properties adjoining Western Beach Road.
- Any new buildings on frontages opposite Johnstone Park should maintain consistency in scale with the City Hall, the Art Gallery, and Gordon Institute.
- A podium to Mercer Street should be created to facilitate active frontages.

5.6 Precinct 6: Station

09/05/2013
C223

5.6-1 Precinct map

09/05/2013
C223



5.6-2 Precinct objectives

09/05/2013
C223

- To support Geelong Railway Station as the region's primary railway station, travel interchange and a sustainable multi-modal transport hub and encourage uses that have synergies with the station and contribute to an intensively used precinct at all times.
- To support development of the precinct for a mixture of uses including residential, food and drink premises and complementary retail with a design and technology focus.
- To create attractive frontages onto streets approaching the railway underpasses.
- To ensure new buildings along the east side of Latrobe Terrace retain the existing character of large free standing buildings in landscape settings.
- To enhance the visibility of Geelong Railway Station as a focal point of the Precincts 4, 5, 6 and 7.

5.6-3 Precinct requirements

09/05/2013
C223

Sub-precinct	A Preferred setback of building from street frontage (boundary)	B Minimum street edge wall height +*	C Preferred maximum street edge wall height +*	D Preferred setback of building above street edge wall height+	E Preferred minimum building height*	F Preferred maximum building height*
6A	Should be between 6-10 metres fronting Latrobe Terrace, 0 metres elsewhere	None specified	None Specified	None Specified	12 metres	None Specified
6B	0 metre front and side setback to Mercer Street.	None specified	15 metres	4 metres	12 metres	None Specified

* As measured from natural ground level.

^ Setbacks at ground level along the frontage may need to be provided to meet the objectives for this precinct and to provide for outdoor seating or the display of goods where not suitable for the adjacent footpath.

+ Street edge wall height (using the mid point where building is on sloping land) is the height of the wall on the front title boundary where there is no front setback.

5.6-4 Precinct guidelines

09/05/2013
C223

- Developments adjacent and opposite to Johnstone Park should:
 - Have consistent building heights around the perimeter of Johnstone Park, respecting heritage buildings including City Hall, Art Gallery and Gordon Institute. Any increased building heights should be significantly setback from the frontages facing Johnstone Park, so as to appear to be separate buildings when viewed from across the park.
 - Avoid overshadowing of Johnstone Park.
 - Have a setback consistent with surrounding buildings.
- Side setbacks should be provided between buildings or building groups.
- Landscape setbacks should be provided to Gordon Avenue, Brougham and Roy Streets.
- Railway land should be intensively redeveloped to take advantage of its highly accessible location.
- Development should provide strong architectural enclosure and definition of plazas east and west of the station and improve the visibility of the station as a focal point of the Geelong Western Wedge.

5.7 Precinct 7: Mercer Street

09/05/2013
C223

5.7-1 Precinct map

09/05/2013
C223



5.7-2 Precinct objectives

09/05/2013
C223

- To support development of the precinct to create a lively boulevard with active frontages providing a mixture of uses with residential accommodation at upper levels and to the rear.
- To ensure a mix of accommodation, business and offices, education and other complementary uses, including retail use where it supports a local convenience function and does not compete with the core retail function of Precinct 1.
- To encourage food, drink and entertainment uses to promote evening time activities and to take advantage of the close proximity of Geelong Railway Station, education institutions and the foreshore.
- To maximise the potential intensity of development adjacent to the railway where potential impacts on other uses will be minimal.
- To ensure that development abutting existing residential properties adjoining Western Beach Road does not unreasonably affect their amenity.
- To maintain and enhance the views of the St Peter and St Paul Cathedral from Mercer Street and enhance the surrounding open space.
- To encourage buildings on the west side of Mercer Street to increase in height from Ginn Street to Brougham Street.

5.7-3 Precinct requirements

09/05/2013
C223

Sub-precinct	A Preferred setback of building from street frontage (boundary)	B Minimum street edge wall height +*	C Preferred maximum street edge wall height +*	D Preferred setback of building above street edge wall height+	E Preferred minimum building height*	F Preferred maximum building height*
7A	0 metres^	None specified	15 metres	4 metres	12 metres	15 metres
7B	0 metres^	None specified	15 metres	4 metres	12 metres	None Specified
7C	0 metres^	None specified	15 metres	None Specified	12 metres	15 metres

* As measured from natural ground level.

^ Setbacks at ground level along the frontage may need to be provided to meet the objectives for this precinct and to provide for outdoor seating or the display of goods where not suitable for the adjacent footpath.

+ Street edge wall height (using the mid point where building is on sloping land) is the height of the wall on the front title boundary where there is no front setback.

5.7-4 Precinct guidelines

09/05/2013
C223

- Setbacks consistent with the existing buildings setbacks should be provided for new development in Malone Street.
- A landscaped angled setback from Mercer St between Kerley Street and Malone Street should be provided to improve northerly views to St. Peter and St. Paul Cathedral along Mercer Street.
- Where building sites directly adjoin houses with side setbacks, and are not separated from them by a street or laneway, a landscaped buffer of 2 metres should be provided to protect residential amenity.
- Heights of buildings in sub precinct 7C should reduce from 15 metres to the east and the north to respond to adjoining low level residential development.
- Use and development of land on the east side of Mercer Street should provide an appropriate interface to protect the amenity of residentially zoned properties adjoining Western Beach.

6.0 Application requirements

09/05/2013
C223

In addition to the application requirements set out at Clause 37.08-7, any application must be accompanied by the following information, as appropriate, to the satisfaction of the responsible authority.

Use of land

An application to use land must be accompanied by the following information:

- The likely economic impact on Precinct 1 of any proposed retail use/development of over 1,000 square metres of leasable floor area outside of Precinct 1.
- For applications for sensitive uses (residential, child care centre, pre-school or primary school uses) proximate to the Geelong Railway Station, an assessment prepared by an acoustic engineer, of the likely effects of railway noise and vibration on the proposed development and the amenity of its occupants and measures to attenuate any adverse effects.

Buildings and works

An application to construct a building or construct or carry out works must be accompanied by the following information:

- For any building or other structure with a height over 15 metres above natural ground level:
 - Diagrams which show:
 - Street views from eye-level within the context of the surrounding development showing the proposed building in 3 dimensional forms within the context of the surrounding development, with particular reference to demonstrating how the proposal complies with the objectives of this schedule.
 - Views from identified key views, including assessment of any impact on the view corridors to St.Mary's Basilica Spire.
 - An assessment of view sharing.
 - Details of roof forms and any tower elements/landmark features.
 - A wind assessment, including impact on the street microclimate.
 - A report outlining the environmentally sustainable design elements of the proposal in relation to building energy management, water sensitive urban

design, construction materials, indoor environment quality, waste management and transport.

- For developments adjacent to public streets or public pedestrian paths:
 - Details of the proposed interface treatment to the public domain, including façade treatment, entrances, advertising and any proposed streetscape improvements.
 - For an application that creates new pedestrian connections, a written statement showing how the proposal meets Crime Prevention through Environmental Design (CPTED) principles.
- For developments adjacent to heritage places within a Heritage Overlay, a written statement showing how the proposal respects and maintains views to the heritage place (consistent with the description in the Heritage Overlay).
- An acoustic assessment should be prepared by a qualified acoustic consultant. The assessment must document the acoustic mitigation measures and include:
 - The internal and external noise levels and the method of calculation used.
 - Details of the sound insulating materials and design of walls, roof, windows, door, external glazing and the air- conditioning or ventilation system.

7.0

Notice and review

09/05/2013
C223

Use of land

An application for the use of land is not exempt from the notice requirements of Section 52(1) (a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Subdivision

In Precinct 3 an application to subdivide land is not exempt from the notice requirements of Section 52(1) (a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Except in Precinct 5 or 7 an application to subdivide land within 30 metres of land (not a road) which is in a residential zone or Business 5 Zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre is not exempt from the notice requirements of Section 52(1) (a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Buildings and works

In Precinct 3 an application to construct a building or construct or carry out works is not exempt from the notice requirements of Section 52(1) (a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

In all other Precincts, an application to construct a building or construct or carry out works is not exempt if the buildings and works are within 30 metres of land (not a road) which is in a residential zone or Business 5 Zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre.

An application which exceeds a preferred maximum building height as specified in Clause 5 of this Schedule is not exempt from the notice requirements of Section 52(1)

(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

8.0 Decision guidelines

09/05/2013
C223

Use of land

Before deciding on an application, in addition to the decision guidelines at Clause 65 and Clause 37.08-10, the responsible authority must consider, as appropriate:

- Whether the proposed retail use and the existing overall retail floor area within the zone competes with the main retail area or replicates uses in the Core Retail Precinct 1.
- Whether the retail and food and drink component of a proposed Cinema based entertainment facility could reasonably be located at the ground floor with the cinema component located above.
- For applications in Precinct 6, the comments of the Director of Public Transport, any Minister or public land manager having responsibility for the care or management of the land or adjacent land, the municipal Council (where not the responsible authority).

Buildings and works

Before deciding on an application, in addition to the decision guidelines at Clause 65 and Clause 37.08-10 the responsible authority must consider, as appropriate:

- Whether the location, scale, siting, roof form, bulk and appearance of any proposed buildings and works will:
 - Strengthen the City's unique urban identity.
 - Promote sustainable growth.
 - Improve the public environment.
- Whether new buildings within and fronting Johnstone Park are of exceptionally high architectural quality.
- Whether the proposal would unreasonably overshadow the public or private realms.
- Whether the proposal achieves appropriate view-sharing to the identified key views, vistas and landmarks.
- Whether the proposal incorporates features of environmentally sustainable design.
- Whether the impacts of the proposed development on the micro climate are reasonable, particularly with regard to any wind tunnelling effect.
- Whether the proposed design of car parking and access arrangements is appropriate.
- Whether the proposal incorporates appropriate noise mitigation measures.
- For applications in Precinct 6, the comments of the Director of Public Transport, any Minister or public land manager having responsibility for the care or management of the land or adjacent land, and the municipal Council (where not the responsible authority).

9.0

09/05/2013
C223

Advertising signs

The advertising sign requirements are at Clause 52.05. Land located within Precinct 3 is in Category 3. All other land is in Category 1.

10.0

09/05/2013
C223

Reference documents

Central Geelong: Looking Forward Structure Plan, City of Greater Geelong (July 2007)

Central Geelong Urban Design Guidelines, City of Greater Geelong and Department of Planning and Community Development, Victorian State Government (October 2008)

Geelong Western Wedge Framework, Planisphere and Jones & Whitehead Pty Ltd (April 2005, updated September 2005)

Note – only the changes to the Schedule to the Heritage Overlay are included (not the full clause)

1

14/03/2013

VC85

[Proposed C294](#)

SCHEDULE TO THE HERITAGE OVERLAY

The requirements of this overlay apply to both the heritage place and its associated land.

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO299	"Applegarth" Slab hut excluding residence 1662-1710 Bellarine Highway, Marcus Hill	Yes	No	No	No	No	Yes		No
HO653	Residence 68A Clarence Street, Geelong West	No	No	No	No	No	No		No
HO1621	Peace Memorial Johnstone Park, 24-28 Gheringhap Street and 49 Little Malop Street, Geelong	Yes	Yes – to peace memorial interior only	No	No	No	Yes		No
HO736	Residence 27 O'Connell Street,	No	No	No	No	No	No		No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
	Geelong West								
~~HO737~~	~~Geelong West Free Kindergarten~~ ~~46-54 O'Connell St,~~ ~~Geelong West~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~		~~No~~
HO1587	St. Francis Xavier Catholic Church 1030 Portarlington Road, Gurlewis Leopold	Yes	Yes <u> </u> - Former Church Building Interior Only	Yes	No	No	Yes		No
HO1915	Geelong Sale Yards 125 Weddell Road, North Geelong	No	Yes – Stock and Station Agents offices only	No	No	No	Yes		No
HO1901	Cartret 13 Wimmera Street, Belmont	Yes	No	~~Yes-~~ ~~each~~ No	No	No	No		No

SCHEDULE 13 TO THE DESIGN AND DEVELOPMENT OVERLAY

19/01/2006
VC37
Proposed
CXXX

Shown on the planning scheme map as **DDO13**.

WANDANA STRUCTURE PLAN AREA

1.0 Design Objectives

19/01/2006
VC37

To provide for the conservation and maintenance of the Barwon River and environs by ensuring that any development does not have an adverse impact on the local environment.

To ensure that development does not adversely impact on the amenity of existing or proposed public open space.

To provide for well designed development of the land.

2.0 Buildings and Works

19/01/2006
VC37

A permit is not required to construct a building or construct or carry out works except if any of the following apply:

- ~~▪ The lot abuts the Public Acquisition Overlay 3 (or Road Zone) and acoustic treatment has not been undertaken for the Western ByPass.~~
- ~~▪ The roof of any building is proposed to be constructed using a reflective material.~~
- The land is within 10 metres of an area designated as public open space on a Development Plan approved by the responsible authority.
- ~~▪ The amount of cut is to exceed 1.5 metre below natural ground level.~~
- ~~▪ The amount of fill is to exceed 1.5 metre above ground level.~~

A permit is required to construct a fence located within 10 metres of an area designated as public open space on a Development Plan approved by the responsible authority, other than a rural-style fence that is no greater than 1.2 metres in height.

3.0 Decision Guidelines

19/01/2006
VC37

Before deciding on an application the responsible authority should have regard to the following:

The Wandana Structure Plan 1998 and Wandana Development Plan.

The impact of the buildings or works on the amenity of the Barwon River and environs or any area of existing or proposed public open space.

~~For lots which abut the Western ByPass reservation, the attenuation of potential noise from the freeway.~~

2. G21 REGIONAL GROWTH PLAN - IMPLEMENTATION PLAN

Portfolio:	Planning – Cr Macdonald
Source	Economic Development, Planning and Tourism - Planning Strategy
General Manager:	Peter Bettess
Index Reference	G21 Regional Growth Plan

Purpose

To provide an overview of the development of the final G21 Regional Growth Plan – Implementation Plan including responses to community feedback and submissions on the draft Plan. The report recommends that the final Implementation Plan be endorsed.

Summary

- The G21 Regional Growth Plan – draft Implementation Plan was released for community engagement and consultation for a six week period from 1st July 2013 to 9th August 2013.
- The draft Implementation Plan comprised - a regional level Infrastructure Plan to support the housing and employment growth directions of the Regional Growth Plan; detailed residential and industrial land supply reports; a Strategic Housing Incentives Action Plan; and, detailed analysis of and suggested responses for the two Further Investigation Areas identified for medium to longer term growth in the Regional Growth Plan.
- Consultation activities included six Open House information sessions around the region and on line surveys and polls. During the consultation period, the project website had over 4,200 visits and a similar number of document downloads.
- A total of 34 written submissions, 53 polls and 20 surveys were received to the draft Plan in addition to a substantial number of participant comments captured at Open Houses.
- Overall the response to consultation activities and the draft plan was positive. The submissions and feedback received focused primarily on projects identified in the Infrastructure Plan and provided a range of views relating to the suggestions, extent and timing of the Further Investigation Areas.
- The draft Implementation Plan was revised in response to a number of submissions, following further discussions with project partners and infrastructure providers and to address a range of subsequent infrastructure announcements and recently released strategies.
- The final Implementation Plan has been approved by the Project Steering Group for consideration by Councils and, consistent with the approved governance and reporting procedures, is now being presented to the five G21 Councils for endorsement.
- The Implementation Plan is primarily an infrastructure planning advocacy document for G21 and a planning tool for Councils and service agencies. It makes a range of suggestions for consideration and does make recommendations on key local planning decisions that are appropriately those of individual Councils.

2. G21 REGIONAL GROWTH PLAN - IMPLEMENTATION PLAN (CONT'D)

Cr Macdonald moved Cr Heagney seconded -

That Council endorses the G21 Regional Growth Plan – Implementation Plan October 2013.

Carried.

Background

In August 2012 the five G21 Councils adopted the G21 Regional Growth Plan (Growth Plan) which provided a planning framework for the management the region's growth to 500,000+ persons by 2050. The Plan seeks to direct growth to the identified Structure Plan growth and infill areas of urban Geelong and eight District Towns and areas (Bannockburn, Colac, Drysdale Clifton Springs, Lara, Leopold, Ocean Grove, Torquay/Jan Juc and Armstrong Creek) ahead of other seweraged towns and longer term growth areas or Further Investigation Areas (FIAs) located to the north and west of Geelong.

The Growth Plan was launched by the Minister for Planning without change in April 2013 and is awaiting planning scheme implementation. The Plan was led by G21 (a Planning and Services Pillar project) in partnership with state government (as the key funder and manager of seven other Regional Growth Plans), VicRoads, Barwon Water, Corangamite Catchment Management Authority and Committee for Geelong. The Growth Plan identified the development of an Infrastructure Plan, detailed land supply analysis, identification of incentives for housing diversification in key strategic nodes and further analysis of the identified Further Investigation Areas (FIAs) adjacent to urban Geelong as priorities for an Implementation Plan.

The draft Implementation Plan was developed under the same governance and reporting structure of the Growth Plan, over a nine month period, involving extensive consultation with infrastructure providers and managers including Councils as well as other key stakeholders. Two project briefings and executive briefing processes have been previously provided to keep Council apprised of the projects development.

Discussion

Implementation Plan

The G21 Regional Growth Plan – draft Implementation Plan was released for public comment on the 1st July 2013 for a six week period ending on the 9th August 2013.

Following consideration of submissions and feedback and after making a number of document changes the final Implementation Plan was approved by the Project Steering Group on the 28 October 2013. It's now being presented to each of the G21 Councils for consideration.

The Implementation Plan is supported by:

- a detailed Background Report including project methodology, project context, detailed analysis and supporting data. The report includes extensive analysis of the two FIAs and identifies a range of issues and challenges including those associated with too many growth fronts/over supply of land;

2. G21 REGIONAL GROWTH PLAN - IMPLEMENTATION PLAN (CONT'D)

- five residential land supply reports (one for each municipality) and four industrial land supply reports. These reports identify land supply and supply adequacy for different residential and commercial/industrial zones at a municipal, District town and in the case of Geelong – urban Geelong and the Bellarine Peninsula. An online land supply monitoring and reporting tool which was released in late July;
- a Strategic Housing Incentives Action Plan, which identifies key actions to support housing diversity and development within District Towns, identified growth areas and higher density housing nodes.

The Implementation Plan comprises three sections:

- a holistic regional level Infrastructure Plan **Attachment 1** – comprising around 240 infrastructure projects across five themes (Transport, Utilities, Community, Business and Tourism, Environment) that are considered critical at a regional or subregional level to drive and support the housing and employment growth directions of the Growth Plan or address major regional challenges.

Projects were identified through extensive consultation with project partners and infrastructure and service providers and through alignment with local, regional and state strategies such as council township or area Structure Plans, the G21 Public Transport Plan and Economic Development Strategy, state government's Freight and Logistics Plan and Metropolitan Planning Strategy. Timing and infrastructure gaps were considered based on anticipated growth levels of District Towns and an understanding of infrastructure capacity. Each project was analysed to establish levels of economic, social and environmental benefit, regional impact and level of commitment or project business case development. This has informed critical projects and priorities. All projects are represented in a series of theme maps and tables identifying status, cost and desirable deliver timeframes.

The Plan also identifies critical projects for the region such as the Great Ocean Road and link road upgrades, Geelong Ring Road and rail freight connections to Geelong Port and the GREP, Avalon Airport precinct development and rail link as well as a number of further work priorities;

- Land supply and strategic housing incentives - The residential and industrial land supply reports identify healthy levels of zoned land supply and future supply (as yet unzoned) around the region and within District Towns as well as urban Geelong and the Bellarine Peninsula based on current growth projections and housing activity.

Centre	Zoned	Unzoned
Geelong LGA	18	14
Urban Geelong	16	13
Bellarine Peninsula	23	14
Bannockburn	13	25
Colac	18	-
Torquay/Jan Juc	13	9
Winchelsea	8	8

2. G21 REGIONAL GROWTH PLAN - IMPLEMENTATION PLAN (CONT'D)

Based on a typical measure of zoned supply adequacy of 15 years only Bannockburn and Torquay require structure plan identified unzoned supply to be brought forward in the short term. A structure plan for Winchelsea will identify future supply stocks to meet its growth potential. From an industrial land supply perspective most centres have sufficient zoned or future zoned supply stocks. Low levels of supply for Bannockburn are being met through rezoning processes and identification of future capacity at Gheringhap.

A range of regional, District Town and strategic area (such as central Geelong, Fyans - West Fyans precinct) incentives and actions have been identified ranging from critical infrastructure provision and coordination to enable land release, to rate incentives, post code campaigns and investment promotion.

- Planning for longer term growth – comprising a detailed analysis of the two FIAs identified for medium to longer term growth to the north and west of urban Geelong.

The Plan identifies the opportunities and constraints associated with both FIA locations in terms of suitability for future housing and makes suggestions as to how to maximise the community and economic opportunities and manage site challenges such as traffic, integration, infrastructure provision and environment.

The Plan identifies the need to balance sufficient supply of housing land to maintain affordability and reasonable level of choice with the risks of too many growth fronts and an oversupply of land which include:

- spreading of infrastructure demands resulting in provision lags across multiple areas;
- higher cost of infrastructure provision resulting in higher housing costs and service pricing passed on to the community;
- impacts on current community infrastructure needs, priorities and commitments and funding capacity.

The Plan includes suggestions relating to achieving more sustainable communities and urban outcomes, managing interfaces, infrastructure planning, housing diversity and development staging, timing and future planning and policy development steps.

Based on existing and strategically (Structure Plan) identified land supply in Geelong in addition to infill housing capacity, and a development sequencing strategy linked to the efficient and affordable provision of future infrastructure the Plan suggests that:

- neither of the FIAs is required for 20 years based on current land supply levels. This is qualified by the need to regularly monitor land supply take to ensure supply levels are responsive to changes in growth rates;
- that one FIA be developed before the other;
- that the City of Greater Geelong, not the Implementation Plan, should determine the priority FIA;
- planning policy is needed to identify the roles of the FIAs and to ensure interim land use proposals do not compromise their medium to longer term strategic outcomes.

2. G21 REGIONAL GROWTH PLAN - IMPLEMENTATION PLAN (CONT'D)

Consultation and feedback

During the consultation period on the draft Implementation Plan and supporting documents approximately 80 community members attended one of six Open Houses around the region and the project website received over 4000 visits with over 2500 project documents downloaded. In addition to the extensive feedback from the Open Houses, 33 written submissions were received as well as 53 completed polls and 20 completed surveys. Generally submissions and feedback received were positive about the collaborative and holistic nature of the project as well as the quality and extent of reports, engagement materials and Open House presentations.

The key issues identified in written submissions (refer **Attachment 2**), and generally reflected in poll, survey and Open House responses were focused on:

- The Infrastructure Plan, including extent of projects, seeking project clarification or addition of new projects, seeking improved public transport outcomes. Submissions were received from agencies, service providers, local and state government including DTPLI, DEECD, CCMA, APA Group, Wyndham City, representative groups such as PTUA, Bicycle Users Geelong, GORCC, Queenscliff Community Association and Geelong Port;
- The FIAs, including; extent of the Northern FIA (with a number of submissions seeking to extend the FIA north to Hams Road or opposite Barwon Prison); seeking support for rezoning of Lovely Banks area now; specific elements of the analysis being amended; amending directions around staging of the Western FIA; removing the strategy of one FIA being developed before the other; and removing development timing link to land supply triggers. In addition to land owner consultant submissions, submissions from Committee for Geelong, UDIA and Geelong Chamber of Commerce reiterated concerns around timing.

No submissions were received to the Strategic Housing Incentives Action Plan and only 3 submissions received relating to land supply reports (Geelong Residential Land Supply report) which related to suburb boundary differentiation and clarification of mapping interpretation rather than any significant commentary on the relative merits, methodology or validity of the data.

A number of submissions reflected on issues that were either outside the project scope (including local level issues or issues around environmental protection and management) or already addressed in the Growth Plan (i.e role of agricultural land, the case for or against growth) or other strategies such as the G21 Economic Development Strategy (role of SME's, specific economic development strategies). In some cases submissions were forwarded to other project partners for local follow up or in the case of specific public transport projects the team managing the G21 Public Transport Plan.

Responses to feedback and key document changes:

More detailed responses to individual submissions can be viewed in **Attachment 2**.

A number of changes have been included in the Infrastructure Plan including:

- additional project commentary and clarification in both the Background Report and Implementation Plan particularly in the Transport theme;
- general infrastructure theme commentary particularly in the Transport (PTUA, DTPLI, BUG) and Environment themes (GORC, CCMA).

2. G21 REGIONAL GROWTH PLAN - IMPLEMENTATION PLAN (CONT'D)

While a number of changes to the FIAs analysis and directions have been made including clarifying analysis, additional commentary around logical extensions to notional boundaries and staging and removal of summary of FIA differences the following key elements remain:

- timeframe for FIAs – the commentary around a 20 year time frame for the need of an FIA is based on a detailed understanding of land supply and infrastructure needs, priorities and funding implications and an understanding that land supply should be regularly monitored to ensure that it keeps pace with changing growth rates (up or down). This suggestion is not trying to curtail growth opportunities but merely reflect current and forecast growth rate activity. The FIAs provide the opportunity to accommodate longer term growth or a high growth scenario in the short to medium term. The specific wording has been amended to confirm that the FIAs have a medium to longer term role based on current land supply levels in existing and identified (Structure Plan) and current growth activity neither of these sites are likely to be required for up to 20 years. This is qualified by the need to regularly monitor land supply take up, availability and adequacy to ensure supply levels are responsive to changes in growth rates or major changes in planning policy direction such as the Metropolitan Planning Strategy;
- one area should be developed before the other – there are significant infrastructure cost and provision implications of two FIAs being developed at once that substantially outweigh competition factors.

A number of other document changes have been made to the draft Plan including:

- Updating references to recently released strategies including the Victorian Freight and Logistics Plan, the Geelong Port and Land Infrastructure Plan and Metropolitan Planning Strategy, Great Ocean Road Destination Management Plan and recent directions relating to the Health and Wellbeing Plan, G21 Public Transport Strategy and commentary about the State of Australian Cities 2013 report;
- Updating specific projects descriptions or timing including Geelong Northern Suburbs Community Hospital;
- Including new projects such as the Winchelsea and Bannockburn Community Health Centres following conversations with Hesse Rural Health, Winchelsea Station upgrades, Fort Queenscliff project and identifying a Lake Colac Precinct Masterplan and Batesford Quarry Lake as future projects;
- Consolidating a number of transport projects, including commentary about fast rail links and removing close to completed projects such as the Surfcoast Secondary College.

The final Implementation Plan Next steps and Review

The final Implementation Plan is now being considered for endorsement by each of the G21 Councils. Once endorsed the Implementation Plan becomes a G21 advocacy document.

It is proposed that the Implementation plan be reviewed every three years with a more regular review of Infrastructure Plan project priorities to both monitor progress and ensure the Plan is responsive to changing circumstances. It is also proposed that regular land supply monitoring be undertaken around key centres in the region. These activities are to be coordinated by the G21 Planning Services Pillar as budgets/funding permits.

2. G21 REGIONAL GROWTH PLAN - IMPLEMENTATION PLAN (CONT'D)

Environmental Implications

The Implementation Plan includes directions for environmental infrastructure projects aimed at responding to coastal vulnerability to sea level rise and building resilience in regional, state and regional parks and coastal reserves, major rivers and bays. The Suggestions for FIAs include promoting zero carbon, zero waste and sustainable transport outcomes.

Financial Implications

The project was undertaken within funds remaining from the Growth Plan project. The Infrastructure plan identifies costs for major infrastructure including likely funding sources but does not commit agencies to provision within identified timeframes. Ongoing costs such as land supply updates, website hosting costs and Implementation Plan review will be subject to future budget considerations or funding submissions.

No impact to budget.

Policy/Legal/Statutory Implications

The Implementation Plan's role is as an advocacy document and planning tool for local level strategic land and infrastructure planning and to inform future G21 Pillar projects or support the development of future planning policy. There are no legal or statutory implications associated with the Implementation Plan.

Alignment to City Plan

The Implementation Plan aligns with a number of elements of City Plan including Community Wellbeing (by identifying key community infrastructure to support growth and respond to key community health and wellbeing challenges and integrating with key strategies and priorities); Growing our economy (by identifying key infrastructure required to supported job diversity and growth of key economic sectors); Sustainable Built and Natural Environment (by identifying projects and growth area outcomes that build environmental resilience and minimise ecological and carbon footprints).

Officer Direct or Indirect Interest

Officers involved in the development of the Implementation Plan or the preparation of this report do not have a direct or indirect interest in this matter.

Risk Assessment

There are no notable risks associated with the report recommendation or Implementation Plan.

Social Considerations

The Implementation Plan directions on Infrastructure link to a range of social considerations and council plans and priorities including addressing skills issues, access to public transport, health and disadvantage. The Plan has been informed by issues identified in the G21 Health and Wellbeing Plan, G21 council strategies such as the Corio Norlane Structure Plan and various recreation project studies etc.

2. G21 REGIONAL GROWTH PLAN - IMPLEMENTATION PLAN (CONT'D)

Human Rights Charter

The Implementation Plan and report have been influenced by and enhance a number of Human Rights considerations including: freedom of movement, through a focus on improving road capacity and particularly improved public transport services and active transport linkages; freedom of expression and taking part in public life, by providing a range of opportunities for the community to view, inform and make comment on the Plan; right to privacy by protecting confidentiality or release of personal information received through submissions or feedback.

Consultation and Communication

The draft Plan was informed by extensive consultation with infrastructure service providers and planners and other key stakeholders. The final Plan has been informed by submissions and feedback to the draft Implementation Plan. Community engagement opportunities were promoted via direct email via partner email databases, an extensive newspaper notice campaign, media briefings, project website including online polls and surveys, targeted community and business group phone contact, social media etc. Six Open House 'drop-in' information sessions were held around the region, while copies of the draft plan and supporting documents and information brochures were available at council customer service centres.

ATTACHMENT 1

Infrastructure Plan Projects list

Ref.	Project title	Current status	2014-2017	2017-2020	2020-2025	2025-2035	2035-2050	Indicative cost \$M	Funding source
	Transport								
	Road								
	Regional								
R1.01	Great Ocean Road upgrades	Planning						50m	S, F
	<i>Princes Highway upgrades</i>								
R1.02	Waurm Ponds to Winchelsea duplication	Construction						220m	S, F
R1.03	Winchelsea to Colac duplication	Pre-construct						515m	S, F
R1.04	Colac to SA border safety improvements	Planning						50-100m	S
	<i>Geelong Road Road Connection to Bellarine Peninsula</i>								
R1.05	Anglesea Rd to Surf Coast Hwy (Section 4C)	Pre-construct						110m	S
R1.06	Surf Coast Highway to Barwon Heads Road	Planning						60m	S
R1.07	Barwon Heads Road to Portarlinton Road	Feasibility						200-300m	S
	<i>Barwon Heads Road duplication</i>								
R1.08	Stage 1: Corio-Waurm Ponds Rd to Reserve Rd	Concept						70-140m	S
R1.09	Stage 2: Reserve Rd to Lower Duneed Road	Concept						70-100m	S
	<i>Anglesea Road duplication</i>								
R1.10	Ring Road to Mount Duneed Road	Planning						17.4m	S
R1.11	Mt Duneed Road to Great Ocean Road treatment	Feasibility						20m	S
	<i>Southern link road</i>								
R1.12	Anglesea Road to Surf Coast Highway	Feasibility						50-60m	S
R1.13	Surf Coast Highway to Barwon Heads Road	Feasibility						50-60m	S
R1.14	Barwon Heads Road to Barwon Heads	Concept						15-20m	S
	<i>Other projects</i>								
R1.15	Surf Coast Highway widening	Concept						50-80m	S
R1.16	Midland Highway duplication to Bannockburn	Feasibility						130-160m	S
R1.17	Hamilton Highway upgrade to Inverleigh	Feasibility						3-4m	S

Ref.	Project title	Current status	2014-2017	2017-2020	2020-2025	2025-2035	2035-2050	Indicative cost \$M	Funding source
R1.18	Deans Marsh-Lorne Road upgrade	Feasibility						5-10m	S
	Urban Geelong								
	<i>Geelong Port-GREP-Ring freight connections</i>								
G1.19	Bacchus Marsh Road duplication - South	Planning						18m	S
G1.20	Bacchus Marsh Road duplication - North	Concept						30-40m	S
G1.21	Rebuilding of Heales Road for heavy freight	Planning						11.5m	L, S
G1.22	Port access and truck route improvements	Concept						10m	L, S, F
G1.23	Geelong Port - GREP - Princes Freeway heavy vehicle link	Concept *						80-150m	S, F
	Lara								
L1.24	McClelland Ave bypass and rail overpass	Feasibility						50m	S
L1.25	6-way intersection Forest Rd-Station Lake Rd	Feasibility						3-5m	S
L1.26	Forest Road South duplication	Concept						30-50m	S
	Bellarine Peninsula								
P1.27	Drysdale bypass	Feasibility						100m	S
P1.28	Grubb Rd duplication Ocean Grove	Feasibility						30m	S
P1.29	Bellarine Hwy duplication Grubb Rd - Queenscliff	Concept						60-80m	S
P1.30	Portarlington Road upgrades Drysdale - Portarlington	Concept						10-15m	S
	Southern Golden Plains								
B1.31	Bannockburn town centre road upgrades	Concept						5m	L, S
B1.32	Miltons Road bridge over Bruce's Creek	Concept						4-6m	L, D
B1.33	Bannockburn heavy vehicle route	Feasibility						15-20m	S
B1.34	Bannockburn-Skipton (C143) road upgrade	Concept						1-2m	S
	Colac								
C1.35	Colac-Apollo Bay road link improvements	Planning						30m	S
C1.36	Colac bypass	Concept						240m	S, F
C1.37	Access roads for timber and other industries	Pre-construct						3m	S
C1.38	Interior road and bridge upgrades	Pre-construct						13.5m	L, S
	Rail								

Ref.	Project title	Current status	2014-2017	2017-2020	2020-2025	2025-2035	2035-2050	Indicative cost \$M	Funding source
	Regional								
R1.39	Regional Rail Link	Construction						5.3b	S, F
	<i>Torquay-Geelong Transit Link</i>								
R1.40	Torquay rail link: Stage 1 to Armstrong Creek	Concept						70m	S
R1.41	Torquay rail link: Stage 2 to Torquay	Concept						310m	S
	Urban Geelong								
G1.42	Geelong Railway Station redevelopment	Planning						8-10m	S
G1.43	North Shore station redevelopment	Planning						3.5m	S, F
G1.44	Corio station relocation and redevelopment	Concept						50m	S
G1.45	Passenger train stabling yards relocation	Concept *						200m	S
G1.46	Partial duplication Grovedale to Geelong	Concept						200-300m	S
	<i>Grovedale Station</i>								
G1.47	Stage 1: Station construction	Construction						25m	S
G1.48	Stage 2: South side development	Concept						75m	S, O
	<i>Marshall Station development</i>								
G1.49	Stage 1: Additional parking and access	Concept						3-5m	S
G1.50	Stage 2: Area revitalisation and parking	Concept						15-20m	S, O
	<i>Rail freight connections</i>								
G1.51	Rail freight connection to GREP	Planning						15-20m	S, F, O
G1.52	Rail freight connection to Lascelles wharf	Feasibility						11m	S, F, O
G1.53	Rail siding and loop extensions Geelong Port	Concept *						4m	S, F, O
	Lara								
L1.54	Rail link to Avalon Airport	Feasibility						300-400m	S, F
	Bellarine Peninsula								
P1.55	Geelong - Drysdale rail line reinstatement	Concept						400-500m	S
	Southern Golden Plains								
B1.56	Geelong - Ballarat passenger rail link	Feasibility						300-400m	S
B1.57	Bannockburn railway station infrastructure	Concept						5m	S
	Winchelsea								
W1.58	Winchelsea railway station infrastructure	Concept						5m	S

Ref.	Project title	Current status	2014-2017	2017-2020	2020-2025	2025-2035	2035-2050	Indicative cost \$M	Funding source
W1.59	Moriac railway station reinstatement	Concept						5-10m	S
	Colac								
C1.60	Colac railway station redevelopment	Concept						5-7m	L, S
C1.61	Colac rail-intermodal freight hub	Concept						20m	S
	Public Transport services								
	Regional								
R1.62	Geelong-Torquay premium bus service	Feasibility						N/A	S
R1.63	Services increase to Ballarat and Apollo Bay	Feasibility						N/A	S
R1.64	Warrnambool rail line services increase	Feasibility						N/A	S
	Urban Geelong								
G1.65	Reorganisation of bus network	Planning						N/A	S
G1.66	Smartbus routes Geelong	Concept						4m p.a.	S
	Bellarine Peninsula								
P1.67	Improvements to main trunk bus services	Concept						N/A	S
P1.68	Local buses servicing district towns	Concept						N/A	S
	Active transport								
	Regional								
R1.69	Principal Cycling Connections	Concept						N/A	S, F
R1.70	Principal Pedestrian Connections	Planning						N/A	L, S, F
	Utilities								
	Water supply								
	Urban Geelong								
G2.01	Geelong water supply upgrades	Planned						93m	O, D
G2.02	Armstrong Creek water supply system	Planned						31m	O, D
G2.03	Armstrong Creek recycled water system	Planned						47m	O, D
	Lara								
L2.04	Lara water supply upgrades	Planned						13m	O, D

Ref.	Project title	Current status	2014-2017	2017-2020	2020-2025	2025-2035	2035-2050	Indicative cost \$M	Funding source
	Bellarine Peninsula								
P2.05	Clifton Springs water supply upgrades	Planned						7.2m	O, D
P2.06	Leopold water supply upgrades	Planned						3.9m	O, D
P2.07	Ocean Grove water supply upgrades	Planned						26m	O, D
P2.08	Portarlington water supply upgrades	Planned						3.3m	O, D
P2.09	Pt Lonsdale-Queenscliff water supply upgrades	Planned						7.5m	O, D
	Southern Golden Plains								
B2.10	Bannockburn water supply upgrades	Planned						19m	O, D
B2.11	Bannockburn recycled water augmentation	Feasibility						15-20m	O, D
B2.12	Inverleigh water supply upgrades	Planned						12m	O, D
B2.13	Lethbridge water supply upgrades	Planned						18m	O, D
B2.14	Potable water trunk line for intensive agriculture near Lethbridge	Planning						11.8m	S, F, O
B2.15	Gheringhap infrastructure servicing	Concept						2-3m	O, D
	Torquay								
T2.16	Torquay water supply upgrades	Planned						61m	O, D
T2.17	Torquay recycled water upgrades	Planned						20m	F, O
T2.18	Thompson Valley water supply	Concept						5m	L, O
	Winchelsea								
W2.19	Winchelsea water supply upgrades	Planned						4.3m	O, D
W2.20	Winchelsea water supply upgrades for additional growth	Concept						20m	O, D
	Colac								
C2.21	Colac water supply upgrades	Planned						40m	O, D
C2.22	Apollo Bay water supply upgrades	Planned						26m	O, D
	Sewerage								
	Urban Geelong								
G2.23	Geelong sewerage upgrades	Planned						88m	O, D
G2.24	Main Outfall Sewer duplication	Planned						82m	O, D

Ref.	Project title	Current status	2014-2017	2017-2020	2020-2025	2025-2035	2035-2050	Indicative cost \$M	Funding source
G2.25	West Fyans sewer odour control works	Planning						5.5m	L, O
G2.26	Armstrong Creek sewerage system	Planned						36m	O, D
	Lara								
L2.27	Lara sewerage upgrades	Planned						24m	O, D
	Bellarine Peninsula								
P2.28	Clifton Springs sewerage upgrades	Planned						34m	O, D
P2.29	Leopold sewer upgrades	Planned						21m	O, D
P2.30	Ocean Grove sewer upgrades	Planned						30m	O, D
P2.31	Portarlinton sewerage upgrades	Planned						26m	O, D
P2.32	Pt Lonsdale-Queenscliff sewerage upgrades	Planned						17m	O, D
	Southern Golden Plains								
B2.33	Bannockburn sewerage upgrades	Planned						16m	O, D
	Torquay								
T2.34	Torquay sewerage upgrades	Planned						9.3m	O, D
	Winchelsea								
W2.35	Winchelsea sewerage upgrades for additional growth	Concept						40m	O, D
	Colac								
C2.36	Colac sewerage upgrades	Planned						16m	O, D
C2.37	Apollo Bay sewerage upgrades	Planned						2.8m	O, D
	Stormwater drainage & flooding								
	Urban Geelong								
G2.38	Geelong major drainage works	Planned						77m	L, D
G2.39	Armstrong Creek major drainage works	Planned						170m	D
G2.40	GREP northern catchment infrastructure	Planning						10.3m	L, S, F, D
	Lara								
L2.41	Lara major drainage works	Planned						70m	L, D
	Bellarine Peninsula								
P2.42	Bellarine major drainage works	Planned						112m	L, D

Ref.	Project title	Current status	2014-2017	2017-2020	2020-2025	2025-2035	2035-2050	Indicative cost \$M	Funding source
	Southern Golden Plains								
B2.43	Bannockburn centre main drainage upgrades	Planning						1m	L, D
	Colac								
C2.44	Colac major drainage infrastructure	Concept *						4.5m	L
C2.45	Apollo Bay drainage infrastructure	Planning						3.8m	S, F
	Gas								
	Regional								
	<i>South West (main transmission) Pipeline upgrades</i>								
R2.46	Compressor station Birregurra-Winchelsea	Planning						40m	O
R2.47	Compressor station Stonehaven	Planned						40m	O
R2.48	Pipeline looping and extensions	Planned						250m	O
	Urban Geelong								
G2.49	Transmission pipeline to south Geelong upgrade	Planned							O, D
G2.50	Armstrong Creek reticulated gas rollout	Planned							O, D
	Lara								
L2.51	Lara distribution pipeline upgrade	Planned							O, D
	Bellarine Peninsula								
P2.52	Point Henry to Leopold-Drysdale transmission pipeline upgrade	Planned							O
P2.53	Bellarine Peninsula distribution pipeline upgrade	Planned							O, D
P2.54	Ocean Grove distribution pipeline upgrade	Planned							O, D
P2.55	Point Lonsdale distribution pipeline upgrade	Planned							O
	Southern Golden Plains								
B2.56	Gas provision to Bannockburn	Planned							O, D
	Torquay								
T2.57	South Geelong to Torquay-Jan Juc transmission line extension	Planned							O
	Winchelsea								
W2.58	Gas provision to Winchelsea	Planned							O, D

Ref.	Project title	Current status	2014-2017	2017-2020	2020-2025	2025-2035	2035-2050	Indicative cost \$M	Funding source
	Colac								
C2.59	Colac growth area reticulated gas rollout	Planned							O, D
	Electricity								
	Urban Geelong								
G2.60	East Geelong terminal station	Planned						100-150m	O
G2.61	Marshall zone substation	Planned						20m	O
	Lara								
L2.62	Lara zone substation	Planned						20m	O
L2.63	Avalon Airport zone substation	Planned						20m	O
	Bellarine Peninsula								
P2.64	Ocean Grove zone substation	Planned						20m	O
	Southern Golden Plains								
B2.65	Bannockburn zone substation	Planned						20m	O
	Torquay								
T2.66	Torquay zone substation	Planned						20m	O
T2.67	Lorne zone substation	Planned						20m	O
	Alternative energy projects - regional								
R2.68	Geelong Geothermal Power Project	Feasibility						100m	S, F, O
R2.69	Mount Gellibrand wind farm								
R2.70	Winchelsea wind farm								
	Community Facilities								
	Education and Training								
	Urban Geelong								
G3.01	Regional Research and Information Centre	Planning						5m	S, F, O
G3.02	Centre for Advanced Design in Engineering Training (CADET)	Construction						55m	F, O
G3.03	Northern Geelong vocational training school	Feasibility						3-5m	S
G3.04	Armstrong Creek trade training centre	Concept						10-15m	F, O

Ref.	Project title	Current status	2014-2017	2017-2020	2020-2025	2025-2035	2035-2050	Indicative cost \$M	Funding source
	Lara								
L3.05	Lara multipurpose community centre	Planning						10m	D
	Bellarine Peninsula								
P3.06	Jetty Road neighbourhood centre	Concept						1-2m	L, S
P3.07	Ocean Grove early years hub and neighbourhood house redevelopment	Pre-construct						11m	L, S
	Southern Golden Plains								
B3.08	Bannockburn K-12 school	Planning						35m	S
	Health								
	Urban Geelong								
G3.09	Geelong Centre for Emerging Infectious Diseases	Pre-construct						12.1m	F, O
G3.10	Geelong hospital expansion	Pre-construct						103m	S
G3.11	Geelong hospital multi-storey extension	Planning						650m	S
G3.12	Epworth teaching hospital development	Construction						255m	O
G3.13	Waurm Ponds community hospital	Planning						85m	S
G3.14	Geelong Northern Suburbs community hospital	Feasibility						35-45m	S, O
	Lara								
L3.15	Lara community health centre	Concept						5-10m	S
	Bellarine Peninsula								
P3.16	Drysdale community health centre upgrade	Pre-construct						3m	S
P3.17	Drysdale early years hub	Planning						10m	L, S
P3.18	Ocean Grove sub-acute facility	Planning						7-10m	S, F
P3.19	Point Lonsdale community health centre upgrade	Construction						3.2m	F
	Southern Golden Plains								
B3.20	Bannockburn community health facility	Planning						5-10m	S
	Torquay								
T3.21	Torquay-Jan Juc childrens services hub	Feasibility						8m	L, S, F, O
	Winchelsea								
W2.22	Winchelsea community health hub	Feasibility						4-6m	S

Ref.	Project title	Current status	2014-2017	2017-2020	2020-2025	2025-2035	2035-2050	Indicative cost \$M	Funding source
	Colac								
C3.23	Colac early years centre	Concept						7.5m	S, F
C3.24	Colac hospital expansion	Concept						8-10m	S
	Arts and Culture								
	Urban Geelong								
G3.25	Integrated regional library and heritage centre	Construction						45m	L, S, F
G3.26	GPAC redevelopment	Pre-construct						140m	S, F
G3.27	Geelong Gallery expansion	Feasibility						20-30m	S, F
G3.28	Corio-Norlane sub-regional library expansion	Concept						2m	L, S
G3.29	Armstrong Creek sub-regional library	Planning						12m	L, S, F, D
	Lara								
L3.30	Lara permanent branch library	Concept						8m	L, S
	Bellarine Peninsula								
P3.31	Leopold community hub	Pre-construct						16m	L, S, F
P3.32	Drysdale sub-regional library	Concept						7.2m	L, S
P3.33	Drysdale community and cultural precinct	Planning						8m	L, S, O
P3.34	Ocean Grove library expansion and upgrade	Concept						6m	L, S
	Torquay								
T3.35	Torquay sub-regional library	Planning						9m	L, S, F
	Winchelsea								
W3.36	Winchelsea branch library	Concept						8-10m	L, S
	Emergency Services and Justice								
	Regional								
R3.37	Barwon Prison 40 bed high-security unit	Construction						53m	S
	Urban Geelong								
G3.38	Waurm Ponds emergency services complex	Construction						15.6m	S
G3.39	Armstrong Creek emergency services hub	Planning						20-25m	S
	Southern Golden Plains								

Ref.	Project title	Current status	2014-2017	2017-2020	2020-2025	2025-2035	2035-2050	Indicative cost \$M	Funding source
B3.40	Bannockburn emergency services precinct	Planning						5m	S
	Colac								
C3.41	Colac emergency services and courts facility	Concept						15-20m	S
	Sport and Recreation								
	Regional								
R3.42	Simonds Stadium development completion	Planning						140m	L, S, F, O
R3.43	Regional trails network	Planning						35m	S
R3.44	Regional motocross facility	Concept						4-5m	L, S
R3.45	South-west Geelong basketball stadium	Planning						8m	L, S
R3.46	Southern Geelong regional aquatic centre	Feasibility						20-25m	L, S
	Urban Geelong								
G3.47	Stead Park synthetic hockey pitch	Construction						2m	L, S
G3.48	Stead Park master plan implementation	Concept						8m	S
G3.49	Regional sports & entertainment centre	Concept						5m	S, F
G3.50	Regional tennis hub	Feasibility						6m	S, D
G3.51	Regional soccer & hockey facility	Planning						12m	S, F
G3.52	Corio Leisuretime Centre redevelopment	Concept						10m	L, S
G3.53	Eastern Park project	Planning						10m	L, S
G3.54	Geelong regional play space	Planning						2m	L, S
G3.55	Indoor bowls facility	Concept						30m	S, F
G3.56	Indoor highball sports facility	Planning						30-40m	L, S
	Lara								
L3.57	You Yangs regional mountain bike facility	Concept						5m	S
	Bellarine Peninsula								
P3.58	Drysdale-Clifton Springs sub-regional sports precinct	Planning						30m	L, S, F
	Torquay								
T3.59	Torquay indoor sports stadium	Feasibility						11m	L, S, F, O
	Winchelsea								

Ref.	Project title	Current status	2014-2017	2017-2020	2020-2025	2025-2035	2035-2050	Indicative cost \$M	Funding source
W3.60	Moriac regional equestrian centre	Concept						2m	L, S
	Colac								
C3.61	Apollo Bay aquatic centre	Planning						10m	S, F
C3.62	Apollo Bay loop trails	Feasibility						1m	S, F
	Waste management								
	Regional								
R3.63	High-tech processing facility for residual waste	Feasibility *						50m	S
R3.64	Temporary garden organics waste facility	Planning						5m	L, S
R3.65	Processing facility for garden organics	Concept						10-20m	L, S
	Urban Geelong								
G3.66	Geelong Cleantech Centre of Excellence	Planning						6-10m	S, F
G3.67	Reorganisation of transfer facilities	Feasibility						5-10m	L, S
G3.68	Timber recovery facilities	Planning							
	Bellarine Peninsula								
P3.69	Drysdale landfill expansion	Feasibility						10m	L, S
P3.70	Queenscliff food organics processing plant	Concept						1-2m	L, S
	Southern Golden Plains								
B3.71	Lethbridge animal incinerator and landfill	Planning						50m	O
	Torquay								
T3.72	Torquay transfer station	Feasibility						5-10m	L, S
T3.73	Anglesea transfer station	Feasibility						5m	L, S
	Colac								
C3.74	Colac biogas facility	Planning						25m	O
	Business and Tourism								
	Airports								
	Lara - Avalon Airport								
L4.01	Avalon Airport facilities expansion	Concept						30m	O
L4.02	Intermodal freight interchange	Concept							S, O

Ref.	Project title	Current status	2014-2017	2017-2020	2020-2025	2025-2035	2035-2050	Indicative cost \$M	Funding source
L4.03	Regional airport relocation	Planning						3m	S, O
	Southern Golden Plains								
B4.04	Lethbridge Airpark development	Planning						1.8m	S, O
	Ports and Harbours								
	Urban Geelong								
G4.05	Navigation channel enlargement	Concept						320m	S, F, O
G4.06	Lascelles berth expansion	Concept						50m	S, O
G4.07	Corio Quay berth expansion	Concept						250-300m	S, F, O
G4.08	Port facilities expansion to Point Wilson	Concept						N/A	S, O
	Bellarine Peninsula								
P4.09	Portarlington Safe Harbour project	Planning						58m	S, O
P4.10	Queenscliff ferry terminal upgrade	Planning						14m	L, S, O
	Colac								
C4.11	Apollo Bay harbour precinct redevelopment	Planning						20m	S, F
	Agriculture								
	Colac								
C4.12	Colac Livestock Selling Centre redevelopment	Concept						6.5m	L, S
	Urban Precincts								
	Urban Geelong								
G4.13	Yarra Sreet Pier cruise ship berth	Planning						33m	L, S, O
G4.14	Geelong Convention and Exhibition Centre	Planning						164m	S, F, O
G4.15	Innovative employment hubs	Concept						4m	S, F, O
G4.16	NDIA headquarters establishment	Feasibility						25m	S, F
G4.17	Waterworld site redevelopment Norlane	Concept						5-20m	L, S, O
	Bellarine Peninsula								
P4.18	Point Lonsdale lighthouse reserve development	Planning							L, O
P4.19	Fort Queenscliff precinct	Planning						10m	S, F, O

Ref.	Project title	Current status	2014-2017	2017-2020	2020-2025	2025-2035	2035-2050	Indicative cost \$M	Funding source
	Southern Golden Plains								
B4.20	Bannockburn central shopping precinct	Pre-construct						14m	O
	Torquay								
T4.21	Torquay Surf City precinct	Feasibility						45m	L, S, F, O
T4.22	Lorne Point Grey precinct	Planning						5m	L, S, F
	Colac								
C4.23	Colac CBD & Entrances project	Planning						50m	L, S, F
C4.24	Colac Beechy Precinct facilities	Pre-construct						8m	S, F
	Environment								
	Regional Projects								
R5.01	CCMA Regional Catchment Strategy major waterways enhancement and linkage projects	Pre-construct						15m	L, S, F
R5.02	Implementation of Barwon River Parklands projects	Pre-construct						13.2m	L, S, F
	Strategies								
	Rivers and Parks								
R5.03	Regional Natural Assets and Open Space Strategy	Concept						N/A	L, S
R5.04	Barwon-Otway Strategic Bushfire Management Plan	Concept						N/A	L, S
R5.05	Moorabool River Health Strategy	Concept						N/A	L, S
	Sea level rise								
R5.06	Coastal vulnerability assessment Surf Coast - Colac-Otway coast	Concept						N/A	L, S
R5.07	Coastal vulnerability assets management strategy	Concept						N/A	L, S

ATTACHMENT 2

Written submissions summary and response

No.	Submitter	Submission summary	Proposed response
1	C. Marshall - TGM	Suggests that Surf Coast lot supply report include mapping detail for Moriac showing proposed LDRZ areas identified in Structure Plan	No change - Report references this area however the Structure Plan has not been implemented into the Surf Coast planning Scheme (subject to current amendment process). Area will be picked up in subsequent review.
2	C. Marshall - TGM on behalf of Costa Group	Lot supply data for St Leonards contained in Geelong Residential Land Supply Report is flawed because it is not consistent with their consultant's lot supply data and is inconsistent with other G21 strategies. Addendum submission seeks changes to land take up rates for St Leonards.	No change - difference in data reflected in different methodologies. Lot supply report in context of St Leonards relies on boundaries set by Structure Plan and makes no specific township commentary of timing of future identified growth areas such as this one. Timing identified in the land supply report maps is purely indicative of anticipated release timing (typically overstated) and not a reflection of years supply or adequacy of supply. It is considered unnecessary to include riders in the reports as to how Councils should interpret them.
3	L Tozer - Robert Luxmoore Project Management	Seeks extension of closing date for submissions until Metropolitan Planning Strategy (MPS) released	Advised no change in submission timeframe given time frame for MPS release not clear, adopted RGP sets strategic direction not Implementation Plan and allows for growth to be accommodated in response to changes in growth rates. Additional commentary relating to MPS has been included in the final Plan.
4	D Sheridan	Unhappy about restrictions on erecting a second dwelling on a rural lot near Leopold.	No change - raises issues about existing zoning and Council Structure Plan directions. Out of scope of project - no directions provided in Implementation Plan around zoning other than for identified FIAs
5	S Copland - National Pacific Properties	Positive feedback on land supply tool. Identifies suggestions to improve data including inclusion of previous year's data, different categories of data, updated suburb names/boundaries.	Noted. Limited capacity to include previous year's data. Future land supply reporting data will be easily updated to tool. Suburb boundaries used reflect ABS suburb boundaries for data comparability (which are different to LGA suburb boundaries). To consider additional advice on boundaries in tool User Guide.

No.	Submitter	Submission summary	Proposed response
6	Great Ocean Road Coast Committee	Supports project and identification of a Regional Natural Assets and Open Space Strategy. Suggests these directions would be enhanced by: - acknowledging challenges of managing impacts of growth and visitation on the coast and financial resources for organisations such as GORCC to do this; - including estimated cost for undertaking the Open Space Strategy and other identified Environment studies; - consideration of local level infrastructure priorities within the Open Space Strategy such as toilets and carparks; - designation of a federal funding option for the Point Lorne project; - clarification of references to new regional CAPs.	Agree in part. Suggest changes including: - commentary re funding challenges; - include cost estimations where available noting that without detailed scope and understanding of project extent it is difficult to cost some projects now; - include additional commentary; - include 'F' notation for funding in Business & Tourism theme project schedule; - clarify wording relating to CAPs in commentary.
7	Tony Grgurevic - Bicycle Users Geelong Inc	PBN directions cater for recreational cyclists rather than commuter/daily rides. Considered this is a more important focus with a more meaningful impact on future transport options. Considered that there should be greater emphasis on enhancing local connections between activity areas within towns. Identifies a range of Geelong specific connections/safety upgrades.	Agree with general sentiment. Include commentary reinforcing commuting cycling importance in Transport theme and some additional details in identified Geelong Integrated Transport Plan project. The suggested cycle linkages while important they are localised rather than regional/subregional (other than Rail Trail upgrades) which are not focus of plan. Opportunity to include
8	Golder Assoc. for McCann Family & ors	Seeks range of changes to Background Report Analysis and Implementation Plan directions around staging and timing.	Refer more detailed submission analysis and response below.
9	Daniel Tucci - APA Group	Makes comment about restriction of development near south west gas pipeline and easement in FIA areas (Lovely Banks) and Batesford areas including Gheringhap. Identifies setback distances for sensitive uses. Also makes comment about local distribution network including planning for connections to	Provide additional commentary in Background Report and Growth Plan around planning for FIAs near gas pipeline easement. Add additional commentary in Background Report around local gas distribution network works to Winchelsea/Torquay.

No.	Submitter	Submission summary	Proposed response
		Winchelsea and Bannockburn.	
10	Spiire for Ledge P/L and others	Seeks range of changes to Background Report Analysis around Western FIA (north of Midland Highway). Advocates for this area to be considered on merit in the short term and a change to staging arrangements. Consider that both areas should be able to be considered on merits (i.e determination of a preferred area is not required).	Refer more detailed submission analysis and response
11	Department of Education and E.C.D	Bannockburn School designation should be for a P9 school only (not K or P-12) based on current Department planning.	No change – full primary/secondary range school considered necessary to meet current and future growth role as a key District Town. Background Report retains school provision in 3 stages: P-9, early years, 10-12.
12	F. Speare	Requests consideration/identification of a dog park(s) as part of open space directions.	No change - local infrastructure consideration
13	D. Carson	Concern no directions to address obesity etc other than Point Lonsdale medical facility or no money allocated to sports precinct at Drysdale. No emergency services facilities identified for Bellarine.	No change - at a subregional level, health facilities captured as identified by CoGG, BH & BCH. No future planning data for emergency services could be obtained from relevant agencies.
14	L. Hughes	Submissions raises a range of concerns and criticism around G21 vision, directions around jobs and housing and congestion, G21, identification of road projects, convention centre, need for more open space, community facilities and training facilities, Avalon Airport directions, Open House content and information. View that document largely spin.	No changes - apart from negative feedback to broad range of projects no project inclusion or amendment suggestions were made.
15	M. Wrest	Offers congratulations on quality of projects identified. Promotes consideration of off shore wind structures as potential local industry construction employer and related energy and fisheries (artificial reefs) benefits.	Include reference to offshore energy options under sustainable energy commentary although noted that key wind energy opportunities lie in Great South Coast region.

No.	Submitter	Submission summary	Proposed response
16	P. Westcott - PTUA Geelong Branch	Provides a range of detailed comments about transport infrastructure directions including: - include rail within public transport and create separate freight rail infrastructure category; - road projects read as wish list without analysis or cost benefit analysis; - challenge of a viable, workable (service effectiveness) Armstrong Creek branch line to Torquay linked to Geelong – Warrnambool line from Marshall; - based on V/Line <i>Initial Strategic Operations Plan</i> Grovedale station will require two platforms and partial track duplication between Geelong and Grovedale for required service level at Grovedale; - station development should prioritise usable bus connections over carparking; - development of stations should enable use as a transit hub; - best public transport for passengers to and workers at Avalon is effective connecting bus services to Lara Station in short – medium term; - decouple reestablishment of Geelong - Ballarat rail services with Ballarat – Bendigo.	Suggest a number of changes be made to Implementation Plan and Background Report project descriptions generally - Inappropriate and potentially weakens case for rail - focus on rail is for both passenger and freight. Public transport focus is on service outcomes rather than infrastructure - consolidate road projects and/or add commentary - add need for service plan in project description - agree – already included in description but propose to bring project forward 2 – 3 years ahead of second stage station development - more detail to be added to descriptions around bus connections, station access and bike storage etc - agree – extend commentary beyond carparking - add commentary about bus services in short term and extend project end date - agree – amend project description to Geelong - Ballarat. Copy of submission provided to G21 Public Transport Strategy project

No.	Submitter	Submission summary	Proposed response
17	SMEC Urban for ABC Project Management	Seeks various changes to Plan to extend Northern FIA north of Staceys Road to Hams Road (approx 250ha) as a logical extension of Lara and to enable drainage and services catchment planning for the Lara NW growth area.	Considered not appropriate to extend notional FIA boundary north of Staceys Road given potential impact on Chemring future operations by extending urban development to its eastern flank and the identity of Lara. While sensitive use buffers can be provided for, first planning principles would suggest that further intrusion of urban activities near the Chemring operations would impact future investment decisions and should be avoided. It is considered that further FIA expansion substantially north (and west of Lara) is as much a policy question for Lara as it is for Geelong. Despite drainage catchment arrangements it is not considered that this area is a logical extension of Lara given major road separation, distance from town centre, community and services infrastructure capacity of town and impact on overall town character with substantial growth areas and infill opportunities already identified in the Lara Structure Plan. Extension of the FIA north to a point approximate to Lara's northern boundary will reinforce a continuous conurbation from Lara to the Ring Road impacting on any opportunity to create a strong separation (and thereby identity) for Lara. Should this area be considered as a future logical extension to the FIA (assuming interface and buffer issues can be managed). Sewerage infrastructure can be accommodated via a Bacchus Marsh Road interceptor main. The Northern FIA also has potential to grow to the west to avoid further industrial buffer or landscape intrusion to the north. Propose wording changes in Implementation Plan in relation to logical extent considerations to west.

No.	Submitter	Submission summary	Proposed response
18	Tract for ICD Property	Makes comments on Western FIA directions relating to impacts on future planning for Fyansford, identifying supporting directions or seeking clarification around water/sewerage infrastructure treatment capacity to accommodate FIA growth and role of disused rail reserve as future transit corridor.	Agree in part – remove reference to using infrastructure capacity within Fyansford Green development. This comment reflected previous proposal to establish a waster water treatment facility (no longer being proposed) which may have been able to accommodate future growth to the west. To further acknowledge traffic impacts through Fyansford. No changes to rail corridor directions as these are notional only.
19	President Geelong Chamber of Commerce	Congratulates G21 on Plan and its broad vision and focus on key infrastructure projects. Concern little discussion on supporting SME's and seek more opportunities to support small business i.e business hubs. Concerned about 20 year timeframe for development of FIAs suggesting that these timelines be removed to allow a more flexible approach. Supports integration of directions with Metropolitan Planning Strategy.	Limited opportunity to identify tangible infrastructure projects at a regional/subregional scale for SME's beyond those identified. Roles of SME's identified although the Implementation Plan does not function as an Economic Strategy but seeks to identify enabling infrastructure linked to the RGP and Economic Development Strategy directions. Considered that localised business or incubator hubs while important are part of a local economic strategy and are out of scope. To include revised language clarifying medium – longer term role of FIAs.
20	Robert Luxmoore Project Management and Tract Consultants for Lovely Banks land owners consortium	Seeks range of changes to Implementation Plan and Background Report relating to FIAs generally and Northern FIA specifically. Seeks zoning of land now to enable infrastructure planning to take place and to respond to anticipated growth in short - medium term of 3 to 5%. Seeks removal of specific timeframe. Reinforces preferred FIA role.	Refer more detailed submission analysis and response.

No.	Submitter	Submission summary	Proposed response
21	Insight Planning Consultants	Seeks various changes to Plan to extend Northern FIA north of Hams Road to a point opposite Barwon Prison (an extension of 562ha).	Suggest no change – this area is well outside the suggested northern extent of the FIA and would result in urban development extending from the Ring Road to Barwon prison, potentially impact on landscape and environmental values and create a continuous urban area as large as Armstrong Creek. Refer similar comments to submission 17 – the addition of these 2 additional areas to the Northern FIA would accommodate a further 25,000+ people. The landscape and amenity tradeoffs to accommodate this much longer term growth is not necessary given the availability of another FIA and potential extension opportunities to the west of the Northern FIA.
22	J. Suann - Capire	Congratulates G21 on collaborative engagement approach and use of a variety of engagement tools. Seek opportunity to be involved in further implementation of the Plan.	Noted
23	UDIA	Suggests plan should recognise both FIA's and removal of 20 year timeframe to meet increased demand and be supported by a commitment to infrastructure delivery timeframes. Also reinforce need to tie MPS and G21RGP directions.	The link to a 20 year timeframe is based on a rigorous review of land supply and demand activity. The RGP and Implementation Plan clearly identify a strategy linked to regular land supply review as a basis for development of the FIAs and infrastructure priorities and sequencing. This enables the Plan to respond to significant changes in future growth activity (up or down) rather than speculating about quantum of future growth activity. While a commitment to infrastructure timeline delivery would be welcomed this is not likely to be a reality given the state government will not be signing off the Implementation Plan. To include revised language clarifying medium – longer term role of FIAs and role of Metropolitan Planning Strategy.
24	Committee for Geelong	Identifies members concerns over the specified (20 year) timeframe for development of FIAs rather than them being	As above. 20 year time frame based on current supply analysis and growth projections (based on VIF2012) linked to efficient and

No.	Submitter	Submission summary	Proposed response
		market led. Identifies the importance of this investment and employment to Geelong's development.	effective roll out of infrastructure and sustainable long term growth activity. To include revised language clarifying medium – longer term role of FIAs.
25	C Low	Very detailed and considered submission. Makes a number of observations about infrastructure directions particularly in relation to transport and shipping infrastructure projects. Supports many of the transport projects identified. Considers Port projects dubious given focus on Hastings; number of comments highlighting need for sufficient car parking (at least 1000 bays) at key stations (Grovedale, Marshall, Bannockburn and Moriac); considers Geelong – Queenscliff railway not require. Suggests more planning for cemeteries.	Comments noted – No change to Port projects as it is considered that Geelong Port has a significant future as the states key bulk and break bulk port. While recognised that parking areas provided with new stations/station upgrades may not meet full peak demand a balance needs to be struck with affordably providing land for parking and investing in/encouraging use of other modes of travel to stations i.e buses, bicycle and walking. Consider cemetery planning outside scope of plan as it is not a key growth or economic driver.
26	Wyndham City	Range of comments about CoGG role/relationship with future planning for Melbourne and the development of a Metropolitan Planning Authority (MPA). Other comments made around including reference to major infrastructure projects such as: a) OMR Transport Corridor; b) Spur line connection to Wyndham Vale and Werribee from RRL which would improve connections to Werribee and Geelong employment precincts; and c) completion of Port Phillip Bay Trail. Submission also suggests map changes to show shipping channels and reinforce ferry connection as well as introducing a 6th theme 'Tourism' and including more direction around Port Phillip Bay under environment.	To include suggestions re transport projects. Unnecessary to separate Business and Tourism into separate themes. Review environment commentary as it relates to Port Phillip Bay and Bay Trail.

No.	Submitter	Submission summary	Proposed response
27	DTPLI	Range of comments made around document changes or additions around transport projects including public transport services including: <u>Public transport</u> • suggests further commentary about integrating housing and community facilities with public transport services; • provide increased commentary of Geelong's economic diversification and resilience to Shell, Ford, Alcoa futures and identify where service sector employment will grow where located at stations and public transport interchanges; • PTV's multi nodal focus and focus on service levels rather than modes does not come through plan. Prefer ref to corridors and service levels rather than specific modes of transport i.e a) importance at multi nodal rail and bus interchange (high priority - Geelong, Marshall and North Shore, lower priority – Grovedale, Lara and North Geelong); b) coach initiatives instead of or as well as regional rail initiatives c) opportunities to strengthen coach links to Anglesea and beyond; • Acknowledge opportunity to trial small vehicle public transport solutions particularly within District Towns • Add a project which aims to improve bus priority • Specific project comments a) R1.43 and 1.44 (Torquay – Geelong) – identify as a corridor rather than rail corridor with coach services pending rail feasibility; b) P1.58 (Queenscliff – Geelong) – identify as a corridor Geelong – Drysdale with connection to Queenscliff rail line – acknowledge tourist line c) B1.59 Geelong – Ballarat	• Local consideration in the main. Location of facilities identified in many cases is fixed. RGP and other strategies identify housing intensification around stations/interchanges. Some additional commentary to be added. • Mixes up purpose of G21 Economic Development Strategy with Implementation Plan. Implementation plan built on directions of EDS. Some commentary added p19 to acknowledge opportunities around stations. • Include additional commentary about planning based on service levels and multimodal approaches (and buses in short – medium term) however in most case rail in the longer term is considered to best provide required service levels for district towns and major urban areas. In terms of specific projects a) final comments to be linked to G21 PTS. Identified outcomes to be included in Background Report project commentary; b) to mention bus as short term options however rail should be ultimate service aim c) coach services to Anglesea etc appropriate focus of local or G21 PTS. • To add in commentary around public transport issues and challenges • As above. Also G21PTS consideration • a) leave as rail corridor but mention bus/coach as interim measures; b) change project description as Geelong – Drysdale and acknowledge relationship with tourist train; c) rename project Geelong – Ballarat and retain rail direction given longer term nature of project with bus services identified as interim measure d) as

No.	Submitter	Submission summary	Proposed response
		corridor to be identified as corridor given low cost benefit ratio; d) B1.60 Bannockburn link to Geelong Transit System to be coach initially until viability of a rail link. - Identifies that a number of projects identified are not planned government priorities – North Shore station upgrade, Corio Station, Moriac station, Colac station – supplement with coaches/small vehicle transport - Update document references to Geelong station funded footbridge and DDA works - Clarify Warncoort passing loop references – additional second loop required to support 5 services not funded - Change references to ‘SmartBus’ with ‘Premium services’ <u>Arterial Roads</u> - Include Bacchus Marsh Road (Lara – Corio) as a critical project - Southern link road should remove reference to Lwr Duneed Rd as other options exist and be mapped differently - Drysdale bypass should include ref to VicRoads Road Network Study identification of need to upgrade Portarlington Road through Drysdale via duplication/intersection upgrades etc <u>Other</u> - Need to include riders relating to any Port development at Point Wilson in context of rail freight directions - Clarification of Avalon airports ‘nomination’ of international status rather than ‘awarded’ and remove reference to future rail freight linkages, intermodal interchange and port opportunities at Point Wilson. Identify Avalon Airport as low cost carrier airport role and acknowledge Melbourne Airport’s high end service role. Change reference to intermodal freight interchange to new air freight terminal. Need to reference VFLP. Identifies lack of knowledge of	above. - Noted – no change. Upgrades considered important to deliver transport and access objectives but also address social access/equity issues etc identified in projects such as Corio/Norlane Structure Plan. Note time frame linked to viability for Moriac station – existing cost reflects only modest upgrade for basic comfort. - Note required – already referenced in Background Report - Clarify existing Warncoort loop is associated with improving freight flows and additional loop (as yet unfunded) is required to support additional passenger services - Add qualifier in Background Report project commentary - Part of identified critical freight link project – extend map designation and commentary to Elcho Road - Retain designation but remove Lower Duneed Rd ref and include additional background report project commentary about alignment planning options - include additional background report project commentary - Disagree – unnecessary to identify a range of project riders given low levels of planning and long term nature of opportunity linked to freight role of Avalon - Change status as requested. Leave role and description of future airport operations unchanged as identified above. Include additional commentary to port projects including updated references to recently released Victorian Freight and Logistics Plan and Geelong Port and Land Freight Infrastructure Plan.

No.	Submitter	Submission summary	Proposed response
		recently released Geelong Port and Land Freight Infrastructure Plan Needs to include more directions in plan around walking and cycling particularly Principal Pedestrian Networks.	Add definition of PPN although consider walking at this level is a local principle with few regional PPN's to be identified outside regional trails. Include commentary against proposed Integrated Transport Strategy and urban Geelong at p20.
28	Kawarren Recreation Reserve Committee Inc	Suggests further community infrastructure investment in smaller rural communities such as Kawarren (community facility) near Colac to support lifestyle housing options and community capacity building.	No change - identifies project of local importance but which are out of project scope
29	Queenscliffe Community Association	Makes positive comments about a number of Infrastructure Plan projects and directions although notes that plan is focused towards development. Considers that issues of food and water security considerations should match population growth. Concern with continual loss of agricultural land to expanded settlements. Plan lacks regional strategies to create needed employment and affordable housing. Plan should reinforce planning directions around settlement boundaries, protection of open space, wetlands and rural areas etc. Should not use bore water as part of water supply system. Should identify greater use of water based transport options (ferries etc). Should identify more than Lethbridge as an agricultural hub.	Local planning directions and revisiting Growth Plan directions is out of project scope however the Growth Plan reinforces settlement boundary planning and protection of rural land assets. The Plan is also not an economic strategy but instead relies on key regional directions of the RGP and Economic Development Strategy to identify infrastructure projects that will help drive job growth across a range of regional competitive advantage employment sectors. The Plan identifies a number of port/harbour projects aimed at supporting a broader network of passenger and freight transport options.
30	CCMA	Supports project and implementation. Comments informed by RCS and Waterway Strategy under development. Seeks a range of changes including: identifying a broader range of asset values; referencing a range of CCMA strategies and projects; aligning Open Space Assets Strategy with RCS. Number of minor suggestions re Environment Infrastructure and FIAs	To include feedback in commentary where relevant to scope. A number of suggestions such as a broader description of regional environment assets etc are considered to be outside the scope of the Infrastructure Plan.
31	Geelong Port	Submission highlights port activity and future opportunities to	Review commentary to align with Victorian freight and Logistics

No.	Submitter	Submission summary	Proposed response
		increase trade volumes and activity at the Port. Identified a number of recent reports undertaken which have enabled key road and rail connection projects to service the Port. For identified rail projects suggests Plan be revised to identify expanding use and availability of dual gauge rail connections to port or enable conveyor delivery options and updating port throughput volumes.	Plan and the Geelong Port and Land Freight Infrastructure Plan.
32	Steve Wickham	Raises a number of concerns about the status and veracity of RGP directions relating to settlement planning and boundaries in the context of CoGG decision to prepare an amendment to rezone land south of Armstrong Creek.	Noted – Inclusion of G21RGP in SPPF will give the document greater strategic/statutory weight.
33	Margaret Watts	Submission identifies a) the need for more buses; b) a hard waste collection and cheap recycling shop; c) unified centre for food relief operations; d) tourist info videos at various locations; e) care required when mixing up housing types and densities.	Comment on bus services noted – consistent with directions of the draft Implementation Plan. The submission identifies other projects and potential solutions that are local in nature. Comment about housing noted – local scheme provisions appropriately deal with amenity and design considerations.
34	Amex Corporation	Submission flags the potential modification of the RGP settlement map directions to reflect the potential inclusion of 80 Duffields Road Torquay (Spring Creek) within the settlement boundary should their submission to C66 being upheld.	Noted - Amendment C66 is some way off its final inclusion into the Surfcoast Planning Scheme so any change to the RGP directions map is premature particularly given any SPPF implementation of the RGP is also likely some way off (given linking to final series of RGP's and the Metropolitan Planning Strategy). The RGP is intended to be an adaptable document and reviewed from time to time to respond to any major planning policy changes.

Specific FIA submissions

Submission 8: Golder Associates on behalf of McCann family and Adelaide Brighton Cement Limited (Note: IP – Implementation Plan; BR – background Report; GRR – Geelong Ring Road)

Doc	Issue description	Discussion	Response
Implementation Plan	Submission claims that water quality of the lake is not an issue and that it will be suitable for public use	Page 90 doesn't say that "water quality is unlikely to be suitable for public use". IP does in fact states that "modelling indicated water quality in the lake is suitable for public use" which is the fact. Statement qualified by indicating that water quality "may" at times in practice be unsuitable (for public use. Statement also reasonably and appropriately qualified by requiring further technical analysis.	No change
	Submission asserts that the lake could bring significant environmental benefit.	The environmental benefit directly attributable to the lake is not clearly obvious and evidenced. There is only "potential" for benefit and that is not very clear about how the lake will directly contribute to an environmental benefit. There is enough doubt (eg increasing salinity, stratification, blue green algae) in regard to the water quality to therefore raise questions about on the extent of the ultimate environmental benefit. Submission bases the assertion on precedents and international studies. Page 90 dot points 1(2) and (3) reasonably covers off on broad benefits of lake.	Add " <i>and possible environmental benefit</i> " at pg 90 end of dot point 3, second row of table
	Submission asserts that ring road is well integrated into the land form and will not be a barrier.	The statement in the IP is reasonable, appropriate and properly qualified. While the GRR is integrated into the landform it is still more of a barrier than if it was not there at all. Plan only indicates it "may" be a barrier in regard to "social integration".	No change
	Assertion that there is an opportunity to disperse traffic coming from development in the south of the western FIA through upgrades to Church St, Autumn St and Hyland St	This may be partly true however the impact on traffic congestion through highly urbanised suburbs from upgrading these roads could be substantial. Prepared to accept there is an opportunity but that it should be qualified that it comes at a cost and potential amenity impacts in other urban areas.	Pg 91, first row, 5 th dot point. Replace with: <i>Potential to upgrade existing road network including Hyland St, Autumn St and Church St and an over-bridge at Hamlyn Heights, although costly to construct.</i>

Doc	Issue description	Discussion	Response
			Pg 90, 2nd row, 1st dot point - replace with: <i>While there is an opportunity to upgrade carrying capacities on Autumn, Hyland and Church Streets, this may constrain traffic movements and increase congestion.</i> Pg 107 BR, add text which suggests exploring upgrades as above.
	Suggests there is plenty of time to negate/manage risks associated the complex approval process and land management challengers.	The statement in the IP is reasonable, appropriate and properly qualified, indicating that the complexities are less north of the Midland, and around the Hamilton Highway. While there may be adequate timeframes this does not reduce the relevance of the statement as a potential threat/weakness.	No change
	Submission asserts that open space management and maintenance costs are not an issue	There is a lot of land not under a long term funding and management model (ie not part of the extractive licence). The need for integration of open space and conservation planning and ongoing management including rehabilitation of biodiversity assets will come at a cost and require coordination/integration across multiple tenures and titles etc.	No change
	Requests that emphasis is placed on opportunity for shared trail connectivity between north and south nodes of the Western FIA and integration as part of a wider Geelong trail network	This opportunity is appropriately covered in the IP. Make minor amendment to pg 112 of BR.	Make minor amendment to page 112 of BR at 2nd column, 1st para. Add open space linkage opportunity on map 13.
	Submission claims that electricity easement in south east will not “limit development potential” as stated on pg 91 of IP	Accepted this point could be further qualified	Make minor amendment / qualification to last dot point, 2 nd column, pg 91

Doc	Issue description	Discussion	Response
	Suggests that the formation of a lake is likely to lead to significant net carbon assimilation and storage that would more than mitigate carbon footprint mentioned on pg 92 of IP.	Remove the reference to carbon footprint from the text as the comment is not backed up with evidence and doesn't take into account other positive and negative factors in the carbon budget.	Remove reference to carbon footprint at first dot point, 2 nd column, pg 92.
	Asserts that the interface issues identified to the west are unlikely.	IP statement is appropriate and properly qualified	No change
	Submission asserts that rural view sheds will be enhanced by development	IP statement is appropriate and properly qualified	No change
	Submission claims that potential higher development costs due to complex topography will be partially offset by broader net community social and economic benefit.	The Situation Analysis presents opportunities and threats. The factors which offset the possible costs due to topography, such as social and economic benefits, are also listed in the Analysis as positives. IP and BR both point out the benefits, such as diverse living experiences, which the complex topography brings.	No change
	Asserts that last dot point, 2 nd column (starting with "Highly ..") on pg 92 is not a relevant weakness against that particular goal	Accepted, delete last part (starting "which ...") of paragraph.	Make minor amendment to last para, 2 nd column, pg 92
	Requests a series of amendments to key differences summary for pg 94.	The value of the first three paragraphs on pg 94 has been reviewed and as a result these paragraphs including dot points will be replaced with two generic paragraphs giving a simplified high level synopsis.	Replace first three paras on pg 94 with generic wording.
	Recommends acknowledgement of the need for housing diversity throughout the spectrum of residential market including higher value properties.	Accept this is a valid point. Both northern and western FIAs can deliver this diversity, including the higher valued properties, to differing degrees.	Add new dot point to 1 st para at 4.3.4 on pg 97
	Submission requests correction to Situation	Accepted. Make change to Map 13 IP and Map 11 in BR.	Correct Map 13 IP and Map 11

Doc	Issue description	Discussion	Response
	Analysis Map to show correct position of conveyor belt		of BR
	Numerous objections to the manner which the IP and BR identify and describe the drainage issues to the south of the Western FIA around the Fyansford-Gheringhap Road. Submission asserts generally that drainage issues are less severe than IP describes.	Disagree. Advice from CoGG drainage engineers concurs with wording used in both the IP and BR and that it is reasonable and appropriately qualified. Notwithstanding consider removing the word “major” from the label in Map 13 of IP. The legend of the map denotes this issue a “weakness” which is adequate. The use of word “major” is arbitrary and cannot really be validated. Additionally there is ample commentary and qualification on this matter both in the text of the IP and BR.	Remove work “ <i>major</i> ” from drainage in southern part of FIA Situational Analysis Map 13.
	Submission proposes a two phase approach to geotechnical risk assessment and investigation, being a first a desk top assessment and then a targeted investigations	Statement is appropriate and properly qualified. The methodology /approach of the geotechnical assessment/investigation would need to be discussed and agreed with by independent and qualified technical experts. It is recommended that in regards to the assessment of geotechnical risk, a conservative approach is adopted, as an input into the PSP process.	No change
	Submission explains that future quarry rehab would be expected to address needs of any future PSP development	Agreed but no change needed	No change
	Submission claims that the future of the basalt quarry is clear.	IP statement is appropriate and properly qualified. Work still to be done as part of the PSP, re land stability and land use of the basalt quarry.	No change
	Submission asserts that south east portion of the FIA should be the initial phase of development and this should be recognised.	Assertion based on generally access to Fyansford green precinct and existing facilities and infrastructure and services associated with that development. Similar to reasons why the IP suggests Bell Post Hill should be the first phase of development. Drainage and traffic remain major obstacles to residential development in south east corner.	Amend Map 14 (Staging Map) to remove open space component from first stage and to also reconfigure stage 2. Revise text on pg 104 to reflect changes to map, place

Doc	Issue description	Discussion	Response
			importance of development of open space and include logical inclusion comments
	Suggests 1 st para, 2 nd column (starts "In order ..") on pg 103 is confusing	Accepted. The ordering and drafting of this para in relation to the preceding paragraphs is slightly confusing and will be revised.	Review/re-write first para, right column, pg 103
	Submission proposes an alternative development phasing approach	Seeks to develop southern portion first before land adjacent to quarry. Also seeks to include narrow strip of land between Moorabool River and Ring Road and exclusion of Moorabool River corridor. Accept this position in part given development economics. Have extended stage (phase) 2 to Fyansford – Gheringhap Road to accommodate additional developable land but leave drainage affected areas and employment areas within stage 3 acknowledging retail impacts on other centres and traffic considerations. Exclude river corridor from stage 2 to enable earlier development but reaffirm need to plan and provide for corridor early in development life. Inclusion of additional land in stage 1 enabled subject to resolution of water treatment plant site and other site assessment considerations.	Amend Map 14 (Staging Map) to remove open space component from first stage and to also reconfigure stage (phase) 2. Revise text on pg 104 to reflect changes to map, place importance of development of open space and include logical inclusion comments.
	Suitable siting of required Water Reclamation Plant in the Western FIA remains an issue to be further investigated.	A number of options for the location of the WRP exist and these require further targeted investigation. One option, and it seems the most progressed option in terms of Barwon Water analysis, is to locate the WRP adjacent to the existing quarry. There are a number of impacts identified with this option such as impact on open space, amenity, odour, access etc.	Add dot point to page 99 of IP, 2 nd column. Add text to pg 117 of BR.
Background Report	Submission proposes a two phase approach to geotechnical risk assessment and investigation, being a desk top assessment then targeted investigations	Refer to other comments above	No change

Doc	Issue description	Discussion	Response
	Submission makes the point that all future quarry rehab can be done in accordance with any PSP development however certainty, regarding which FIA will be developed, is first required.	This raises an important point worth briefly exploring in the IP. Any future rehab of the quarry should ideally be done based on the ultimate land use situation. If this is not known, then rehab of the quarry will continue in accordance with the current rehab plan which may compromise the final land use. Review of quarry rehabilitation plan should be done as part of (or before) PSP process so the rehab responds to the needs of the PSP. The conflict is that rehabilitation of quarry is presently underway and will continue while mining operations continue.	Amend dot point on pg 101 of IP
	Suggests that the proposed batter slopes on southern escarpment of quarry were assessed according to a number of groundwater conditions.	Submission comment relates to the battering of the quarry scarps, however the comment in the BR relates to the risk of a rebounding water table to the entire extent of the drawdown which is a matter of kilometres. Statement in the BR is reasonable and appropriately qualified	No change
	Suggests that if western FIA was selected, the Rehab plan would need to be revisited to address land issues between the quarry edge and the surrounding urban development.	Discussed above - essentially concurs with BR on page 66.	No change
	In regard to risk of rebounding of groundwater after dewatering ceases, submission makes point that there are many proven ways to stabilise pit walls.	Submission comment is not relevant and misses the point made in BR. BR identifies risk to the kms of land surrounding the quarry that has been dried out due to cone of depression, which will be ultimately be wet again once dewatering ceases. Refer to other comments above.	No change
	Assertion that there is no uncertainty about	This is not the case –uncertainty remains. Golders/McCann/ABCL	No change

Doc	Issue description	Discussion	Response
	the basalt quarry.	has no apparent authority to talk on behalf of the quarry owners/operators.	
	Submissions concurs that land slip susceptibility areas would need to be further investigated	Submission essentially concurs with BR on page 67.	No change
	Submissions comments on environmental enhancement opportunities at a landscape scale.	BR and IP make sufficient comment on these opportunities, and nothing further is necessary.	No change
	Submission makes multiple objections to commentary in both IP and BR re. flood and drainage constraints between Fyansford/Gheringhap Rd and Hamilton Highway.	Refer to other comments above	No change
	Submission asserts that because the FIA has a large green space component and a high degree of infiltration and groundwater re-charges, a lower run-off coefficient is expected and that this would result in smaller peak floods.	This assertion is not backed up with specific evidence relating to this particular land or expert opinion and appears to be conjecture.	No change
	Submission claims there is no statutory requirement to locate sensitive uses beyond areas that have potentially been contaminated and that this requirement be removed.	BR statement is reasonable, appropriate and qualified. However prepared to add further qualification.	Insert "From a planning first principles perspective, sensitive uses should .." at start of 3 rd para in 2 nd column on pg 78 of BR.
	Assert that contamination is unlikely to be an impediment to the location of particular uses.	The BR does not make any claims that contamination is likely to be an impediment to the location of particular uses. It merely draws appropriate and reasonable level of attention to the potential for land contamination and further investigation.	No change

Doc	Issue description	Discussion	Response
	Submission makes a point that early identification of the end land use for the area would ensure that progressive mine rehab and closure can happen in accordance with an end land use in mind.	Agree that in relation to progressive quarry rehabilitation and mine closure, it would be highly beneficial to have certainty in regard to the end land use. If this is not the case then rehab will progress independent to the end land use, or based on the current default land use being mainly agriculture. This is particularly relevant for geotech stabilisation, regrading of quarry edges, burial of water dumps, and targeted dewatering etc. Refer to related issue above.	Insert commentary at 101 that convey importance of quarry rehabilitation to progress in with end land use which has timing implications.
	Submission concurs that Water quality investigations may be required	Submission does confirm that if the Western FIA was selected further water quality and hydrological studies would be done if required. This supports statements made in the IP and BR re water quality but interestingly seems to contradict other statements made in the submission.	No change
	Alternative uses for the lake are not currently feasible due to the inability to continue dewatering into perpetuity.	Submission suggests that if there is an intention for the lake to be used as a recreational community asset then the only way for this to be realised is through the western FIA to be selected as a growth area. While this is probably true it is not necessarily the case – other mechanisms would be open to authorities should the opportunity be identified.	No change
	Does not agree that the lake will necessarily be too saline for fish.	The BR makes a reasonable and appropriate statement that is properly qualified. The Nolan IT water quality report states “...it seems likely that the Batesford Quarry lake will provide good environment for euryhaline fish ...” The term “it seems likely” is hardly a definitive statement of support by the report’s author.	No change
	Submission provides commentary on pre-contact Aboriginal heritage.	Agreed but no change needed. BR statement is appropriate and properly qualified	No change
	Opportunity to disperse some generated traffic via upgrades to existing road network, eg Church St connection	BR statement is appropriate and properly qualified. Could add some more words to reflect that this should be explored as part of the overall traffic management.	Add words to pg 108 of BR, 2 nd column, third row.
	Golders making point that established	BR statement is appropriate and properly qualified. Refer to other	No change

Doc	Issue description	Discussion	Response
	community facilities to the south and north of the western FIA further support the argument to prioritise both these areas for development.	related comments above	

Submission 10: Spiire on behalf of Edge Pty Ltd and Landowners

Doc	Issue description	Discussion	Response
Implementation Plan	Submission recommends a raft of changes to the text in the Situation Analysis, Figure 9, pg 90.	Suggested amendments to Figure 9 have been dealt with by exception. Only evidence-based changes that have a justifiable, valid and substantive impact are supported. Suggested text changes which merely reflect a differing perspective/writing style or are seen to be partial and advancing the interests of the client are not supported.	No changes
	Submission suggests deletions and additions to Map 13.	Suggested deletions are not supported. Accept suggested additions except the shared path where Moorabool River crosses under the Geelong Ring Road - the presence of the open space corridor would obviously include shared path connections and this is also mentioned in supporting text.	Make amendments to Map 13 to include suggested additions (and also Map 12 to ensure consistent terminology in both maps)
	Submission proposes changes to pg 94 which summarises the differences between the two FIA is a general way	Submission asserts that the key differences summary on pg 94 does not accurately present the differences and the situation analyses. Agreed that these paragraphs require review and re-write.	Replace this key differences summary on pg 94 of IP with more general statements.
	Submission advocates for creation of a 'green corridor' to connect Barwon River, Moorabool River and Cowies Creek and a shared path that aligns with the green corridor	In principle agree with this opportunity and the community/environmental/social value of the proposal.	Amend two paras on pg 100 to reflect potential benefits of this opportunity under Transport Choices and Environment
	Submission presents a concept plan that addresses and incorporates many of outcomes set out in 4.3 of the IP.	Concept plan goes into a level of detail inappropriate for purposes of the IP. Many features of this concept plan would be more appropriate as part of a PSP process. However Map 13 could be updated to include an open space link network linking a green corridor along the Moorabool with a corridor on Cowies Creek with potential for shared paths.	Amend map 13 to show open space linkage.

	Submissions asserts that Bell Post Hill component of western FIA is 'development ready' and is a logical extension of existing community, rather than a major new growth front. Submission asserts that there is 'development creep' already occurring and it seems inevitable that this area will be developed, therefore BPH should be developed now. Objects to having BPH areas held to the 20 year timing and that it has the services and infrastructure already in place to give council the flexibility to develop this area now, before the remainder of the FIA is developed	Barwon Water has advised that BPH is not 'development ready' and Barwon Water have not advised that there is capacity within existing infrastructure to facilitate immediate development. Modelling and targeting investigations would need to be done by Barwon Water to quantify if and where capacity that exists. Other infrastructure providers would also need to confirm capacity also. BR at page 117 already acknowledges there may be capacity in the existing system as an interim measure which is appropriate and reasonable. The link to a 20 year timeframe is based on a rigorous review of land supply and demand activity. The RGP and Implementation Plan clearly identify a strategy linked to regular land supply review as a basis for development of the FIAs and infrastructure priorities and sequencing. This enables the Plan to respond to significant changes in future growth activity (up or down) rather than speculating about quantum of future growth activity.	No change to 4.4.1. No change to BR.
	Does not agree with the IP recommending that CoGG choose one of the identified FIAs over the other as the next growth area. The submission purports that any request for rezoning should be assessed on its individual merits and be market driven.	IP/ G21 maintains that only one growth front should be supported to ensure efficiency of infrastructure provision (social and physical) and to ensure 'cost of growth' is managed and minimised.	No change
	The submission suggests a series of changes to Section 4.4 of the IP.	Suggested amendments to section 4.4 have been dealt with by exception. Only evidence-based changes that have a justifiable, valid and substantive impact will be supported. Suggested changes which merely reflect a differing perspective/writing style or are seen to be partial and advancing the interests of the client are not supported.	No change
	Submission suggests an alternative phasing approach	Refer comments and response to same issue in Golder's submission. Submission also suggests use of 'phasing' rather than 'staging'. s.	As per submission 8. 'Staging language replaced with <i>'phasing'</i> .

Submission 20: Robert Luxmoore Project Management and Tract Consultants on behalf of Lovely Banks land owners consortium

Doc	Issue description	Discussion	Response
Implementation Plan	The submission seeks remove reference to the residential land supply adequacy of 20-years as it claims this stifles economic progress and innovation in Geelong.	The link to a 20 year timeframe is based on a rigorous review of land supply and demand activity. The RGP and Implementation Plan clearly identify a strategy linked to regular land supply review as a basis for development of the FIAs and infrastructure priorities and sequencing. This enables the Plan to respond to significant changes in future growth activity (up or down) rather than speculating about quantum of future growth activity. While a commitment to infrastructure timeline delivery would be welcomed this is not likely to be a reality given the state government will not be signing off the Implementation Plan..	Include reference to impacts of Metropolitan Strategy directions in context of land supply monitoring
	The submission seeks to ensure that the final IP takes into account the Melbourne Metropolitan Planning Strategy	At the time of finalising the plan the release of the MPS or the date for its finalisation was unclear. The IP relies on and recommends ongoing monitoring of land supply taking into account population growth and land uptake activity, which would reflect any future directions and policies in respect to MPS.	As above
	Submission seeks to have the G21 IP support the immediate recognition of the Northern FIA into strategic policy and the application of the UGZ in the planning scheme.	The G21 IP does not identify a priority area. Each area has its relative merits and challenges. The IP suggests that CoGG consider the analysis and directions provided in the IP to determine which area delivers the greatest benefit to Geelong.	No change
	Submission seeks to have the Northern FIA zoned immediately to provide certainty to infrastructure providers such as Barwon Water and CoGG, so as it claims, infrastructure and services can be coordinated and integrated.	IP advocates (pg 103) for CoGG to select a preferred FIA and to incorporate this into planning policy within the next 18 months. This will provide the certainty required for infrastructure providers and CoGG to ensure infrastructure and services are coordinated and integrated.	No change

Doc	Issue description	Discussion	Response
	The submission supports a PSP process, should the northern FIA be selected, which is administered and managed by the planning authority, and supported by land owners.	Noted - Statement is appropriate and properly qualified	No change
	The submission sets out a design elements to improve access to the GREP and the Port of Geelong	This infrastructure project is identified in the IP as the “Geelong Port-GREP-Princess Freeway Direct Access”. This level of detailed design would be undertaken at a later date and is premature for the purposes of this IP.	No change
	The submission sets out design elements for anew rail station at Heales Road.	A station at Heales Road has been identified in the draft IP FIA analysis as a possibility only and is not currently part of PTV considerations. An understanding of viability and system/service impacts on the Melbourne – Geelong services would need to be considered with any new or relocated station proposal. Proposal or more specific directions are premature for the purposes of the IP.	No change

3. SUBMISSION TO PLAN MELBOURNE - METROPOLITAN PLANNING STRATEGY

Portfolio:	Planning - Cr Macdonald
Source:	Economic Development, Planning & Tourism
General Manager:	Peter Bettess
Index Reference:	Metropolitan Planning Strategy

Purpose

The purpose of this report is to provide a summary for Council of the Metropolitan Planning Strategy for Melbourne which the State Government has put out for comment until December 6, 2013. The report provides an explanation of the strategy and recommends the specifics of a submission to be lodged to the Draft Strategy.

Summary

- Council approved a submission responding to the preliminary discussion paper of the Metropolitan Planning Strategy in April 2013. The Council recommended six points to be addressed in the submission.
- The State Government has now completed a Draft Strategy with a vision "Melbourne will be a global city of opportunity and choice". The Draft Strategy is open for submissions until 6 December 2013.
- The Draft Strategy details challenges and opportunities for Melbourne and Victoria and outlines nine key concepts: delivering a new integrated economic triangle; protecting the suburbs by delivering density and defined location; a state of cities; delivering a pipeline of investment opportunity; better use of existing assets; 20 minute neighbourhoods; housing choice and affordability; transitioning to a more sustainable city; and good governance and strong partnerships.
- The strategy further outlines seven objectives, each with detailed specific directions. The objectives are: delivering jobs and investment; housing choice and affordability; a more connected Melbourne; liveable communities and neighbourhoods; environment and water; a state of cities; and implementation – delivering better governance.
- It is considered that the primary matters raised in Council's March submission on the discussion paper have generally been addressed, and further that the strategy provides a good basis for future planning. However, it is considered appropriate to lodge a submission which addresses a number of key issues prior to the finalisation of the strategy. This submission is detailed in Appendix 1.
- The key issues addressed in the submission are: 1) The Draft Strategy should elevate the importance of Geelong to the broader future of Victoria, and recognise its' second city status in relation to investment in infrastructure and support for new major employment growth. 2) Council recognise the potential for a future third airport in south eastern Melbourne, however submit that further policy support and infrastructure investment is timely and necessary to allow Avalon Airport to grow air traffic, passengers and freight capacity, and to maximise the competitive advantage that Victoria enjoys with this second airport in proximity to the Metropolitan area. 3) There is a necessity to undertake another level of detailed planning on the feasibility of the Port of Hastings to service Victoria's transport needs of the future before committing to the major investment into this facility as the second container port for Melbourne.

3. SUBMISSION TO PLAN MELBOURNE - METROPOLITAN PLANNING STRATEGY (CONT'D)

Cr Macdonald moved, Cr S Kontelj seconded -

That Council resolves to:

- 1) endorse the response detailed in Appendix 1 to be sent to the State Government as Council submission to the draft Metropolitan Planning Strategy;**
- 2) authorise the Chief Executive Officer and other relevant officers to engage in any process discussion/workshops in relation to the finalisation of the Metropolitan Planning Strategy, to ensure that Council submissions are appropriately considered.**

Carried.

Background

The Council considered the discussion paper on the Metropolitan Planning Strategy "Melbourne – let's talk about the future" earlier in 2013. Council resolved to make a submission to that discussion paper focussing on six key points, detailed in the Discussion section of this Report.

The State Government has now produced *Plan Melbourne – Metropolitan Planning Strategy* published for comment in October, 2013. The submission period is open until the December 6, 2013.

The Draft Strategy includes a vision for Melbourne until 2050. It discusses challenges for the future of Melbourne namely congestion, affordability, accessibility, a changing climate, rural encroachment and implementation. Opportunities are also identified, such as a productive and vibrant central city, diverse industry base, educated, flexible and multicultural workforce, liveable neighbourhoods and suburbs, a network of regional cities, integrated high capacity transport system, internationally recognised university sector, clean environment and valuable natural assets, sporting arts and cultural capital.

The Draft Strategy covers nine key concepts or 'major strategic insights':

- **Delivering a new integrated economic triangle**

The integrated economic triangle will connect the Hastings-Dandenong corridor with the Hume corridor to the north and the Wyndham-Geelong corridor to the south west, with the triangle to encompass the following elements: expanded central city, Port of Hastings, East West and North East Link, Melbourne Metro (connecting Dandenong and Sunbury) and the outer Metropolitan Ring Road.

- **Protecting the suburbs by defining density in defined locations**

Five new Metropolitan sub-regions are to be established, including a new central sub-region with the intent to achieve a better balance between jobs and population growth across the city and encourage collaboration between Local Governments. A further initiative is a permanent urban growth boundary with the intent of protecting high value agricultural land on the outskirts of the city, reducing growth in the urban fringes and supporting growth in regional cities. The stated intent is to protect existing "Melbourne suburbs from significant housing densification".

3. SUBMISSION TO PLAN MELBOURNE - METROPOLITAN PLANNING STRATEGY (CONT'D)

- **A state of cities**

This concept recognises that regional centres are well connected, within viable commuting distance of Melbourne, offer attractive housing and employment opportunities, and can reduce pressure on Melbourne by absorbing some of its growing population: "Victoria's long term prosperity will be supported by investments that facilitate the growth of regional Victoria and enable it to be better integrated with Melbourne, and national and international markets."

- **Delivering a pipeline of investment opportunities**

The benefits delivered by projects such as CityLink, the City Loop, Southbank, Docklands and the Western Ring Road are noted, and the Strategy aims to support infrastructure of this nature by establishing "a pipeline of defined new investment opportunities for the private sector in and around Melbourne's existing and planned transport network".

- **Better use of existing assets**

Owing to the significant cost of maintenance and upgrade of Melbourne infrastructure, this concept recommends doing more with existing assets, for example, planning for population growth by designating urban renewal sites that are co-located with existing and planned infrastructure. Further there is recognition that "smart technologies can improve the load capacity and efficiency of existing transport, water, waste and energy infrastructure in established urban areas".

- **20-Minute Neighbourhood**

These Neighbourhoods have access to local shops, schools, parks, jobs and a range of community services within a 20 minute trip from each household. Current initiatives which assist in achieving this are: introducing reformed commercial and residential zones; and updating Precinct Structure Planning Guidelines to increase activity centres in growth areas and making neighbourhoods pedestrian friendly.

- **Housing choice and affordability**

The Draft Strategy recognises that affordability is more than just a price of a house, but includes the cost of living. It suggests "the Government have made a conscious effort to significantly increase supply of housing in growth areas", and is now working on a pipeline of urban renewal projects near jobs and services including Fishermans Bend.

- **Transitioning to a more sustainable City**

Initiatives include: "creating more compact cities; making better use of transport infrastructure; greening metropolitan areas; creating more open space; reforming energy and water supply and use; conserving biodiversity; improving building design; and encouraging active forms of transport such as walking and cycling."

- **Good governance and strong partnerships**

The Draft Strategy suggests that "good governance processes harness local innovation, create opportunities for local advocates and neighbourhood-based participation and strengthen social networks and bonds."

3. SUBMISSION TO PLAN MELBOURNE - METROPOLITAN PLANNING STRATEGY (CONT'D)

- **Policy context**

There is a detailed explanation within the strategy around population and employment projected growth and the current population and estimated growth within Melbourne.

The Draft Strategy then outlines seven objectives, each with a range of solutions identified.

For the convenience of Council each of these objectives are quoted below with a selection of the high level solutions which are relevant to Geelong.

“Delivering jobs and investment”

- As part of the integrated land use and transport strategy, recognise the evolution an integrated economic triangle running between the Dandenong-Hastings corridor, the Hume corridor and the Wyndham-Geelong corridor over the life of the strategy to 2050.
- Facilitate investment in Melbourne's growth areas to increase local access to employment, and improve job choices, particularly in growth areas. Increase the competitiveness of employment land by reducing development costs for industry.
- Identify a pipeline of urban renewal sites around the existing and planned rail and wider transport network to unlock investment opportunities for the private sector and maximise the state's return on infrastructure investment.
- Plan and facilitate private sector tourism investment opportunities in Melbourne and rural regional Victoria.

Housing choice and affordability

- Develop a different approach to multi-unit development including preparing a new 'good planning guide' to provide guidance for multi-unit development and the application in the reformed residential zones.
- Work with local governments on mechanisms to facilitate greater diversity of housing within new developments including family-friendly housing, affordable and social housing and housing for key workers.

A more connected Melbourne

- Commence construction of East West Link Stage 1 in 2014.
- Expand Port of Melbourne container capacity and commence planning and development of the Port of Hastings to ensure it is operational and available to supplement the capacity of the Port of Melbourne from the mid-2020s.
- Increase the volume of freight carried on rail by investigating a south-east rail link to provide a dedicated rail link between Dandenong and Dynon for freight and V/Line trains as part of planning for rail connection to the Port of Hastings. Plan for the interstate Freight Terminal and the proposed Donnybrook/Beveridge Interstate Freight Terminal.
- Establish Intermodal terminals linking ports to major distribution centres.

3. SUBMISSION TO PLAN MELBOURNE - METROPOLITAN PLANNING STRATEGY (CONT'D)

- Ensure sufficient airport capacity with efficient landside access for passengers and freight including completion of planning for a rail link to Melbourne Airport. Investigate potential sites for a new airport to serve the long term needs of south east Melbourne and Gippsland.

Liveable communities and neighbourhoods

- Implement healthy design guidelines to support healthier neighbourhoods design and ensure that the municipal public health and wellbeing plans to inform and shape the municipal strategic statements.
- Create health precincts to meet the needs of residents across Melbourne and include health precincts in the State Planning Policy Framework and in my urban renewal planning guidelines.
- Coordinate a whole-of-government approach to the delivery of education, health, recreation and cultural facilities and remove planning impediments to not-for-profit community services in the planning system.

Environment and water

- Accommodate the majority of new dwellings in established areas within walking distance to the public transport network and ensure settlement planning in growth areas and pre-urban areas responds to natural hazards.
- Protect high-quality agricultural land in Melbourne's non-urban areas for food production and assess and protect strategically significant agricultural land through the development of appropriate planning provisions.

A state of cities

- Establish a permanent metropolitan urban boundary, having regard to input from local governments and the report of the Logical Inclusions Advisory Committee of November 2011.
- Better manage Melbourne's peri-urban region, including designating towns for growth.
- Strengthen the economic, social and amenity roles of the regional city CBDs by encouraging increased business and residential densities as well as social, civic and cultural facilities in these locations.
- Identify a pipeline of new renewal and fill opportunities in regional cities and centres that optimise infrastructure and investment and surplus government land.
- Identify pipeline of new rural village-style developments to attract growth out of Melbourne and into the peri-urban area and regional Victoria.
- Bring together planning strategies for the metropolitan Melbourne and regional Victoria.
- Continue to provide road and rail upgrades between Melbourne, the peri-urban area and regional cities.
- Develop long term plans for freight and logistics infrastructure along key corridors linking Melbourne and regional Victoria (such as the Hume Highway, between Geelong and the South Australia border, the Western and Midland Highways and Gippsland).

3. SUBMISSION TO PLAN MELBOURNE - METROPOLITAN PLANNING STRATEGY (CONT'D)

Implementation: delivering better governance

- Reform development contribution including implementing a new state wide contributions system and investigate the use of value capture to change the way we fund city-shaping infrastructure.
- Implement clear framework for consideration of unsolicited private sector proposals for investment including establishing an application and decision making process for unsolicited proposals."

The Draft Strategy outlines specific Directions under each of these Objectives. Some of these are additionally broken down into short term, medium term and long term directions, with State Government departments allocated.

Discussion

The City of Greater Geelong submission is detailed in Appendix 1 which addresses these matters accordingly.

In the previous submission of April 2013 relating to the Discussion Paper, the City of Greater Geelong focussed on the following six items:

1. Support for closer links between Melbourne and regional cities and the need for additional investment in infrastructure particularly public transport.
2. Support for the location of an employment cluster in Melbourne's west which would benefit from the proximity of Avalon Airport, the Port of Geelong and the accessibility provided by the Geelong Ring Road, Princes Highway and the standard and broad gauge rail lines.
3. Acknowledgement of the Metropolitan Planning Strategy identifying the need for integration between the G21 Regional Growth Plan and the Metropolitan Strategy particularly on interface issues.
4. The benefits that Geelong and the region can offer residents in the west of Melbourne in terms of service provision particularly in health and education, and the importance of ensuring infrastructure investment in health and education services in Geelong keeps pace with population growth in Geelong and West Melbourne.
5. The continued support for transport projects including the East West Link as an alternative to the Westgate Bridge and the rail link to Avalon.
6. The support and the need to consolidate investment in Avalon in advance of the development of a third airport for Victoria.

It is considered that in general, the Draft Strategy addresses these items, in particular, items 1, 2, 3 and 5. The solutions and directions identified under the 'A state of cities' concept/objective clearly address the submission which the City of Greater Geelong made to the earlier Discussion Paper (Items 1, 3 and 5). The 'Delivering a new integrated economic triangle' concept also recognises the economic significance of Geelong in the broader regional context (Item 2).

Items 4 and 6 are not explicitly addressed, and the City of Greater Geelong considers that a submission is required to ensure that these messages are considered. The key points the City of Greater Geelong offers as part of this second submission are the following:

3. SUBMISSION TO PLAN MELBOURNE - METROPOLITAN PLANNING STRATEGY (CONT'D)

- Geelong merits recognition as Victoria's second city and for the very key role it plays to accommodate potential Melbourne growth. Given its proximity to metropolitan Melbourne and the capacity of the Port of Geelong and Avalon, Geelong should be identified much more strongly in the Draft Strategy, rather than simply parcelled up with the other regional cities across Victoria.
- The Draft Strategy does no service to growing Avalon as a key economic development tool for the south-west region and for the State of Victoria. The Draft Strategy needs to recognise the important role of Avalon now and in the future to leverage our competitive advantage in air passenger and freight movement both internationally and domestically, given the proximity of this major airport facility to the metropolitan region of Melbourne. The planning for a third airport in Melbourne's south east is considered to need further consideration by Government prior to finalisation of the Draft Strategy.

In addition, a new issue has emerged.

- The Council recognises the policy position of the State Government in relation to Hastings as the next container port for Melbourne; however it is considered that explicit strategic support for this initiative is premature given the feasibility study work which is currently being undertaken on the Port of Hastings development. As such it is recommended that options be left open for consideration of alternate container ports subject to completion of feasibility assessments.

Environmental Implications

The Draft Strategy obviously takes into consideration a raft of environmental considerations, none of which are in conflict with the City of Greater Geelong's environmental strategy and or initiatives.

Financial Implications

There are no immediate financial implications associated with Council making a submission in relation to this strategy, however the strategy does have implications in relation to potential long term investment into Geelong from the State Government and to that end it is considered important that a submission is lodged in relation to this strategy.

Lodging a submission to the State Government's *Plan Melbourne – Metropolitan Planning Strategy* will not result in any financial implication for Council.

Policy/Legal/Statutory Implications

This strategy obviously is an extremely important government position in respect to ongoing commitment and investment across metropolitan Melbourne and broader Victoria. Hence it is important that Council involve itself in a detailed response to the strategy accordingly.

3. SUBMISSION TO PLAN MELBOURNE - METROPOLITAN PLANNING STRATEGY (CONT'D)

Alignment to City Plan

There are no explicit conflicts with Council's City Plan as a result of the Metropolitan Strategy recommendations. However, it is considered that the matters discussed above need to be addressed in order to ensure that Geelong's significant role in the broader Victorian economy and landscape is appropriately recognised in this Metropolitan Strategy.

Officer Direct or Indirect Interest

No officer involved in the preparation or drafting of this report has any direct or indirect interest in matters contained within the report.

Risk Assessment

There is no requirement for risk assessment to be undertaken as part of preparation of a submission to the Metropolitan strategy.

Social Considerations

There are no adverse social implications as a result of Council making a submission to the Metropolitan Strategy. It is considered important that a submission addressing the abovementioned issues be lodged to ensure that the broader social, community benefits, which might flow from the Metropolitan Strategy are taken into consideration in the final adoption of a Metropolitan Strategy.

Human Rights Charter

There is no requirement for any further consideration by Council in relation to the Human Rights Charter, with consultation and engagement the responsibility of the State Government in respect to the Metropolitan Strategy.

Consultation and Communication

The Council's submission in relation to the Metropolitan Strategy should be broadly communicated to stakeholders and interested parties across Geelong to ensure that Council's position in relation to the Metropolitan Strategy is clearly understood.

CITY OF GREATER GEELONG SUBMISSION TO PLAN MELBOURNE – METROPOLITAN PLANNING STRATEGY

NOVEMBER 2013



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Introduction

The City of Greater Geelong notes the release of the Draft Strategy “Plan Melbourne - Metropolitan Planning Strategy” and welcomes the opportunity to provide a submission.

Congratulations to the State Government in undertaking such a comprehensive piece of work and on the merits of the Draft Strategy generally. This will provide very clear and detailed guidance for government, local government and other stakeholders to progress the enhancement of the metropolitan area, and offers a very clear recognition of the role that regional cities play in Victoria.

Since the release of the Discussion Paper, the Draft G21 Regional Growth Plan - Implementation Plan has been developed, and the learnings from this investigation into the potential growth of the region are incorporated into this submission. As noted in the G21 Implementation Plan: “having the right infrastructure in place along with sufficient land supply and housing strategies to support the needs of a growing population and job creation will be critical for the future liveability and prosperity of the G21 region.”

Key Messages

The key messages the City of Greater Geelong offers as part of this submission are the following:

- Geelong merits recognition as Victoria’s second city and for the very key role it plays to accommodate potential Melbourne growth. Given its proximity to metropolitan Melbourne and the capacity of the Port of Geelong and Avalon, Geelong should be identified much more strongly in the Draft Strategy, rather than simply parcelled up with the other regional cities across Victoria.
- The Draft Strategy does no service to growing Avalon as a key economic development tool for the south-west region and for the State of Victoria. The Draft Strategy needs to recognise the important role of Avalon now and in the future to leverage our competitive advantage in air passenger and freight movement both internationally and domestically, given the proximity of this major airport facility to the metropolitan region of Melbourne. The planning for a third airport in Melbourne’s south east is considered to need further consideration by Government prior to finalisation of the Draft Strategy.
- The Council recognises the policy position of the State Government in relation to Hastings as the next container port for Melbourne, however it is considered that the explicit support in the Draft Strategy is premature given the feasibility study on this development is still underway. It is the view of Council that there is a need to undertake another level of detailed planning on the feasibility of the Port of Hastings to service Victoria’s transport needs of the future before committing to the major investment into this facility. As such it is recommended that options be left open for consideration of alternate container ports subject to completion of feasibility assessments.

CoGG Submission to Discussion Paper

The key point of our former submission was the “need for the State to plan for, commit to and deliver key infrastructure to support planned growth”. The City of Greater Geelong identified six key issues, and this submission considers these in the context of the new Draft Strategy:

1. Support for closer links between Melbourne and regional cities and the need for additional investment in infrastructure particularly public transport.
2. Support for the location of an employment cluster in Melbourne's west which would benefit from the proximity of Avalon Airport, the Port of Geelong and the accessibility provided by the Geelong Ring Road, Princes Highway and the standard and broad gauge rail lines,
3. Acknowledgement of the Metropolitan Planning Strategy identifying the need for integration between the G21 Regional Growth Plan and the Metropolitan Strategy particularly on interface issues.
4. The benefits that Geelong and the region can offer residents in the west of Melbourne in terms of service provision particularly in health and education, and the importance of ensuring infrastructure investment in health and education services in Geelong keeps pace with population growth in Geelong and West Melbourne,
5. The continued support for transport projects including the East West Link as an alternative to the Westgate Bridge and the rail link to Avalon
6. The support and the need to consolidate investment in Avalon in advance of the development of a third airport for Victoria.

Alignment of Draft Strategy with the City of Greater Geelong April 2013 submission:

1. Support for closer links between Melbourne and regional cities and the need for additional investment in infrastructure, particularly public transport.

The ‘**A state of cities**’ concept significantly addresses the City of Greater Geelong submission to the earlier discussion paper. For example, “Victoria’s long-term prosperity will be supported by investment that facilitates the growth of regional cities, enabling them to be better integrated with Melbourne, national and international markets. It is important to improve regional city connections, integrate metropolitan and regional planning, and help regional towns and cities be more affordable, attractive and vibrant places to live and work.” (p.7)

The Draft Strategy notes that improving connectivity between key regional cities and Melbourne will open up opportunities for growth, and so relieve pressure on capital cities by absorbing some of their growing population. While capital cities play a significant role for regional businesses within state economies as service hubs and export gateways, in turn, well-connected regional centres that are within viable commuting distance of capital cities offer attractive housing and employment opportunities. Initiative 6.4.1 refers to the ongoing improvements to infrastructure such as the proposed new station at Grovedale in Geelong, and notes continuing population growth will generate additional movements between regional cities, and to and from Melbourne.

Refer to: Key concept and Objective: A state of cities

Direction 6.4: Improve connections between cities

Initiative 6.4.1: Improve transport connections between Melbourne and regional cities.

2. Support for the location of an employment cluster in Melbourne’s west which would benefit from the proximity of Avalon Airport, the Port of Geelong and the accessibility provided by the Geelong Ring Road, Princes Highway and the standard and broad gauge rail lines.

The key concept ‘**Delivering a new integrated economic triangle**’ recognises the significance of the Wyndham–Geelong corridor as a key economic driver for Melbourne, as noted: “The Integrated Economic Triangle will connect the Hastings–Dandenong corridor with the Hume corridor to the north and the Wyndham–Geelong corridor to the south-west. This Integrated Economic Triangle will encompass the following elements:

- An expanded central city
- The Port of Hastings
- The East West Link and the North East Link
- The Melbourne metro project (that will connect Dandenong and Sunbury)
- The Outer Metropolitan Ring Road (that will connect Geelong and Avalon with the Hume Freight Corridor.” (p.7)

Council also recognises the G21 Regional Growth Plan and Implementation Plan discussion about the importance of planning the settlement break between Geelong and Melbourne to maintain distinctiveness and sense of gateway. It is important that any potential development of a commercial/industrial corridor as part of the Integrated Economic Triangle proposal takes this into consideration.

Refer to: Key concept: Delivering a new integrated economic triangle

Objective: Delivering jobs and investment

Direction 1.5: Plan for jobs closer to where people live

Initiative 1.5.1: Facilitate the development of national employment clusters (specifically the East Werribee Cluster)

3. Acknowledgement of the Metropolitan Planning Strategy identifying the need for integration between the G21 Regional Growth Plan and the Metropolitan Strategy particularly on interface issues.

Under the ‘**A state of cities**’ concept/objective, and associated directions and initiatives, there is explicit recognition of the regional planning work which is being done across Geelong and across all regions in Victoria. The Metropolitan Strategy in its draft form goes to the extent of identifying explicit Geelong projects including: - “identifying health and education precincts (such as Waurn Ponds, Ballarat University and Latrobe University of Bendigo) and developing strategies to protect and grow diversity of jobs in these precincts”.

Key phrases in the Draft Strategy include: “Working with regional city council’s to unlock their growth potential and achieve accelerated growth outcomes, which include developing an integrated infrastructure planning and delivery model for these cities.” And “Providing support to strategic planning initiatives such as Vision 2 in Geelong and Precinct Structure Planning in other locations.”

There is very strong recognition of the Regional Growth Plans; however it is considered that the recognition of Geelong as the second city to Victoria and with the major contiguous growth area of Armstrong Creek and other significant growth areas there will be a need for explicit infrastructure support for state reticulated transport services. It is considered that the Draft Strategy could be more explicit in its support for Geelong as the second regional city and support key infrastructure investment in Geelong.

Refer to: Objective: A state of cities

Direction 6.3: Integrate Metropolitan, Peri-urban and Regional planning implementation

Initiative 6.3.1: Bring together planning strategies for Metropolitan Melbourne and regional Victoria

4. The benefits that Geelong and the region can offer residents in the west of Melbourne in terms of service provision particularly in health and education, and the importance of ensuring infrastructure investment in health and education s services in Geelong keeps pace with population growth in Geelong and west Melbourne

There is commitment under ‘**A state of cities**’ objective around continued investment into Geelong: “The experience of cities such as Geelong shows the benefits of facilitating renewal and redevelopment of CDB areas. The Geelong Waterfront redevelopment demonstrated that targeted infrastructure investment, land acquisition and rezoning can catalyst urban development that maximises the value of this land and has a transformative effect for these cities. In response to the important role our regional cities can play in attracting a greater percentage of the states future population growth, we will implement metropolitan type development strategies to optimise their growth potential.”

The Draft Strategy reinforces the role of regional cities in accommodating additional population, however, there is no acknowledgment of how Geelong differs from other regional cities. As a Central Activity Area, with major health specialist capacity, acute health services and an advanced service sector, Geelong has much to offer the western suburbs of Melbourne. It is considered that explicit recognition of the significant role that Geelong can play in supporting the western suburbs of Melbourne would enhance the policy directions of the Draft Strategy.

The only other explicit regional investment opportunity noted is to “plan and facilitate private sector tourism investment opportunities in Melbourne and rural and regional Victoria.”

Refer to: Objective: A state of cities

Direction 6.2: Rebalance Victoria’s population growth from Melbourne to rural and regional Victoria over the life of the strategy

Initiative 6.2.2: Review regional city growth opportunities

5. The continued support for transport projects including the east west link as an alternative to the West Gate Bridge and the rail link to Avalon

There is support for the East West Link in the strategy, identifying the short-term initiative as “commence construction of the East West Link Stage 1 in 2014. This will have a construction period of about 5 years” and in the long term “complete the full East West Link Freeway project connecting the Eastern Freeway to the M80 Ring Road.” It is noted that this longer-term objective is in accordance with Council’s recommendation.

In respect to the rail link to Avalon it is recognised in terms of planning provision and infrastructure assessment only: “Identify the long-term economic freight and logistics opportunities related to Avalon Airport in the area between Geelong and Werribee”. In contrast, there is an explicit reference to Melbourne Airport, Doncaster and Rowville and further discussion in relation to increased rail freight capacity needed to service a future Port of Hastings. It is considered that the explicit support for the construction in the short to medium term of rail infrastructure into Avalon Airport would be appropriate in this Draft Strategy.

Refer to: Objective: A state of cities

Direction 6.4: Improve connections between cities

Initiative 6.4.2: Strengthen transport links on national networks for the movement of goods between regional cities, Melbourne, interstate and internationally

6. The support and the need to consolidate investment in Avalon in advance of the development of a third airport for Victoria

The support for Avalon Airport and recommendations in respect to investment into Avalon Airport are limited: “Over the coming decades, Avalon Airport will increase its role as a passenger gateway serving Melbourne, Geelong and Western Victoria. The airport will be planning to further develop its passenger and rail freight terminal to support its long term development beyond 2050.” In addition, the Draft Strategy notes “Update the State Planning Policy Framework to clarify the role and function of Melbourne Airports – Melbourne, Essendon, Avalon, Moorabbin, potential south east airport at Point Cook” and “Prepare and implement planning provisions for a transport corridor Avalon Airport.”

This language and explicit commitments to Avalon compare unfavourably to an explicit commitment of “identify future transport corridor options for access to Melbourne Airport including completion of planning for a rail link.”

In short it is considered that the strategy falls well short of a genuine commitment from State Government to support infrastructure for Avalon to grow and become a genuine second airport to Melbourne. It is considered that a genuine commitment is necessary to deliver rail services to Avalon in a timely manner in order for it to take on the role as a second airport to Melbourne. Only then can the capacity and options for passenger and freight movement in and out of Victoria grown, ensuring that the competitive advantage of a second airport in proximity to Metropolitan Melbourne is actually leveraged rather than suffers from underinvestment.

It is noted that in the Draft Strategy there is explicit policy support to “expand Port of Melbourne container capacity and commence planning and development for the Port of Hastings to ensure it is operational and available to supplement the capacity of the Port of Melbourne from the mid 2020’s”.

It is considered that there is an added level of research and due diligence required on the Port of Hastings as Melbourne future container port prior to finalising the Draft Strategy. Given the fact that detailed feasibility into the provision of infrastructure to service the Port of Hastings is underway at this point, it would be premature to finalise the metropolitan strategy and resolve this as the only solution for Melbourne's future container/freight task. It is recommended that a feasibility of the Port of Hastings as a future container port be subject to a full water based infrastructure and land based infrastructure assessment of all options in order for a fully informed decision to be made.

Refer to: Objective: A more connected Melbourne

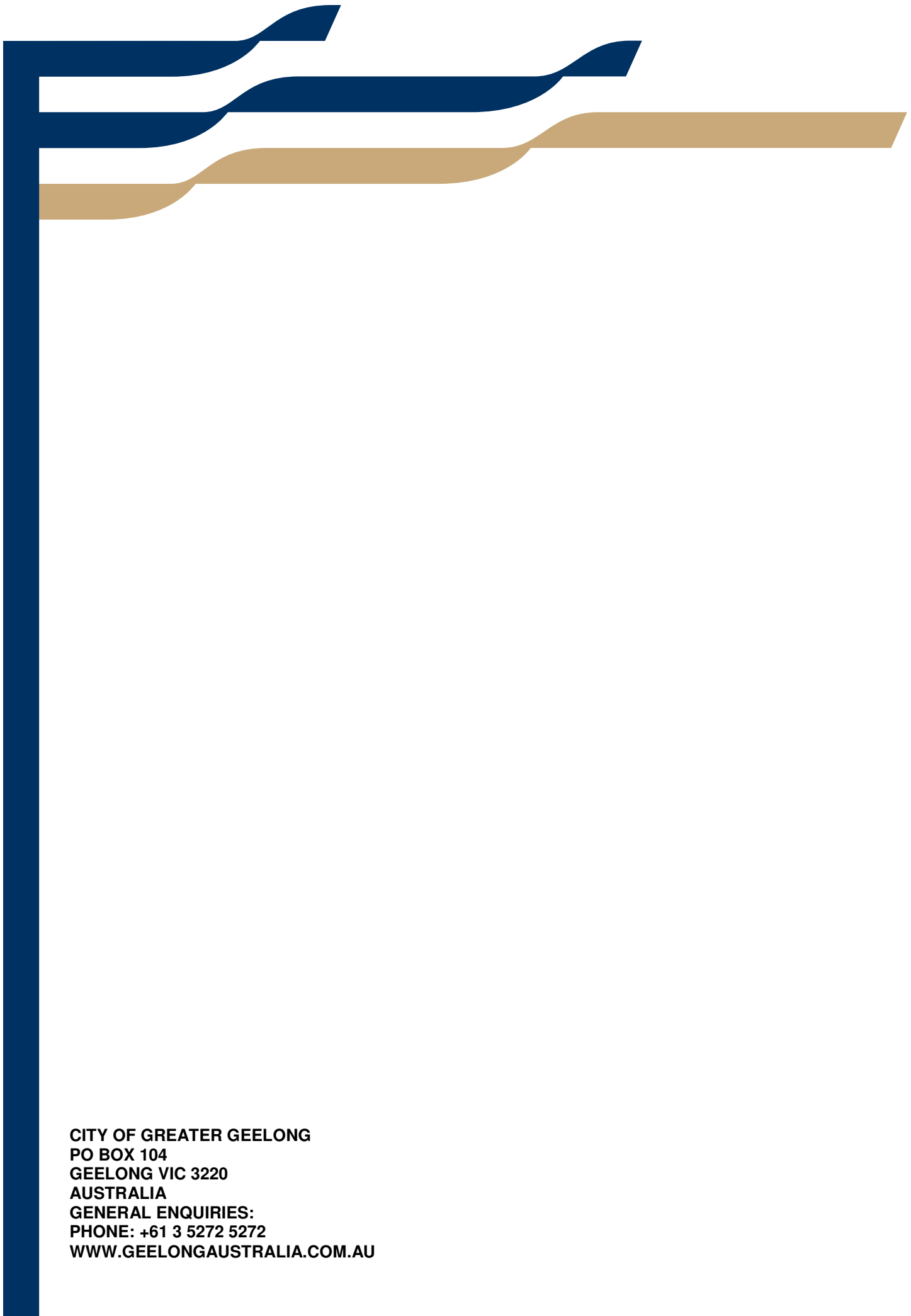
Direction 3.6: Increase the capacity of ports, interstate rail terminals and airports and improve landside transport access to these gateways

Initiative 3.6.3: Ensure sufficient airport capacity, with efficient landside access for passengers and freight

Initiative 3.6.1: Ensure sufficient seaport capacity with efficient landside access

Conclusion

In conclusion, it is noted that the primary matters raised in Council's March submission on the discussion paper have generally been addressed, and further that the Strategy provides a good basis for future planning. The key aspects of this submission is that the Draft Strategy should elevate the importance of Geelong to the broader future of Victoria, and recognise its' second city status in relation to investment in infrastructure and support for new major employment growth and that any plan for a third airport in south eastern Melbourne should not be at the expense of allowing for Avalon Airport to grow air traffic, passengers and freight capacity.



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4. FUTURE PROOFING GEELONG PROGRESS REPORT

Portfolio:	Environment & Sustainability – Cr Richards
Source	Economic Development, Planning & Tourism
General Manager:	Peter Bettess
Index Reference	Subject: Future Proofing Geelong

Purpose

This report provides an update to the Council on the achievements of Future Proofing Geelong and an outline of the activities to be delivered during this financial year.

Summary

- Future Proofing Geelong (FPG) is now in its third year of operation. Future Proofing Geelong was established to promote initiatives which seek to support the region in working towards a low carbon future. The Low Carbon Growth Plan for Geelong provides a road map to achieve this.
- A Sustainability Covenant was signed by the founding partners of Future Proofing Geelong which include the City of Greater Geelong, the Geelong Manufacturing Council, EPA Victoria, Deakin University, the Geelong Chamber of Commerce, Barwon Water, and Committee for Geelong.
- The covenant expires in March 2014, all partners need to consider Future Proofing Geelong's role beyond this point.
- Key initiatives of Future Proofing Geelong include engagement with commercial building owners to support energy efficient building upgrades (161 builders owners have been actively engaged), support with funding applications for companies seeking to make business improvements with \$1 million secured for projects and \$9 million pending (50 companies have been supported) and engagement with the community through 56 events involving over 6000 participants.
- Armstrong Creek Sustainable House has been delivered which provides an information hub to new home builders to help them build environmentally friendly and energy efficient homes which will minimise carbon emissions and ongoing costs.
- FPG has partnered with the Geelong Manufacturing Council to establish Cleantech Innovations Geelong. Cleantech Innovations Geelong is an alliance of business and industry looking to develop Geelong as a centre of excellence for cleantech in Australia.

4. FUTURE PROOFING GEELONG PROGRESS REPORT (CONT'D)

Cr Richards moved, Cr Ansett seconded -

That Council notes the progress of the Future Proofing Geelong project.

Carried.

Report

Background

Future Proofing Geelong was launched on 12 May 2011 and coincided with the release of the Low Carbon Growth Plan for Geelong and the signing of the Sustainability Covenant amongst program partners.

Partners that signed the Sustainability Covenant include the City of Greater Geelong, the Geelong Manufacturing Council, EPA Victoria, Deakin University, the Geelong Chamber of Commerce, Barwon Water, and Committee for Geelong.

The Low Carbon Growth Plan for Geelong highlights where Geelong's carbon emissions are coming from and provides a roadmap of actions as to where to target our efforts to reduce emissions. Three of the key actions areas include:

- Retrofitting residential and commercial buildings to maximise energy efficiency;
- Supporting local small and medium sized businesses to capture energy efficiency savings and abatement potential; and
- Localised power generation through cleaner technologies such as cogeneration, solar, waste-to-energy and geothermal.

The FPG vision is that in 2030, Geelong is internationally recognised as one of the world's most resilient cities through collaboration and innovation in the following three focus areas:

- **Sustainability** – through efficient resource use and the protection and enhancement of environmental assets
- **Liveability** – building healthy communities, which are connected and care for each other
- **Productivity** – through a transition to a low carbon economy; cleaner, leaner and smarter businesses and industries powered by an informed, educated and skilled workforce that thinks and acts for the long term.

Discussion

Future Proofing Geelong engages with business and industry, commercial building operators and the community through a range of avenues.

Engagement with commercial building operators occurs through provision of grants to assist with energy audits through paying for half the cost of an audit. Building owners are then well placed to prepare a business case for energy efficient building upgrades and retrofits. In the 2011/12 financial year 14 grants were provided. These grants are continuing to be offered as they provide valuable incentives to encourage building owners to undertake energy efficiency upgrades.

4. FUTURE PROOFING GEELONG PROGRESS REPORT (CONT'D)

Business and industry are supported by providing support through grant sourcing and grant writing. FPG has also co-funded Cleantech Innovations Geelong with the Geelong Manufacturing Council and the Manufacturing Productivity Network Program. Cleantech Innovations Geelong is an alliance of business and industry looking to develop Geelong as a centre of excellence for cleantech in Australia. A market development plan will be produced by December 2013, this will outline the market and skills needs of clean tech for Greater Geelong. A list of projects, which will develop businesses, create jobs and stimulate markets, will be listed in the plan and funding will be sought to support delivery.

Engaging with the community is a key component of Future Proofing Geelong. Raising awareness and supporting community action has the ability to provide significant benefits in transitioning to a low carbon future. Community members are represented on the Project Task Group and provide input into projects and actions.

FPG was a key sponsor of Sustainable House Day delivered by Geelong Sustainability Group. Other awareness raising events that FPG has participating in include 2013 Sustainable Living Festival and the Better Blocks program.

The Smarter Homes Smarter Living program is an initiative developed through FPG to engage with new home builders to encourage energy efficient homes. The Armstrong Creek Sustainable House (ACSH) is now open in the Warralily display village. The house provides existing and new residents with sustainability information to assist in improving the energy efficiency of their home. Influencing decision making at this level will minimise carbon emissions. The information suite includes a website www.armstrongcreeksustainablehouse.com.au based around four themes energy, water waste and garden, and provides detailed information on ideas for environmental sustainability and cost savings for people building or renovating a home.

Environmental Implications

The Future Proofing Geelong project is delivering positive environmental outcomes through education and assistance to businesses and the wider community to improve energy efficiency and reduce carbon emissions.

Financial Implications

Future Proofing Geelong is fully funded in the 2012/3 budget.

Policy/Legal/Statutory Implications

There is no policy, legal or statutory implications resulting from this report.

Alignment to City Plan

Future Proofing Geelong aligns with the City Plan in the following ways:

- Armstrong Creek; helping to achieve the vision for this urban development by meeting the highest standards of sustainable living.
- Growing the economy; by working with business and industry to transition to their next generation of being, through the market development work of Cleantech Innovations Geelong.
- Sustainable built and natural environment; by working with commercial building operators to improve energy efficiency.

4. FUTURE PROOFING GEELONG PROGRESS REPORT (CONT'D)

Officer Direct or Indirect Interest

No Council Officers have a direct or indirect interest in accordance with Section 80(c) of the Local Government Act in the issue to which this report relates.

Risk Assessment

There are no risks associated with this report.

Social Considerations

The Future Proofing Geelong project has positive social impacts through community engagement with the Project Task Group and the Community Energy Efficiency Program.

Human Rights Charter

This report has no impact on the human rights charter, however it is noted that the aims of Future Proofing Geelong support the human rights charter.

Consultation and Communication

The Future Proofing Geelong website is regularly updated to showcase the work the City of Greater Geelong and other Future Proofing Geelong partners are doing to deliver the vision of the program, and to deliver the recommendations in the Low Carbon Growth Plan.

5. CITY PLAN PROGRESS REPORT TO SEPTEMBER 2013

Portfolio: Governance – Cr Harwood (Acting Mayor)
Source Corporate Services - Corporate Strategy
General Manager: Jeff Wall
Index Reference Corporate Management

Purpose

Council at its meeting on 25 June 2013 adopted City Plan 2013-2017, that outlined the Strategic Directions and Priorities planned by the City over that four-year period, and the Annual Business Plan Actions planned for 2013-2014.

This report is the progress report to Council of the organisations achievements against these actions.

Summary

Attachment A details the status and provides commentary against the Annual Business Plan actions. The key to the status of actions is:

On Schedule:	Green	219
Completed:	Black	11
Major Issue:	Red	2
Minor Issue:	Yellow	6
Not Started:	White	20
Total Actions		258

Cr S Kontelj moved, Cr Nelson seconded -

That Council receives and notes the City Plan Progress Report to 30 September 2013.

Carried.

Background

That Council at its meeting on 25 June 2013 adopted City Plan 2013-2017, which has been developed within a framework of four strategic directions:

Community Wellbeing

Healthy Together Geelong: to enhance health, wellbeing and quality of life of Greater Geelong Communities.

Growing Our Economy

Securing Geelong's economic future

A Sustainable Built and Natural Environment

Partnering with our community to protect and enhance our natural ecosystems and to encourage sustainable design and reduced resource consumption.

5. CITY PLAN PROGRESS REPORT TO SEPTEMBER 2013 (CONT'D)

How We Do Business

We will focus on developing and maintaining effective working relationships to deliver Council's strategic directions and cost effective services that meet the changing needs of the community.

Discussion

This report and attachment indicates the status of the actions in City Plan for the 2013-2014 financial year.

Status and comments are provided for each of the 258 actions within the four strategic directions.

There have been a number of significant achievements made against the actions in 2013-2014 including:

Community Wellbeing

Status Summary:

On Schedule:	123	Completed:	6	Major Issue:	1
Minor Issue:	6	Not Started:	13		

- A number of projects have been completed including the Thomson Reserve change room extension, Newcomb and District Sports Club social room refurbishment, Friers Reserve pavilion upgrade, and upgrades to the Burdoo Reserve roads and carpark. Planning is also well underway for a number of sport and recreation reserve and facility upgrades with the majority of design and/or construction works beginning from the second quarter of the financial year.
- Barwon Heads Early Learning Centre is progressing well with the concept design of the new centre recently adopted. The project will be moving into the schematic design stage in the coming months, which will include considering the movement of cars around the centre. The new centre will include a double room kindergarten, spaces for maternal and child health services and a multi-purpose community space. The total project cost is expected to be \$4.12 million with the State Government contributing \$1 million.
- Works on the Geelong West Town Hall forecourt upgrade are now complete. The area has been transformed to reinstate the former open plan style and refocus the area onto the soldiers' memorial plinth. The new seats and lawn area are now suitable for events as well as everyday recreational use.
- Planning for the Children's Week activity program has taken place and been publicised through local media during September. Children's Week will take place in October and consists of approximately 70 events and will involve thousands of children and their families. This event celebrates and focuses community attention to the importance of children as they thrive, learn and grow.

5. CITY PLAN PROGRESS REPORT TO SEPTEMBER 2013 (CONT'D)

- The Windsor Park Children and Family Centre is progressing well with the announcement that Perkins Architects have been appointed for the design, and the detailed design stage to be undertaken shortly. The centre will include a two room preschool with 66 places, two maternal and child health consulting rooms, three consulting spaces for visiting support services, a multi-purpose playgroup room and shared playground areas with future scope for long or casual day care.
- Construction of the Ocean Grove Integrated Children's Centre is now entering the final stage and is scheduled for completion shortly. Once construction is complete, Council will set up the facility to be ready for the start of the 2014 school year. The building covers an entire area of approximately 4000m² and will be of great benefit to all young families in the region.
- The Victorian Health Promotion Achievement Program is being implemented through Healthy Together Geelong, a Council-managed initiative addressing the underlying causes of poor health in children's settings, workplaces and communities. Areas of priority for the program include healthy eating and oral health, mental health and wellbeing, and physical activity. Healthy Together Victoria is jointly funded by the State Government of Victoria and the Australian Government through the National Partnership Agreement on Preventive Health (NPAPH).

5. CITY PLAN PROGRESS REPORT TO SEPTEMBER 2013 (CONT'D)

Growing Our Economy

Status Summary:

On Schedule: 43 Completed: 2 Major Issue: 0
Minor Issue: 0 Not Started: 1

- The construction phase of the Geelong Library and Heritage Centre will begin shortly following a ceremony held to mark the demolition of the old library building. The new centre will be an impressive addition to Geelong's architectural and cultural landscape. It will be a six-storey state-of-the-art facility with all the modern conveniences for today's library user. The project has been jointly funded by the City \$20M, the State Government \$15M and the Federal Government \$10M.
- The shopping centre at the Leopold Gateway Plaza is set for expansion following Council's decision to support the submission of a rezoning amendment and planning permit to the Minister for Planning. The proposal involves an expansion of floor space from 7,000m² to more than 22,000m², and if approved will help to cater for the fast growing population of the Bellarine Peninsula. Consideration has been given with consultants currently engaged to investigate how the expanded centre will integrate with the current surroundings and nearby Leopold Memorial Park Recreation Reserve.
- The National Disability Insurance Agency opened its doors in Geelong for the first time at the beginning of July this year. Geelong is one of five national launch sites for the agency and has been chosen as its head office location. Geelong was able to demonstrate experience and expertise in disability services, the right mix of infrastructure, a positive environment for growth, a strong and diverse economy and credentials as a proven corporate base for business.
- The Geelong Small Business Festival was held in the month of August with over 40 information sessions, events and networking opportunities on offer at no or minimal cost to the community. Event topics included social media and marketing, recruiting and retaining staff, leadership, buying and selling a business and how to develop and grow your business. The festival also offered plenty of networking opportunities.
- The free public wifi service in Central Geelong has been upgraded for faster service and longer connection times. The wifi upgrade will provide people with noticeably longer time online with a 50MG daily limit (10MG previously) and unlimited free access to council, community, tourism, health and public information websites. The City is also working with Deakin University to expand the free public wifi service to the Waterfront precinct in the near future.
- Council has endorsed the Armstrong Creek East Precinct District Sports Reserve Master Plan. This plan was commissioned by the City to provide clear direction for the construction of sporting infrastructure at the first sporting reserve in Armstrong Creek, and to ensure the needs of the Armstrong Creek community are met. Key sporting infrastructure for the reserve have been determined through previously completed precinct structure planning.

5. CITY PLAN PROGRESS REPORT TO SEPTEMBER 2013 (CONT'D)

A Sustainable Built and Natural Environment

Status Summary:

On Schedule: 28 Completed: 1 Major Issue: 0
Minor Issue: 0 Not Started: 4

- The Climate Change Adaptation Toolkit which the City developed in partnership with RMIT University and NetBalance has recently received praise from the local government sector. The City has as a result been invited by the Australian Centre for Excellence in Local Government to partner a select group of councils to create a practical manual to guide other councils through the challenges of climate change. The Toolkit was developed to guide council staff in considering and responding to the risks of climate change and support strategic planning to manage the complexities and uncertainty of climate change impacts.
- National Tree Planting Day (28th July) had over twenty volunteers attend the Ted Wilson shared cycling and walking path in Hamlyn Heights to plant a further 650 trees along the trail. Trees planted included a mix of indigenous species. This initiative formed part of Council's ongoing Greenway Project, which will eventually result in some 50-thousand indigenous trees, shrubs and grasses lining 13 kilometres of the pathway, with seven thousand trees already planted.
- Sunday 8 September was Sustainable House Day, and to celebrate 12 eco-friendly homes and gardens around Greater Geelong opened their doors to the public. This year's event was more popular than ever and attracted a record crowd of over 3000 visitors. The houses showcased how people have made practical changes to their existing homes or incorporated environmental sustainability into their new house design. The event was organised by the Geelong Sustainability Group with the City continuing to provide support through their Future Proofing Geelong and ecoCHALLENGE initiatives.
- The City has recently adopted a master plan to protect Jerringot Wetland Reserve with an aim to guide Council, the GNFC (Geelong Field Naturalists Club) and other key stakeholders how best to protect, enhance and rehabilitate the reserve now and into the future. Many of the recommendations within the master plan will result in long term protection and enhancement of the biodiversity values within the reserve, in particular the protection of rare and threatened animals.
- As part of the City's Climate Change Adaptation program, a new study explores the characteristics of urban heat and a report has been created to help with future planning for community services, urban design, buildings, streetscapes and open space. The Urban Heat Island effect (UHI), and urban heat more broadly, has a range of potential impacts on health, infrastructure and resource consumption. Potential impacts associated with urban heat include heat stress leading to illness and mortality for humans and animals; and increased water and energy consumption (irrigation, air conditioning, increase transport usage). A range of short and long term priority actions for the City identified through this process have been developed to be implemented as a result of this study.

5. CITY PLAN PROGRESS REPORT TO SEPTEMBER 2013 (CONT'D)

- East Geelong traders and small businesses will be enjoying reduced energy bills thanks to a new Future Proofing Geelong partnership program with 'Positive Charge', an independent, not-for-profit enterprise. A free workshop on 29th July introduced the program, with retailers looking forward to reducing their bills and receiving free energy checks. Retailers will also be visited by Positive Charge experts offering free, on-the-spot, energy checks. The City is pleased to continue partnering with organisations through Future Proofing Geelong to deliver real energy-saving results for the community.
- A new Community Sustainability Directory, developed by the Geelong Sustainability Group, has been launched to help people track down 'green' businesses and community organisations in Geelong. Future Proofing Geelong funded the group to build a database of environmentally conscious community groups, initiatives, courses, events, publications, websites, projects, services, businesses and professionals. The group includes not-for-profit community groups, projects and social enterprises working towards a sustainable future as well as accredited 'green' businesses.
- The 'Rethink Your Rubbish' program continues to be a success with a number of initiatives held during the last quarter. 29 new waste collection trucks were dispatched throughout Geelong, featuring a new design focussed on people, place and the environment. To help with the rising costs associated with the carbon tax and landfill levy all ratepayers have also received a tip voucher in their mail. An electrical drop off day has also been organised to occur on 17th November to help residents dispose of small electrical appliances which are often put into the garbage bin and end up in landfill wasting valuable resources and leading to environmental damage. These items contain a range of materials which can be separated for recycling and used in new products.

How We Do Business

Status Summary:

On Schedule: 25 Completed: 2 Major Issue: 1
Minor Issue: 0 Not Started: 2

- Council has approved the establishment of a Woman in Community Life Advisory Committee. This committee who's members have now been appointed, will provide opportunity to further the work of Council with a range of community groups, businesses and organisations in advocating for, planning and influencing service delivery that impacts women's lives. The advisory committee will be a valuable source of advice to Council on these matters and will seek, encourage, build on and create opportunities for a greater number of women of diverse backgrounds.
- Special Rates and Charges to carry out roads, footpaths, kerb and channel and drainage works are underway, with Terrace and Wood Street complete and a panel hearing for Colite Street and The Avenue held. The tender process is now due for the Aberdeen Street carpark, Albert Street laneway and Prospect Road laneway. Manton Road is currently under construction.
- The Implementation of a new Aged Care Management System is underway and progressing well with two of three data conversions undertaken resulting in 94% data compatibility which has exceeded all expectations. Mobile hardware has been acquired and pilot teams will be in place prior to the Christmas period.

5. CITY PLAN PROGRESS REPORT TO SEPTEMBER 2013 (CONT'D)

- A report on the recently conducted Financial Sustainability Review has been completed. The independent review found that the Council is in a strong financial position but also identifies four priority areas for action:
 - Greater emphasis on strategic asset management. Detailed analysis of the impact of increased capital investment and levels of maintenance and renewal expenditure required for the next 10 years.
 - Review of the 10 year Strategic Resource Plan, Financial Plan and Capital Works Plan.
 - Introduction of service planning to enable comparative choices to be made about the range, levels and cost of services balanced with the needs of the community.
 - Review of the budget process incorporating the outcomes of service planning and improved capital evaluation processes.
- Publication of City News, Community Update and the City's Annual Calendar are all on schedule. The next edition of Community Update is due for distribution late November.
- A number of corporate training programs are currently underway including Plain English, OHS programs, and Council and Information Services induction programs.
- The Geelong Road Safety Strategy 2012-2017 has been formally adopted and identifies partnership initiatives that aim to reduce the incidence and severity of road crashes and associated road trauma. The strategy provides an overview of road safety issues, a summary of road trauma in the Geelong Local Government Area (LGA) and takes a 'safe system approach' to improve road safety, promote safer roads and roadsides, safer road users and vehicles. This strategy also outlines our contributions to the Statewide Road Safety Strategy.

Environmental Implications

There are several actions under the Sustainable Built and Natural Environment Strategic Direction within City Plan that aim to enhance and protect natural areas and ecosystem health, support our community to live sustainably, advocate for and promote sustainable design and development, and minimise our environmental footprint.

Financial Implications

The City's Annual Budget provides the Resource Plan to support the initiatives identified within the adopted Annual Business Plan.

Policy/Legal/Statutory Implications

The City's external auditors will undertake a Performance Audit of the planned Key Strategic Activities and prepare a report as part of the 'sign off' of the Annual Accounts.

Alignment to City Plan

This report is the progress report of the organisations achievements against the adopted City Plan 2013-2017, 2013-2014 actions.

5. CITY PLAN PROGRESS REPORT TO SEPTEMBER 2013 (CONT'D)

Officer Direct or Indirect Interest

There is no conflict of interest to be disclosed.

Risk Assessment

The risks arising from the actions are managed within the framework of the City's adopted Policies, Procedures and Risk Management strategies.

Social Considerations

Several of the actions identified within City Plan are aimed at improving the quality of life for the resident in the City of Greater Geelong. This is particularly the case for actions within the Community Wellbeing Strategic Direction.

Human Rights Charter

This report provides an update on the implementation of City Plan 2013-2017 and will be made available on Council's website and on request at Council's Customer Service Centres as part of the Council meeting minutes. There are no known positive or negative effects.

Consultation and Communication

A comprehensive report on the 2013-2014 City Plan actions will be published in the City of Greater Geelong Annual Report by 30 September 2014, which will be submitted to the Minister for Local Government and available to the public in hard copy and on the Geelong Australia website.

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Description	Completion Date	Status	Comments
Strategic Direction: Community Wellbeing			
Outcome: Healthy Lifestyles			
Be Active program		OnS	Year Two interim workplan agreed with VicHealth. Full Year Two work plan due after Municipal Public Health and Wellbeing Plan and Physical Activity Strategy are adopted by Council.
Corio-Norlane Best Start project		OnS	Best Start action plan completed, implementation of the plan is to take place over 3 years.
Development of the City of Greater Geelong Municipal Public Health and Wellbeing Plan		OnS	Council approved The City of Greater Geelong Municipal Public Health and Wellbeing Plan 2013-2017 and placed on public exhibition 27 August to 25 September 2013. This meets the requirements of the Public Health and Wellbeing Act 2008. One submission was received in favour of the plan. The final version of the plan will go to Council shortly.
Healthy Together Geelong		OnS	The Healthy Together Geelong program is leading the state in schools and workplaces signing to become health promoting entities. The program is progressing well with contacts and introductions being made within schools and workplaces within the LGA. Progress reports are being presented to the Governance group.
Implementation of the Municipal Early Years Plan		OnS	Plan is currently in draft form and will be available for public comment shortly. Implementation will begin after Council endorsement occurs.
Learn to Swim program		OnS	The Learn to Swim program continues to grow across the 4 indoor leisure centres. 5254 enrolments were attracted for Term 3 which is above the previous year. Leisurelink and the Bellarine Aquatic and Sports Centre achieved their highest recorded Term 3 enrolments since opening each facility.
Promote breastfeeding through additional consultations and referrals to other agencies.		OnS	52 infants have been referred for additional support due to concerns regarding nutrition. Ongoing promotion of Breastfeeding to families, referrals to private Lactation Consultants and Barwon Health early parent service continue.
Promote kindergarten enrolments through public media releases.		OnS	Media release promoting kindergarten enrolments was published. Media release also published for new kindergarten enrolments at Ocean Grove.
Provide Maternal Child Health nurses with professional development opportunities on lactation.		OnS	Presentation completed with positive feedback received from staff. Maternal and Child Health (MCH) staff have been provided with information regarding 2 professional development events on breastfeeding during the quarter. Presentation by private Lactation Consultant arranged for MCH staff.
Stronger Families / Family Coaching program		OnS	Project is currently going well and on schedule to meet targets.
Target low immunisation coverage program		OnS	Project is underway and currently meeting targets.
Tiny Bubbles program		NS	Program commences term 4. Partnership with local library to strengthen literacy component in a manner that supports families.
Outcome: Healthy Environments			
Implement Municipal Emergency Management Plan		OnS	The management plan goes to the Municipal Emergency Management Planning Committee for adoption shortly.
Conduct community dog/cat micro-chipping and registration roadshows		OnS	Micro chipping and registration roadshows are being scheduled over the next few months. Media promotional work will also commence shortly.

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Description	Completion Date	Status	Comments
Continue to conduct assessments of restricted breed dogs and dogs declared as dangerous dogs		Min	Work continues in this program area, however an approach will be made to the MAV to lobby for legislative review to remove ambiguities and subjectivity to the restricted breed dog sections of the act, so as to simplify the process and reduce the level of appeals and disputes. Several cases are due to be appealed in VCAT shortly.
Ensure all school crossing are adequately supervised and patrolled to protect children's safety		OnS	School crossings being supervised with the occasional need for Council parking officers to supervise a crossing due to short notice absenteeism. Currently seeking clarification from VicRoads in relation to funding offered to Council, and whether this is ongoing funding and if the normal criteria apply as many schools being suggested as requiring a supervised crossing do not meet the existing funding criteria.
Implement Municipal Fire Prevention Plan		OnS	The 2013 update of the Municipal Fire Prevention Plan goes to the Fire Committee shortly.
Implement Year 1 actions of the Domestic Animal Management Plan		Min	The year one actions of this plan have been delayed due to the additional time taken for a second round of community consultation which presented a draft updated Domestic Animal Management Plan. This is due to be presented to Council shortly and year one actions can begin to be implemented and gazetted through the Government Gazette.
Monitor, assess and register all food premises based on compliance		OnS	665 food premises have been assessed this quarter and monitored for compliance. 2013/2014 food premises registration renewals will be processed during October.
Parks and reserves maintenance		OnS	Currently tracking well on programed maintenance and keeping on top of grass slashing.
Preparation of a Flood Management Plan for the City.		OnS	Flood Management Plan has been prepared and is to be presented to the Executive Management Team shortly.
Renewal work on Council owned buildings		OnS	Work has commenced for works in Waterworld.
Bike paths			
Bellarine Rail Trail works		NS	Works are programed for early 2014 whilst conditions are drier and work can be carried out efficiently.
Bicycle infrastructure program		OnS	Discussions with G21 councils underway. Council report to be prepared to adopt Regional Bicycle Network for Geelong.
Greater Geelong Cycle Strategy implementation		OnS	Design for the upgrade of the crossing at the Bellarine Rail Trail and High Street is being undertaken, with implementation due early 2014. Design of wayfinding signage is being finalised in the next 2 weeks, with signage to be installed early 2014. Review of the bicycle network and actions from the plan is being undertaken in collaboration with VicRoads.
Footpaths			
Footpath Renewal Program		OnS	Program is currently ahead of schedule.
Footpath works Hitchcock Avenue Barwon Heads		OnS	Preliminary design and project implementation has commenced and due for construction shortly.
Footpath works Melville Avenue Newtown		OnS	Preliminary design underway.
Playgrounds			
Anakie Community Centre playground		OnS	This disbursement is for Anakie Primary School for playground upgrade works. Project details form has been forwarded to the funding recipient for completion.
Asher Road Playgroup playground, Slovenian club		OnS	The project is for works to an undercover playground and BBQ area at the Slovenian Club and is part of an additional allocation made by Council to support this project.
Collendina Reserve playground relocation		NS	Project is not proceeding, funds have been reallocated.
Coryule ward parks and playgrounds improvements		OnS	Project is currently being scoped.
Hume Reserve community activity precinct		OnS	Project currently being scoped.
Myers Reserve playground development		OnS	Project contract awarded.
Pettitt Park playground, park and amenities upgrade		OnS	Project currently being scoped.

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Description	Completion Date	Status	Comments
Playground development Dane Avenue Bell Post Hill		OnS	The playground design is currently in the selection process (shortlisting).
Playground development program		OnS	Tender to be awarded start of October and construction timeframe to be confirmed with successful contractor.
Playground developments in Brownbill ward		OnS	Project currently being scoped.
Queens Park playground upgrade		OnS	Project on hold pending successful State Government grant application.
Public Toilets			
New public toilet Beauford Avenue shopping strip, Bell Post Hill		OnS	Currently looking into single toilet design costs and service checks for viability against budget. Designs to be reviewed shortly.
Ocean Grove community garden toilet		OnS	Finalising for construction plans.
Portarlington Reserve DDA compliant toilet		OnS	Project is currently at the detail design stage.
Toilet block renewal and replacement program		Min	Geelong West Town Hall public toilets will be further delayed pending re-consideration of location.
Recreation Facility upgrades			
Barrabool Cricket Club - clubrooms renovation		OnS	Project is currently being scoped.
Barwon Valley Golf Club - office upgrade		OnS	Project currently being scoped.
Bell Park Sports Club (Ballarat Rd, Batesford) - change rooms planning		OnS	First instalment has been paid to the club. Awaiting paperwork to finalise the disbursement.
Bell Post Hill Football Netball and Bowls Club - change room facilities		Min	Detail design stage is in progress with a minor issue currently experienced with the unisex shower.
Collendia Reserve Master Plan implementation		OnS	Works on the entry road are expected to begin shortly. Toilets are currently in quotation process.
Corio Moorabool Pony Club new floor covering		OnS	Project is progressing well and managed by the riding club.
Elcho Park Golf Course - driving range		Min	Meeting was held with Councillor and Lara Sporting Club. Agreement is yet to be reached with the direction of this project. Potential options are driving range preliminary works, clubhouse upgrades or course improvements. A further meeting will be held in November to determine the Councillor's priorities for the budget.
Evans Reserve - soccer facility upgrade		OnS	Site is currently being tested for contamination. Civil component and irrigation works to commence shortly.
Friers Reserve - pavilion completion	Sep 2013	C	Project is complete.
Geelong Rowing Association landing extension		NS	Waiting on the Master Plan for this area. The plan is being put together by the land manager (CCMA).
Grovedale Sports Club - kitchen upgrade		OnS	Construction in progress.
Grovedale Sports Club - building and light improvements design		OnS	Project currently being scoped.
Lake Lorne Reserve Drysdale Pony Club improvements		OnS	Quotes currently being confirmed. Scope has been confirmed and includes: - Extend arena - Demolish old day yards - Install new day yards and fencing around sand arena.
McDonald Reserve - commercial kitchen installation		OnS	Club is currently adopting changes into final drawings.
Memorial Park Leopold - master plan implementation		OnS	Netball extension design progressing. Awaiting confirmation from Federal Government for funding to be granted.
Memorial Reserve Ocean Grove - toilet upgrade		OnS	Project costings being sought for toilet upgrade works, budget has been increased.
Newcomb and District Cricket Club - purchase of roller	Sep 2013	C	Funding has now been disbursed.
Newcomb and District Sports Club - social room refurbishment	Sep 2013	C	Project is complete.
North Shore Netball Club - netball rooms upgrade		OnS	Project detailed design stage is currently being finalised prior to funding agreement for disbursement to club for construction.
North Shore Sports Club - kitchen and community space upgrade		OnS	Club currently completing design. Project proceeding based on original budget as potential private funds are unsecured.
Portarlington Football and Cricket Club - pavilion upgrade		OnS	Project has been scoped with internal works currently under construction.

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Description	Completion Date	Status	Comments
Queens Park Golf Club - building redesign		OnS	Project on hold pending additional information from client.
St Albans Sporting Club - Kitchen upgrade		OnS	Club to confirm quotes and prestart items.
St Albans Sporting Club - installation of decking to clubrooms		OnS	Prestart meeting and insurance is currently pending.
St Albans Sporting Club - netball upgrade		OnS	Funding agreement is in place and works have commenced.
St Josephs Netball Club - court redevelopment and change room development		OnS	Cricknet practice facilities currently being relocated to accomodate the construction of two netball courts.
St Peters Cricket Club - social rooms refurbishment design		OnS	Project currently being scoped.
Stead Park hockey precinct development		OnS	Detail design stage is underway with first draft currently available for comment.
Thomson Reserve – change room extension	Sep 2013	C	Stair lift has now been installed. Project is complete.
Wandana Heights Tennis Club - completion of works		OnS	All tennis court works are complete but waiting on plexipave surface to be installed during warm weather. Carpark works are due to commence shortly.
Winters Reserve - clubroom upgrade		OnS	Funding agreement has been made for the design. Further project funding is being sought by the club.
Recreation Reserves upgrades			
Barwon Heads Village Park - sports lights		OnS	An application is with Powercor for in-principle support of a proposed new electrical supply. Cultural heritage consultant has been appointed.
Burdoo Reserve - road and carpark upgrade	Sep 2013	C	Project is now complete.
Capital renewal of civil assets in parks across the municipality		NS	Project has not yet commenced.
Clifton Springs Tennis Club - courts and lighting		OnS	Project scope has been confirmed with the club. Detail design and documentation to proceed.
Corio Bay Archery Club - new shed		OnS	Project is currently being scoped.
Corio Cricket Club - new nets		NS	Project is not proceeding, funds have been reallocated.
Eastern Gardens heritage seat		OnS	Final site selection to be made shortly.
Eastern Park - fencing removal and replacement on Upper Hearne Parade		OnS	Works are to be scheduled for the summer period when weather conditions improve as part of the car park will need to be closed off to facilitate works.
Eastern Park Master Plan implementation		OnS	Concept plans have been prepared for further discussion prior to seeking formal approval from VicRoads.
Ervin Reserve Master Plan implementation		OnS	Construction to begin shortly.
Greater Geelong Open Space Strategy review		OnS	Project steering group meeting occurred 30th September to finalise project brief.
Grinter Reserve BMX track improvements		OnS	The club is identifying scope priorities and engaging the designer as their contribution to the project. Design is underway and expected to be complete shortly.
Hendy Street tennis courts upgrade		NS	Project is not proceeding, funds have been reallocated.
Kevin Hoffman walk maintenance and upgrades		OnS	Contractor has now been hired to complete general works on the Kevin Hoffman Walk.
Landy Field - flood prevention drainage		OnS	Project currently being scoped.
Marshall and South Barwon Cricket Clubs - practice wickets		OnS	Project is currently being scoped and additional funding is being sought.
Minor capital renewal projects in the Cheetham ward		OnS	Program of works to be developed.
Murghebuloc Cricket Club - practice wicket improvements		OnS	Funds to be disbursed to club via club funding agreement. Netting for turf wickets to be purchased.
Newtown and Chilwell Football Netball Club - lighting		OnS	Building Permit is currently pending.
Ocean Grove Park - performance space		OnS	Service manager to negotiate transfer of ownership of the park.
Portarlington Netball Club - courts upgrade		OnS	Quotes currently being finalised. Works to commence shortly.
Sports grounds renovation program		OnS	Preliminary handover has been conducted, defects to be repaired.
St Albans Breakwater Cricket Club - practice wicket area		OnS	Works are underway and progressing well.
Stead Park - installation of a 'Pet Park'		OnS	Currently seeking quotes, construction is expected to commence shortly.
Stead Park BMX Track redevelopment		Maj	There are insufficient funds to deliver a quality BMX track. Additional funding is being sought by the City.
Thomson Reserve - bitumen works		OnS	Project is currently being scoped.

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Description	Completion Date	Status	Comments
Waurm Ponds tennis courts resurfacing		OnS	Project to be included with yearly program of resurfacing works.
West Oval - flood lighting		OnS	Project planning is currently underway. This is a partnership project with club.
Swim Sport and Leisure centre upgrades			
Aquatic play activities for Splashdown		NS	Funds for this project are being reallocated. Project not progressing.
Concrete core replacement program		OnS	Project scope is currently being developed.
Geelong Arena cyclical and programmed maintenance		OnS	Project is awaiting quote and allocation of priorities.
Gymnasium equipment replacement program		OnS	Tender has been advertised and process scheduled to be complete shortly.
Increased aquatic play activities for Bellarine Aquatic Centre		OnS	Project currently being scoped.
Kardinia Pool infrastructure and pool maintenance		OnS	Project currently underway and progressing on schedule.
Leisurelink gymnasium program room extension		OnS	Feedback received from project control group on concept designs and alterations are being made to be presented at the next project working group.
Leisuretime Centre toilet upgrade		Min	Scope of works has been prepared, however there is currently a minor issue on the definition of the works.
Waterworld Master Plan stage two		OnS	Project brief has been increased to include the whole precinct. Tender for project has been advertised and currently in evaluation process.
Outcome: Connected, creative and strong communities			
Children's Week activity program		OnS	Activities for Children's Week 18th to 27th October planned and publicised through local media. An invitation was provided to the Department of Education and Early Childhood Development Regional Director for the launch attendance on 18th October.
Corio Norlane transport project stage two		OnS	Project is underway and on Schedule.
Councillor Community Grants program		OnS	Quarterly reports are presented to Council on allocations made under this program.
Development and implementation of Aboriginal Action Plan		OnS	Discussions with stakeholders are being held and continuing.
Geelong Regional Library contribution		OnS	Contribution has been made as profiled.
Geelong Seniors Festival		OnS	The program of events will conclude on November 9th and the evaluation will follow. The Geelong Seniors Festival runs throughout October, and includes 107 events ranging from art shows to concerts, open days and come and try events. The festival is expected to attract over 10,000 people to the event this year. The Geelong Seniors Festival is a partner with the Victorian Seniors Festival and in 2012 won the LGPro Ages and Disability Services Best Grant Program Award. The Festival success is attributed to Councils grant contribution and event holder participation and commitment.
Indigenous kindergarten assistance		OnS	Last round of program funding has been received. Payments to kindergarten services will be processed.
Landscaping Clifton Springs fountain		NS	Project is awaiting residents input.
Neighbourhood houses support - Annual financial contribution to activities provided by neighbourhood houses in the municipality		OnS	Project is ongoing.
School Holiday Program		OnS	Successful operations of School Holiday Programs throughout the municipality during the September school holidays.
Supported playgroups and parent groups initiative		OnS	14 playgroups are operating across the municipality averaging 12 participants.
Youth activities, programs and events incl Skaart , Lara Youth Festival, skate program, National Youth Week, Courthouse Youth Arts, SSAGQYSP initiative, L2P program, Engage it up, Youth action teams,		OnS	Activities in progress. Upcoming events include: - Two day forum held 10th and 11th October. Healthcare Pathways Intersex Trans and

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Description	Completion Date	Status	Comments
Switch magazine, multicultural youth development			Gender Diverse young people, attended by 80 delegates from across Australia - Halloween festival 26th October, bands and music for young people on the Bellarine - North Geelong Secondary College Multicultural Festival 25th October
Arts, Culture and Heritage			
Community arts and festivals grants program		OnS	Grant rounds advertised, projects submitted and final recommendations made.
Development of Cultural Strategy		OnS	Following extensive research the strategy brief is being reviewed prior to advertising.
Lara Food and Wine Festival		NS	Community are in the planning stage.
Lara Heritage Festival		NS	Community are in the planning stage.
Mouth ~ Moutnain 2014		OnS	Further concept development work and journey footprint has been established. Preliminary engagements with community organisations, landcare groups and artists have been had. A major partnership has been secured with Karingal Trust and funding secured from Geelong Major Events.
Children's Services			
Acquisition and replacement of resources and equipment at City Learning and Care centres		OnS	Resources have been identified and purchases to commence shortly.
Alexander Thomson Kindergarten play area upgrade		OnS	The disbursements of funds for this project is currently in process.
Children services facilities upgrades		OnS	Design & Cost proposals for Bellevue and Fyans park complete. other project being scoped and implementation planned.
Community Facility upgrades			
Community halls upgrade program		OnS	Project is currently out for quote.
Disability access program		OnS	An upgrade to the toilets at the Drysdale Senior Citizens Centre is underway including the disabled toilet. Access to the Newcomb Senior Citizens Centre toilets is also to be improved. Planning is currently underway for the removal of an old disabled ramp at the Virginia Todd Centre, along with new railing to be installed. Installation of 'Deaf Aid Loops' is also being investigated at various council facilities (Centenary Hall, Geelong West Town Hall, and South Barwon Civic Centre).
East Geelong Mens Shed extension		OnS	Agreements have been signed and building permits have been applied for. Construction is to begin shortly.
Geelong West Neighbourhood House accommodation options		OnS	Concept designs have been costed. Consultation/selection process currently underway.
Seniors Citizens centre's kitchen upgrades		OnS	Works complete as per project development plan.
Community Hubs			
Barwon Heads Early Learning Centre construction		OnS	Detail design phase is currently in progress.
Grovedale Integrated Children's Centre construction		OnS	Planning approval granted, detailed design 95 percent complete.
Leopold Community Hub stage one construction		OnS	Project tender for construction closed 27th September.
Ocean Grove Integrated Children's Centre construction		OnS	Construction progressing well with some areas already completed ready for floor coverings.
Multicultural action plan			
Multicultural Action Plan implementation		OnS	2013-2014 priority actions have been identified by the Multicultural Action Plan Advisory Committee (MAPAC). Actions are in process of being implemented. An example includes the CALD work experience program.
Multicultural Action Plan implementation - Diversitat grant	Sep 2013	C	Project is complete.
Public Art			
Beacon Point Road art sculpture		NS	Project is currently in line for development with other public art projects.

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Description	Completion Date	Status	Comments
Central Geelong public art initiative		NS	Central Geelong Public Art will be developed in line with a priority plan for public art projects 2013. Project due to commence shortly.
Geelong West forecourt public art piece		OnS	Site inspection completed with urban design, potential artwork sites nominated, preliminary discussions have been had regarding the street art for pedestrian connection.
Public art program -in High Street Belmont		OnS	Project progressing extremely well with the full set of poles to be pasted with final designs shortly (this was developed from process of school engagement). Stand alone work brief will then be developed.
Street art project		OnS	Project brief has been developed and artists are in the process of being engaged.
Whittington Place Based Activities			
Whittington Flamefest		OnS	Flamefest 2013 will be held on 25 October at Whittington Link.
Whittington Place Based Activities		OnS	Support continues for community activities such as Grinter Garden, Geelong East Men's Shed, Bushfoods Garden and ongoing maintenance to hard landscaping.
Strategic Direction: Growing our Economy			
Outcome: Support existing businesses and encourage new and emerging growth sectors			
Agribusiness study		OnS	The significance of agribusiness to the broader Geelong economy has been highlighted in initial meetings with the advisory board to Enterprise Geelong. The specific strategic directions in relation to Enterprise Geelong support for agribusiness are being considered as part of the broader economic development/business support initiatives under review.
Belmont Business Association engage with Mainstreet	Sep 2013	C	Funding application undertaken but unsuccessful.
Economic Development Industrial Investment Support		OnS	Project is on Schedule.
Enterprise Geelong implementation		OnS	The establishment of Enterprise Geelong and its operation is currently on schedule.
Geelong Manufacturing Council contribution		OnS	Currently waiting for first instalment invoice.
Marketing skill capability and lifestyle attributes of the Geelong Region		OnS	Enterprise Geelong has undertaken a survey of skills shortages in the Geelong Region. This will inform our attraction activities in planning for major events and promotional opportunities. Planning has also commenced for the City's participation the 2014 Regional Victoria Living Expo.
Regeneration of shopping strips at Rose Avenue, Robin Avenue and Nevada Avenue, in Norlane and Corio.		OnS	Project currently being scoped.
Retail Strategy review		OnS	The Department of Transport Planning and Local Infrastructure have now released Reformed Commercial Zones. Initial scoping has been undertaken for the review.
Six ways shopping centre Lara upgrade		OnS	This project is on schedule with the bowling club nearing completion and the road and drainage works commenced.
Outcome: Facilitate major infrastructure and investment to enable economic growth			
Freight and Logistics Gateway Project		OnS	The Geelong Port and Land Freight Infrastructure Plan was adopted by Council in August and the implementation plan is to be developed with partners. Infrastructure Australia advised of outcomes.
Geelong Ring Road Employment Precinct design and implementation		OnS	The Geelong Ring Road Employment Precinct (GREP) project is progressing with the construction of a detention basin on rural land, north of the industrial precinct. Further design work is being undertaken as part of preparing the northern land (North Broderick

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Description	Completion Date	Status	Comments
			Road) for future industrial use. The progression of any further detailed design for drainage and/or road infrastructure is subject to further Council consideration.
Implementation of Armstrong Creek Urban Growth Plan.		OnS	The implementation is on schedule with the Armstrong Creek town centre currently being considered by an independent panel. The Horseshoe Bend Precinct structure plan will go on exhibition shortly.
Leopold Strategic planning project		OnS	Project is on schedule pending Council report.
Ocean Grove Town Centre Master Plan		OnS	Project is on schedule with consultation to be undertaken shortly.
Portarlington Safe Harbour Strategic Plan		OnS	Currently liaising with the State Government to ascertain their funding commitment and therefore the scope of Council's role.
Residential zone reform implementation		OnS	The planning scheme amendment to implement the reformed zones will go to Council in October.
Rural planning policy review		OnS	Pending the localised planning statement for the Bellarine, both projects will be undertaken together on confirmation from the Department of Transport Planning and Local Infrastructure.
Lara Town Centre Expansion Project			
Lara Recreation Reserve - infrastructure works to service the reserve and progress Lara Town Centre expansion project		OnS	Servicing for the Lara Recreation Reserve has substantially progressed and the new Lara Bowling Club is on schedule to be complete shortly.
Lara Town Centre expansion project		OnS	The New Lara Bowling Club will reach practical completion shortly. Works on the Station Lake Road realignment works have commenced, and the supermarket planning permit has been approved. Statutory processes associated with the transfer of land are substantially complete.
Outcome: A prosperous and innovative Geelong			
Geelong Bioscience Centre Belmont High		OnS	Project will be finalised once invoice has been received from Belmont High School.
Knowledge Economy facilitation project		OnS	Enterprise Geelong has invited quotes for preparation of a Digital Strategy. This work is expected to be underway shortly. Ten events were hosted during the 2013 Geelong Small Business Festival, supporting business upskilling in a range of digital topics.
Lara WiFi project		OnS	This project has commenced and is on schedule.
Skilled migration program		OnS	Milestones met for the September quarter. Skill shortages report has been delivered.
Outcome: A successful and vibrant city centre			
Central Geelong Night Bus Service		OnS	Delivery of service is ongoing. Timetable and routes under review to optimise service.
Central Geelong Park and Ride shuttle service		OnS	Delivery of service is ongoing.
Central Geelong partnership projects		OnS	Currently waiting on direction to be part of the Central Geelong Taskforce Master plan.
Central Geelong revitalisation fund		NS	Expenditure of fund on hold as no matching funding has been received for the project from the Geelong Advancement Fund.
Central Geelong streetscape activation		OnS	Expenditure of funding to be informed by the Central Geelong Action Plan. Funding amount has been reduced as there has been no matching funding received.
Geelong Central City Management programs and activities		OnS	Delivery of annual activity plan underway.
King Edward statue restoration - Waterfront Geelong		OnS	Marble head and other missing components have been completed by the artist in Italy and returned to Geelong. Next stage is the fitting of the pieces together prior to final instalment. Protection for statue is now also suggested and being reviewed.

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Little Malop Street and Little Ryrie Street carparking improvements		OnS	Project is waiting on the consultants report on the Central Geelong Parking Strategy to proceed.
Pedestrian crossing Ryrie Street		OnS	Project is on schedule.
Queen Victoria statue relocation - Waterfront Geelong		OnS	Research into possible sites has been completed with location agreed by Heritage advisors. The move will ensure more formal marking of entry to Eastern Park at Malop and Garden Street in accordance with the master plan and heritage status of statue.
Geelong Library and Heritage Centre			
Construction of the Geelong Library and Heritage Centre		OnS	Demolition has commenced with service alterations and disconnections currently underway. Construction tender has been advertised and closes shortly.
Construction of the Geelong Library and Heritage Centre car park		OnS	Project is currently being designed and a planning permit application is being prepared.
Geelong Library and Heritage Centre Arts Strategy design		OnS	Project has commenced with open competition for sculptors to work with the previous building materials. Sculptors have been on site, selected and removed their choices with marquettes and designs commencing. A time lapse camera is in place and interviews for oral histories are well underway.
Outcome: Greater Geelong is a leading city for tourism, arts, culture and events			
Completion of the new players Stand, Simonds Stadium and associated lighting		OnS	Project construction complete and currently in defects phase. Asset lifecycle analysis is currently being undertaken.
Conference Marketing and Delegate Boosting programs		OnS	This is an ongoing task, we have provided support for a number of upcoming events including a billboard for the Masters Games and print material for the Geelong Galaxy FFV license bid, 2014 Lions Club conference and the MBAV James Wall event for 2014.
Geelong Art Gallery contribution		OnS	Gallery contribution on schedule for provision of core operation and major exhibitions.
Geelong Major Events - Australian Masters Games		OnS	Event will commence 5th October. Funding has been paid as per agreement.
Geelong Major Events funding		OnS	Event applications are considered and assessed via the Geelong Major Events Committee at its monthly meetings. Allocation of funding is as per the Committee's Terms of Reference and Instrument of Delegation.
Potato Shed interior and exterior works (seating bank, Pathways upgrade and facility renewal)	Sep 2012	C	Project completed with seating bank purchased and installed with minor adjustments to the operation of the theatre made accordingly.
Provide for tourist information and administrative support centres within the Geelong region		OnS	The Geelong Visitor Information Centres service assisted over 200,000 visitor inquiries over the last financial year. Over 160,000 of those were face to face. All 107 of the volunteers who assist in staffing the centres participated in social media training. All centres now have the use of ipads and offer free wifi.
Christmas Carols			
Christmas Carols by Candlelight, Johnstone Park Central Geelong		OnS	Documentation on schedule.
Christmas Carols £ grant to Norlane Combined Churches		OnS	Disbursement of funds is currently in process.
Denis Walter Carols by the Bay disbursement		OnS	Documentation on schedule.
Strategic Direction: Sustainable Built and Natural Environment			
Outcome: Enhance and protect natural areas and ecosystem health			

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Access to The Dell - eastern access pathway		OnS	Concept plans and feature survey complete. Cultural Heritage approval secured.
Biodiversity assessment stage three		OnS	The Assessment Panel have met to consider the quotations recieved to undertake works. Further information has been sought and the panel is due to meet again shortly. It is envisaged the project will be complete by the 2014 summer period.
Buckley Park staircase construction		OnS	Project has been scheduled to commence at a later date in the calendar year.
Clifton Springs coastal erosion mitigation works - completion of revetment wall		OnS	Construction of stage one (150m sea wall) is now complete. Stage 2 is due to commence shortly.
Coastal and conservation reserves and infrastructure maintenance		NS	
Council environmental reserves maintenance and improvement works		OnS	Construction of St Helens Boat Harbour pontoon extension and fishing platform is now complete. Upgrade of Clifton Springs stormwater spillway to commence shortly.
Curlewis landslide control works		OnS	Concept plans and geotechnical assessment now complete. Works scheduled for a 2014 commencement.
Friends of Buckley Falls contribution		OnS	The Friends of Buckley Falls restoration works continues along the Barwon River. This includes revegetation and weed work to protect and restore the Barwon River Parkland.
Roadsides for Conservation and Fire Management program		OnS	This program continues to be implemented in accordance with the agreed works schedule. The main work has been undertaken on the Bellarine including woody weed removal in Andersons Road, Bluff Road and Ibbotson Road.
Tree Planting project			
Corio North tree planting		NS	Project discussions currently taking place.
Eastern Park Tree Planting		OnS	Planning is underway for the 2014 Autumn planting season.
Greenway Project - tree planting of Ted Wilson Trail		OnS	Over six hundred trees were planted in July with more to be planted later in the financial year.
Open space tree planting - Cloverdale		OnS	Tree Planting Supervisor in discussion with Councillor.
Tree planting, establishment and aftercare		OnS	Tree planting program underway.
Water programs			
Geelong Healthy Waterways program		OnS	Aquatic Reserve Maintenance Strategy currently being finalised. Meetings to be held with Friends of Begola Wetlands and local residents. Specialist works to be undertaken in 2014, along with works at Balyang Sanctuary and Gateway Sanctuary.
Stormwater Quality Management Plan implementation		OnS	Mitchell Street Gross Pollutant Trap (GPT) plans finalised and GPT delivered. Letters have been sent out to surrounding properties. Installation to commence shortly. Corio GPT still being investigated. Stage two of the Lake Lorne pathway plans finalised and sent to VicTrack and Vic Roads for approval. Upon approval further liaison is to be held with the Bellarine Tourist Railway. Anticipated construction to occur in early 2014.
Water Quality programs		OnS	Summer blue-green algae monitoring program to commence first week of January 2014. A total of 15 waterbodies monitored under current program. Works program underway with contractors. Specific photo-monitoring/benchmarking to occur at two wetlands.
Outcome: Support our community to live sustainably			
Future Proofing Geelong		OnS	Project is on schedule according to project plan.
Inclusion of Climate Change impacts in the Infrastructure Development Guidelines.		OnS	Currently being drafted.
Ocean Grove/Barwon Heads Summer Shuttle Bus		OnS	Project is in process.

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Description	Completion Date	Status	Comments
Hard Waste programs			
Hard waste disposal Initiatives		OnS	A promotion day is being planned around recycling of small electrical goods shortly. Rollout of tip vouchers is now complete for the 2013/2014 period.
Hard waste pick up service for eligible Home and Community Care (HACC) clients		OnS	The project has provided a hard waste service to eligible residents within the municipality. The hard waste collected range from TV's, mattresses, couches and garden furniture. The collection service is currently provided by Clear Water Property Care who are a Disability Enterprise organisation within Geelong. Collection days are determined by the number of collections scheduled within a zone or suburb. The first Hard Waste collection was delivered in early September and our second service will occur in early October. Feedback from residents has been very positive.
Outcome: Advocate for and promote sustainable design and development			
Implement and promote actions within Councils Sustainable Buildings Policy		OnS	The below new building projects are implementing the Greenstar 5 star design rating (or equivalent) as per the Council policy. Projects include the Geelong Library Heritage Centre, Ocean Grove Integrated Children's Centre, Leopold Community Hub, Barwon Heads Children's Hub, Windsor Park Children and Family Hub, Grovedale Children's and Community Centre, and the Leisurelink Gymnasium Extension.
Promotion and assistance with National Sustainable House Day	Sep 2013	C	2013 Sustainable House Day was supported by the City with advertising and a community grant to the Geelong Sustainability Group. The event attracted a record attendance of over 3000 to local sustainable open houses in Geelong and 60 volunteers assisted in the coordination of the event.
Outcome: Minimise our environmental footprint			
Clean energy - buildings, plant and equipment upgrades		NS	Grant was unsuccessful therefore project will no longer be proceeding.
Clean energy - hot water service replacement		OnS	Awaiting grant funding.
Development of an Integrated water cycle management plan		OnS	Project brief has been prepared and tender is currently out for quotations.
Geelong Botanic Gardens irrigation system upgrade		OnS	Stage 1 and Stage 2 of works are nearing completion, however some phases are to be programed ahead. Commissioning of the system is currently underway, and Melbourne Irrigation is due to exit works shortly.
Green mulch trial - Geelong Botanic Gardens		OnS	Staff have planted up sites including Portarlington, Western Beach and Geelong West. The Geelong Botanic Gardens nursery is growing on stock for green mulch plantings in parks zones. Display planting continues to perform well and is interpreted to visitors.
Implementation of Greenhouse Strategy and Local Action Plan		OnS	All relevant building energy data (electricity and gas) was provided to be used in the NGER submission for the 2012/2013 Financial Year. Emissions reporting RFQ was undertaken. Various businesses were invited to provide a quotation and Planet Footprint was selected as the preferred supplier. A public information session for ecoCHALLENGE at Home was held at Waurn Ponds Library in July. Application for funding under the Victorian Adaptation and Sustainability Partnership (VASP) was submitted for a joint project with Surfcoast Shire - Heatwaves and Social Vulnerability. Maintenance of ReGreening site was carried out and found it to be in excellent condition. A public information session for ecoCHALLENGE at Home was held at National Wool Museum in September.

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Description	Completion Date	Status	Comments
Landfill works			
Corio landfill rehabilitation		OnS	Design complete and is to be tendered shortly.
Drysdale landfill - construction of cell six		OnS	Design works are underway and 50 percent complete.
Drysdale landfill evapotranspiration cap study		NS	Project has not yet commenced.
Strategic Direction: How We Do Business			
Outcome: Lead by advocating and collaborating on issues important to the Greater Geelong community			
Establish the Women in Community Life Advisory Committee		OnS	- Report going to Council 22nd October; - Committee established including appointment of members; - Meetings occurred; - Committee action plan developed and endorsed.
G21 Contribution		OnS	Monthly contributions to the end of September 2013 have been made.
Outcome: Efficient and customer focused organisation			
Bridge upgrades - major renewal works		OnS	Program prepared and works ready to commence.
Develop new Information Services Strategy	Oct 2013	C	The development of this strategy is now complete and has been approved by the Executive Management Team.
Drainage design and construction program		OnS	Program is currently ahead of schedule.
Implement new Aged Care Management System		OnS	Project progressing well with 2 of 3 data conversions undertaken having 94 percent data compatibility, which is well ahead of expectations. Mobile hardware is acquired and pilot teams to be in place before Christmas.
Kerb and channel renewal program		OnS	This program is underway and ahead of schedule.
Maintenance management system implementation		OnS	Project is progressing and close to commencing full pilot.
North East Lara main drainage / flood mitigation works		OnS	Preliminary design, land valuation and acquisition process have commenced.
Roads - construction and design including local roads, Federal Roads Program and Vic Funded works		OnS	Program underway and currently on schedule.
Special Rates and Charges to carry out roads, footpaths, kerb and channel and drainage works		OnS	Terrace and Wood Street complete and panel hearing for Colite Street and The Avenue held. Tender due for Aberdeen Street carpark, Albert Street laneway and Prospect Road laneway. Manton Road currently under construction.
Traffic management - investigation, design and construction		OnS	All works have been programed into the design schedule and the construction program.
Streetscapes			
Bell Post Hill roundabout beautification projects		OnS	Works have been programed.
Roundabout upgrades in the Corio ward		NS	Minor upgrade works on roundabouts in the Corio ward are yet to be scheduled.
Separation Street Bell Park - parking management improvements		OnS	This project has now been placed on the construction program.
Thorburn St, Bell Park - indented car park		NS	Project is currently being investigated.
Outcome: Responsible and sustainable financial management			

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Description	Completion Date	Status	Comments
Complete the 2014 Municipal Revaluation		OnS	Stage 1 and Stage 3A completed and certified by the Valuer General. Stage 2 on schedule to be lodged with the Valuer General shortly.
Completion of the Buildings Asset Management Plan inclusive of community service levels		Maj	This is one of the projects to be undertaken as a result of the Financial Sustainable Review.
Introduction of the Fire services Property levy on council Rates notice and provide customer support for this change	Aug 2013	C	Rate notices have been produced and issued for the 2013/2014 financial year. Customer support is ongoing.
Outcome: Informed and engaged community			
Community engagement training to staff who conduct these activities, based on the International Association for Public Participation (IAP2) principles.		OnS	To be confirmed after we commence implementation of the Engagement Communications Plan. Will be part of the Corporate Training Calendar.
Corporate banner and billboard program		OnS	There are opportunities for strategic use of the banner and billboard program in between scheduled event campaigns. Creative concepts for corporate banners will be developed throughout the year.
Publication and distribution of Annual Calendar		OnS	The 2014 calendar will feature landscape images of popular destinations within the municipality. Photography is nearing completion and layout planning will commence shortly.
Publication and distribution of Community Update six times per year		OnS	Community Update is produced every two months. The October edition is due to go to the printers ready for distribution shortly.
Publication of City News advertising weekly		OnS	City News is produced each week for publication in the Geelong Independent and Saturday's Geelong Advertiser.
Social media stage two		OnS	The aim during this 12 months is to increase the subscription numbers of the corporate Facebook and Twitter accounts. This is achieved through special promotions, competitions and regular posts.
Undertaken internal plain english campaign		OnS	Plain English is included once again in the corporate training program. Revision of form letters for various departments has been undertaken.
Outcome: Motivated and skilled staff in a safe work environment			
Actively seek feedback to continuously improve training and development opportunities for staff within Council		OnS	Following the completion of training and development programs, both verbal and written feedback is collated to ensure the continuous improvement of programs.
Implement the CitySafe Long-Term Safety Strategy for the City Services division		OnS	Strategy has been developed including an action plan which has 70 percent of its actions currently underway. A steering group meeting occurs monthly.
Ongoing review and communication of CitySafe procedures		OnS	The order in which the procedures will be reviewed has been prioritised. During the September quarter Working Alone, OHS training and induction, occupational rehabilitation and workplace first aid have been reviewed. Communication and consultation is made with our staff about these procedural reviews via our OHS committees, noticeboards and intranet.
Provide training and development opportunities to enhance and support potential leaders throughout the organisation		OnS	Emerging Leaders - Acceler8 Program has successfully commenced group number five. The group consists of eight emerging leaders within various departments of the organisation.

6. PURCHASE OF LAND FOR DRAINAGE PURPOSES – McCLELLAND AVENUE LARA

Portfolio	Infrastructure, Parks and Gardens – Cr Ellis
Source	Corporate Services – Property Strategy
General Manager	Jeff Wall
Index Reference	Land Purchases

Purpose

The purpose of this report is to recommend that the Council purchase part of the land at 69-71 McClelland Ave, Lara for drainage purposes.

Summary

- It is recommended that the Council purchase land of area 1,666m² at 69-71 McClelland Avenue. The land is owned by George Chernih and is zoned Residential 1. Refer to attached diagram.
- Land in north east Lara has a history of inundation due to the flatness of the land, the inadequate under ground drainage system and lack of overland flow paths. In major flood events flood levels rise above 100mm for much of the catchment including parts developed for conventional housing.
- In 2002 the North East Lara Flood Study examined options for controlling flooding in the area and recommended a preferred option of diverting overland flows in a westerly direction along McClelland Avenue. Purchase of the land will allow for works to facilitate overland flows from the area around The Esperence and Kyema Drive onto McClelland Avenue.
- A valuation of the land dated 7 June 2013 has been obtained and while the agreed price is higher than the valuation, the valuer has indicated that it is within an acceptable range. In addition all cost associated with the subdivision of the land, the Council will meet all the vendor's reasonable costs.
- An allocation of \$500,000 has been made in the 2013/14 capital budget for the purchase of the land and associated works around site. Works required to direct flood waters from the site west along McClelland Avenue will be the subject of future budget proposals.
- There are no statutory advertising requirements for the purchase of land.

Cr Ellis moved, Cr Ansett seconded -

That Council:

- 1) Purchase 1,666m² of the property at 69-71 McClelland Avenue, Lara on the following terms:**
 - **Price \$375,000;**
 - **Deposit 10% on signing of contracts;**
 - **Settlement is conditional upon registration of the required plan of subdivision;**
 - **Other such terms and conditions considered appropriate to be included in the contract of sale; and**

6. PURCHASE OF LAND FOR DRAINAGE PURPOSES – McCLELLAND AVENUE LARA (CONT'D)

- 2) Note that the General Manager – Corporate Services will sign the contract of sale; and**
- 3) Sign and seal the Transfer of Land.**

Carried.

Background

It is proposed to purchase an area of 1,666m² of land zoned Residential 1 from owner George Chernih at 69-71 McClelland Avenue Lara.

Extensive areas of the eastern part of the Lara Township east of Rennie Street and the railway are subject to inundation. The catchment is very flat and most of the western section has been developed for conventional housing. Flooding in this catchment is unrelated to flooding associated with Hovells Creek.

While there exists an underground drainage system running north south through the catchment, the ability of flood water to get away in significant flood events is significantly constrained. Lack of grade in the underground system makes it ineffective in larger flood events and there is a lack of defined overland flow paths for water to escape.

While the majority of the catchment is subject to flooding to depths of less than 100mm, substantial areas in the centre of the catchment particularly around McClelland Avenue are subject to inundation to depths of greater than 100mm.

Discussion

In 2002 the Council commissioned the North East Lara Flood Study by WBM Oceanics Australia. That study modelled the flood characteristics of the catchment and examined a range of possible solutions including:

- 2 options for the construction of retarding basins of significant size in the low density residential areas located in the higher more northerly and easterly parts of the catchment.
- Construction of a bank along the east west alignment of McClelland Avenue to divert flood waters from the northern part of the catchment in a westerly direction to the open drain along the railway.
- Duplication of the existing underground drainage network.
- Combination of options.

The study concluded that the only practicable mitigation measure was the diversion of floodwater from east to west along the alignment of McClelland Avenue which involves the construction of a raised footpath on the downstream side of the road and a floodway constructed in the road reserve to discharge flood waters into the drain located along the railway. This measure will alleviate much of the flooding in the catchment to the south of McClelland Avenue.

The 2013/14 budget provides an allocation to purchase the land and construct a floodway on the land to be purchased and associated works only. Further works are required for the direction of flood waters west along McClelland Avenue and will be the subject of future budget proposals.

6. PURCHASE OF LAND FOR DRAINAGE PURPOSES – McCLELLAND AVENUE LARA (CONT'D)

Environmental Implications

There is no significant or endangered fauna or flora located on the land to be purchased or that will be affected by the proposed works.

Financial Implications

The 2013/14 capital budget provides for \$500,000 for the North East Lara Drainage and Flood Mitigation Works under item C14301.

In addition to the cost of land the Council will be responsible for costs associated with subdividing the land plus the vendor's reasonable costs mainly being legal costs.

Policy/Legal/Statutory Implications

There are various ways in which the Council can obtain land for public works including purchase by agreement, or where the owner has a development application refused or proves loss on sale. Alternatively the Council may initiate compulsory acquisition subject to the requirements in the Land Acquisition and Compensation Act.

There are considerable advantages for both owners and the Council to purchase land by agreement including time saving and avoidance of a range of additional costs, most of which must be met by the Council. Costs associated with transactions coming under the principles of the Land Acquisition and Compensation Act add to the Council's final costs.

There are no statutory notification requirements for the purchase of land. The Local Government Act ('the Act') and the Best Practice Guideline for the Sale, Exchange and Transfer of Land are silent on requirements and procedures for purchasing land.

For land purchases of this nature it is advisable to obtain and have regard to a certified valuation. A certified valuation of \$360,000 has been obtained dated 7 June 2013 and while the purchase price is higher than the valuation the valuer has indicated that it is within an acceptable range.

Alignment to City Plan

City Plan identifies various drainage and flood management strategies and plans as part of its Sustainable Built and Natural Environment Strategic Direction.

Officer Direct or Indirect Interest

There is no direct or indirect conflict of interest by any of the parties contributing to the preparation of this report.

Risk Assessment

The purchase of this land and implementation of works will reduce the on going risk of inundation of properties in the eastern parts of Lara.

Social Considerations

Avoidance of inundation of dwellings will bring considerable benefits to lives of residents in this catchment affected by flood events from time to time.

**6. PURCHASE OF LAND FOR DRAINAGE PURPOSES –
McCLELLAND AVENUE LARA (CONT'D)**

Human Rights Charter

There are no positive or negative human rights matters associated with the recommendation of this report.

Consultation and Communication

The Council's Engineering Department supports the purchase of the land.

7. PURCHASE OF OPEN SPACE

Portfolio:	Planning - Cr Macdonald
Source	Corporate Services – Corporate Strategy
General Manager:	Jeff Wall

Cr Macdonald moved, Cr Richards seconded -

That in accordance with Section 89 (2) (d) of the Local Government Act 1989, this contractual matter be considered at the conclusion of all other business at which time the meeting be closed to members of the public.

Carried.

NOTICE OF MOTION – Cr Richards

GEELONG BOTANIC GARDENS

Established over a century and a half ago, the Geelong Botanic Gardens has a fascinating history and recognised heritage value. In 1851 the state government set land aside at the edge of the Geelong settlement for the development of a Botanic Garden. An exposed site of 200 acres with bay frontage and little vegetation has been transformed during the past 150 years to become Eastern Park and the Geelong Botanic Gardens.

The Geelong Botanic Gardens and Eastern Park have recognized heritage value. Eastern Park and Geelong Botanic Gardens are listed on the Victorian Heritage Register. They are also included on the Register of the National Estate because they are an excellent example of nineteenth century Victorian Botanic Gardens. Trees in the Botanic Gardens and Eastern Park are some of the finest examples in Victoria. 36 trees are listed on the National Trust of Australia (Victoria) Register of Significant Trees.

The Geelong Botanic Gardens also offer significant opportunities for tourism, education, and recreation for residents and visitors. The Gardens should be considered as part of the overall vision for the Geelong CBD. Currently, the Botanic Gardens are used to deliver education programs to regional schools.

A concept plan for the Visitor Precinct was developed in 2010. The implementation of a visitor precinct will create an opportunity to maximise people's experience of Eastern Park and Geelong Botanic Gardens and will generate a vibrant culture and strong connection to place. In practical terms it will provide a tourism destination with front of house for the Botanic Gardens, community meeting place, café and education and visitor facilities. A business case is required in order to progress this exciting project to the next stage

Cr Richards moved, Cr Heagney seconded -

That Council officers prepare a report to be presented to Council no later than the end of February 2014, on Geelong Botanic Gardens and Eastern Park, with regard to:

- 1) current issues such as general maintenance, tree replacement and planting, the future of the Conservatory and the Teahouse;**
- 2) the timeline and cost for a business case for the implementation of a Visitor Precinct;**
- 3) all other relevant issues.**

Carried.

Cr S Kontelj declared an Indirect Interest by Close Association in relation to Notice of Motion – Mobile Phone Antenna Lease – Hamlyn Park, in that his niece owns a property opposite the proposed tower and signed a petition opposing the tower and left the meeting room at 8.14pm prior to discussion.

Cr E Kontelj declared an Indirect Interest by Close Association in relation to Notice of Motion – Mobile Phone Antenna Lease – Hamlyn Park, in that his niece owns a property opposite the proposed tower and signed a petition opposing the tower and left the meeting room at 8.14pm prior to discussion.

NOTICE OF MOTION – Cr Richards

MOBILE PHONE ANTENNA LEASE – HAMLYN PARK

On 5 September 2013, a Development Hearings Panel decided to issue a Notice of Decision to grant a planning permit (planning application 514/2013) for the Development of a Telecommunications Facility and associated equipment at Hamlyn Park Reserve, Hamlyn Heights.

Residents opposed to this project have expressed their objections to Council and applied to have this decision reviewed by the Victorian Civil and Administrative Tribunal.

The proposed facility has been identified by Telstra to improve digital mobile telephone and mobile broadband internet coverage in the Hamlyn Heights area.

Council officers, in consultation with the Bell Park Sporting Club, have negotiated community benefits from the proposal prior to the planning permit being lodged. The main community benefit is an upgrade of lighting using the proposed tower which will significantly improve illumination levels and reduce light spill to nearby residences.

Given the need to balance community benefits with community objections, Council should seek further community feedback to inform a decision about whether or not to enter a lease for this facility.

Cr Richards moved, Cr Nelson seconded -

That Council:

- 1) commences a process to seek and consider public submissions in relation to the proposed lease of land for this facility; and**
- 2) does not enter a lease for this facility, pending the outcome of the public submission process described above.**

Carried.

Crs S and E Kontelj re-entered the meeting room at 8.19pm

NOTICE OF MOTION – Cr Ron Nelson

REALLOCATION OF CAPITAL FUNDS – DEAKIN WARD

As part of the 12/13 budget, Council allocated \$120,500 for construction of the Highton Pavilion Renovations (C13837).

As part of the 12/13 budget, Council allocated \$100,000 for resurfacing of the Queens Park Netball Court (C13840).

Due to market pressure Council received extremely competitive prices at quotation, and savings have been made for both projects.

It is therefore appropriate that Council consider reallocating excess project funds to another project.

It is proposed that the excess funds are re-allocated to fund the purchase and installation of a Christmas Tree at the Highton Shopping Centre on Bellevue Avenue:

- **C10205 – Christmas Decorations**

Reallocation of \$11,199 will enable the installation of a 6m High Christmas Tree that is unbudgeted for.

The local Highton Trader Group formed in 2012 and has been very active in lobbying Councillor Nelson and Council Officers for additional Christmas Decorations for the precinct since forming.

Part of their charter is to add to the community connections of the local area and they feel that Christmas Decorations help them achieve this. They themselves run substantial Christmas activities and feel that this is imperative to the local area. The tree will support and add to their program.

The tree will also support a pivotal regional retail precinct during a critical trading period. It will add festive cheer to the area and improved outcomes for the local community and traders. The Tree will be added to the recurrent Christmas Program and be reinstalled for many years to come.

Cr Nelson moved, Cr Macdonald seconded -

That Council support the following reallocations:

WARD	PROJECT DESCRIPTION	BUDGET	BUDGET ID
Deakin	Highton Pavilion Renovations (C13837)	-\$7,499	(C13837)
Deakin	Queens Park Netball Court (C13840)	-\$3,700	(C13840)
Deakin	Christmas Decorations	\$11,199	C10205

Carried.

ASSEMBLY OF COUNCILLORS RECORD

Portfolio: Governance – Cr Harwood (Acting Mayor)
Source: Corporate Services
General Manager: Jeff Wall

Summary

- Section 80A (2) of the Local Government Act 1989 requires the record of an Assembly of Councillors be reported to the next practicable Ordinary Meeting of Council.
- A record of Assembly of Councillors meeting(s) is attached as an Appendix to this report.

Cr Ansett moved, Cr Macdonald seconded -

That the information be received.

Carried.

RECORD OF ASSEMBLIES OF COUNCILLORS
(Council Meeting 26 November 2013)

Assembly Details	Councillor Attendees	Officer Attendees	Matters Discussed	Conflict of Interest Disclosures
Financial Sustainability Review 15 October 2013	Crs Harwood, Ellis, E Kontelj, S Kontelj, Ansett, Heagney, Richards, Irvine, Nelson, Farrell, Fisher	S Griffin (CEO) J Wall (GM)	Financial Sustainability Review Report	Nil.
Budget Process 15 October 2013	Crs Harwood, Ellis, E Kontelj, S Kontelj, Ansett, Heagney, Richards, Irvine, Nelson, Farrell, Fisher	S Griffin (CEO) J Wall (GM)	Budget Process	Nil.
Councillor Briefing 19 November 2013	Crs Ansett, Ellis, Fisher, Heagney, E Kontelj, S Kontelj, Macdonald, Nelson, Richards	S Griffin (CEO) J Wall (GM) D Frost (GM) J McMahon (GM) P Bettess (GM) G Van Driel (GM) T Hellsten (CO ORD) R Bourke (CO ORD)	- Central Geelong Action Plan Update - Membership of the Committee for Geelong and Annual Report - G21 Regional Growth Plan – Implementation Plan - Submission to Plan Melbourne – Metropolitan Planning Strategy - Amendment C294 – Planning Scheme Anomalies – Adoption - Future Proofing Geelong Progress Report - Status of Avalon Airport Master Plan and Opportunities for Retail Development within the Masterplan - Purchase of Land for Drainage Purposes – McClelland Avenue, Lara - Purchase of Open Space (Confidential) - City Plan Progress Report to September 2013	Nil.

PLANNING DELEGATIONS

Portfolio:	Planning – Cr Macdonald
Source:	Economic Development, Planning & Tourism - City Development
General Manager:	Peter Bettess
Index Reference:	Delegation

Summary

- Section 98 of the Local Government Act 1989 and section 188 of the Planning and Environment Act 1987 empower Council to delegate its powers, duties and functions under relevant legislation to members of Council staff.
- Council may also delegate to committees comprising Councillors and staff or a combination of both, pursuant to sections 86 and 87 of the Local Government Act and section 188 of the Planning and Environment Act.
- At its meeting on 13 March 2007 Council established a Planning Committee and a Development Hearings Panel with delegated powers to determine upon any development applications which have been the subject of an objection or in circumstances where officers have recommended refusal of the application.
- At its meeting on 23 September 2008 Council adopted a recommendation to allow Officers (restricted to Manager, Coordinator and Team Leader level) the ability to consider and approve applications with five or less objections.
- The appendix to this report contains a schedule of all applications determined under these delegations.

Cr Macdonald moved, Cr Ellis seconded -

That the information be received.

Carried.

MONTHLY DECISIONS REPORT - OCTOBER 2013

App No	Location	Application Type	Decision Date	Description	Authority
1046/2013	Shop No. 1-2/2-26 Rossack Drive, WAURN PONDS VIC 3216	Display of a Major Promotional Sign	18/10/2013	Refusal to Grant a Planning Permit	Development Hearings Panel
1221/2012	161 Newcombe Street, PORTARLINGTON VIC 3223	Construction of Seven (7) Dwellings (one single storey and 6 double storey)	04/10/2013	NOD - Grant a Planning Permit	Development Hearings Panel
1222/2012	PARENT - 71 Glenrana Drive, INDENTED HEAD VIC 3223	Multi Lot Subdivision and Removal of Native Vegetation	04/10/2013	NOD - Grant a Planning Permit	Development Hearings Panel
171/2009/A	18-32 Burdekin Road, HIGHTON VIC 3216	Amend Planning Permit Condition 11 to Extend Hours of Operation to 12.30am Sunday to Saturday	18/10/2013	NOD - Grant a Planning Permit	Development Hearings Panel
287/2013	164 West Fyans Street, NEWTOWN VIC 3220	Subdivision of Land into Two (2) Lots and Creation of Access to a Road Zone Category 1	04/10/2013	Refusal to Grant a Planning Permit	Development Hearings Panel
442/2012	50 Thomson Street, BELMONT VIC 3216	Use and development of the land for a Restaurant, use of land to sell and consume liquor associated with a Café and Restaurant Licence, reduction in the requirement to provide car parking and the display of advertising signage	18/10/2013	Refusal to Grant a Planning Permit	Development Hearings Panel
451/2013	65 Fairview Avenue, NEWTOWN VIC 3220	Partial Demolition including Chimney and an Extension to the Existing Dwelling	04/10/2013	Refusal to Grant a Planning Permit	Development Hearings Panel
493/2013	170 Church Street, HAMLYN HEIGHTS VIC 3215	Construction of Two (2) Single Storey Dwellings to the Rear of an Existing Dwelling	02/10/2013	NOD - Delegate	Delegate Authority - 2 Objectors
505/2013	53 Rennie Street, LARA VIC 3212	Construction of Five (5) Dwellings and Subdivision of the Land into Five (5) Lots and a Reduction in Car Parking Requirements (Visitor car space)	02/10/2013	NOD - Delegate	Delegate Authority - 2 Objectors
555/2013	28-32 Russell Street, NEWTOWN VIC 3220	Construct Four (4) Dwellings and a Four (4) Lot Subdivision	11/10/2013	NOD - Delegate	Delegates Authority - 1 Objector
673/2013	47 Catherine Street, GEELONG WEST VIC 3218	Partial Demolition and Buildings and Works Associated with an Extension to the Existing Dwelling	02/10/2013	NOD - Delegate	Delegates Authority - 1 Objector
709/2013	40 Alexandra Avenue, GEELONG VIC 3220	Demolition of Carport, Shed & Front Fence and Partial Demolition and Buildings and Works to Existing Dwelling on a Lot < 300 square metres.	28/10/2013	NOD - Delegate	Delegates Authority - 3 Objector
772/2013	13 Beachwood Drive, POINT LONSDALE VIC 3225	Two (2) Lot Subdivision	02/10/2013	NOD - Delegate	Delegates Authority - 2 Objectors
834/2013	29 Waiora Avenue, HAMLYN HEIGHTS VIC 3215	Development of the Land for Two Dwellings and a Two (2) Lot Subdivision	07/10/2013	NOD - Delegate	Delegates Authority - 2 Objectors

Cr Macdonald moved, Cr E Kontelj seconded –

That the meeting be closed to the public.

Carried.

The Meeting was closed to the public at 8.25pm

A record of the proceedings of this section of the meeting is contained in a Confidential Minute Book.

The Meeting was opened to the public at 8.26pm

CLOSE OF MEETING

As there was no further business the meeting closed at 8.26pm. Tuesday, 26 November 2013.

Signed: _____
Chairperson

Date of Confirmation: _____