MINUTES

ORDINARY MEETING OF COUNCIL

TUESDAY 26 MARCH 2019

7.00PM

COUNCIL CONFERENCE AND RECEPTION CENTRE
CITY HALL
LITTLE MALOP STREET, GEELONG

COUNCIL:
Cr B Harwood (Kardinia Ward)
Mayor

Cr S Asher (Bellarine Ward)
Cr J Mason (Bellarine Ward)
Cr T Sullivan (Bellarine Ward)
Cr E Kontelj (Brownbill Ward)
Cr S Mansfield (Brownbill Ward)
Cr P Murrihy (Brownbill Ward)
Cr R Nelson (Kardinia Ward)
Cr P Murnane (Kardinia Ward)
Cr A Aitken (Windermere Ward)
Cr K Grzybek (Windermere Ward)

CITY OF GREATER GEELONG

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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 MARCH 2019 COMMENCING AT 7.00 PM

PRESENT: Cr B Harwood (Mayor), Crs A Aitken, S Asher, K Grzybek, E Kontelj, S Mansfield, J Mason, P Murnane, P Murrihy, R Nelson, T Sullivan

Also present: M Cutter (Chief Executive Officer), B Luxford (Director Investment and Attraction), G Smith (Director Planning and Development), G Wilson-Browne (Director City Services), M Dugina (Director Finance & Strategy), R Stevens (Acting Director Community Life), R Leonard (Executive Manager Governance & Legal Services)

OPENING: The Mayor declared the meeting open at 7.00pm

ACKNOWLEDGEMENTS:

Council acknowledged Wadawurrung Traditional Owners of this land and all Aboriginal and Torres Strait Islander People who are part of the Greater Geelong community today.

APOLOGIES: Nil.

TRIBUTE:

Cr Grzybek recognized the passing of Mr Fred Grove, a 46 year veteran of Victoria Police who also spent more than 50 years as a CFA volunteer. A motion to name the brigade-owned tanker 'Captain Fred Grove', was put to members at a meeting this month which was unanimously passed. He will be sadly missed by the wider Lara community.

CONFIRMATION OF MINUTES:

Cr Sullivan moved, Cr Asher seconded -

That the Minutes of the Ordinary Meeting held on 26 February 2019 be confirmed.

Carried.

DECLARATIONS OF CONFLICTS OF INTEREST: Nil.

PUBLIC QUESTION AND SUBMISSION TIME:

Denis O'Bryan asked the following:

1) Bellarine Peninsula Localised Planning Statement said in September 2015 "St Leonards is a small coastal settlement with both holiday homes and permanent residents and a focus on fishing and camping. It is not a designated growth location". Nevertheless, during the past decade or so Council has almost doubled residential development on St Leonards. When is Council going to realise its imposed growth without method of funding for matching infrastructure is irresponsible? When will Council catch up this sudden Council-caused growth with infrastructure? We have little parking in the shopping centre, inadequate footpaths, primitive kerbing, no kindergarten, no maternal and welfare centre, no land for the growth of the primary school, to name a few?

The Mayor responded all townships must take a share of the growing population that is coming to our region and this is placing strains on infrastructure. St Leonards is not a designated growth area and the development underway is within the settlement boundary for the township. The estates that are being developed are providing substantial funding for an early learning and community centre that will provide services to all existing and future residents of St Leonards. Council recently adopted the Greater Geelong Settlement Strategy. Our planning policy for St Leonards is that there will be no further outward growth and all new development must be within the settlement boundary. The state government have committed to declaring the Bellarine Peninsula as a distinctive landscape. This planning legislation will set permanent settlement boundaries for the townships on the Bellarine.

2) On 10 July 2018 Councillors voted to proceed with a land exchange at Indented Heads. On 11 July the Council press release said "Mira Ira Pty Ltd, developers of the Seabreeze Estate, will part with the land in return for a vacant Council-owned reserve at 690 Batman Road". However, on 10 July 2018 the minutes record a briefing note to Councillors which said a planning permit action requirement was "to vest the land to be sold by Council in Council's name". Site construction has now started on the "vacant Council-owned" reserve. What date was the reserve vested in Council's name and by which government department? What was the date of sale of Council's land? What is current ownership of the reserve and what is current ownership of the developer's land to be exchanged. When was the developer payment of $110,000 received? Why were Councillors not briefed that the "vacant Council-owned" reserve was already held in title by Mira Ira since 1988?

The Mayor advised the land which Council agreed to swap with Mira Ira Nominees Pty Ltd vested in Council in 1988, and the land swap will be completed in accordance with the resolution of Council on 11 July 2018.

The Mayor took the remainder of the questions on notice.

James Collins asked:

The Local Government Bill 2018 was introduced into the Victorian Parliament on 23 May 2018. Subsequently all parliamentary proceedings came to an end in the lead up to State election, thus the Local Government Act 1989 remains in operation.

Does Council have any information on whether the new bill will be resubmitted in current form or will be subject to review before re-submission?

The Mayor indicated at this point in time Council doesn't know if the bill will be re-submitted as it is or changed.

Questions submitted prior to the meeting were received from Rusty, Steve Agar and Lex Chalmers, all of which will receive a written response.

Jacqueline Edge asked the following questions in relation to Elizabeth Street safety and amenity:

1) Could Council please confirm whether contact or application has been made with a potential funding body to address the safety and amenity of Elizabeth Street?
2) What allocation of the budget will be allocated to address the safety and amenity of Elizabeth Street and surrounds?
3) When is Elizabeth Street and surrounds scheduled for tree planting in accordance with the Urban Forest Strategy?

Guy Wilson-Browne responded Council is responding to your questions in writing. In so far as traffic is concerned Council is satisfied that further changes are not warranted at present. A road safety audit is not planned in the immediate future.

Council will look at the possibility of further tree planting in the Elizabeth Street vicinity.

Cr Kontelj asked Ms Edge to forward her concerns on to the Brownbill Councillors who will be happy to meet and discuss further.

Robert Kanngieser asked if part of the existing Golf Club in the St Leonards area is being sold off for future housing development?

Gareth Smith took the question on notice.

PETITIONS: Nil.

1. NORTHERN AND WESTERN GEELONG GROWTH AREAS – FRAMEWORK PLAN

Source:	**Planning & Development – Planning Strategy & Urban Growth**
Director:	**Gareth Smith**
Portfolio:	**Sustainable Development**

Purpose

1. To consider submissions on the draft future urban structure plans in the Northern and Western Geelong Growth Areas and to adopt the Northern and Western Geelong Growth Areas Framework Plan **(Attachment 4).**

Background

2. In 2013, the G21 Regional Growth Plan identified the potential future development of the growth areas. In November 2014, the Minister for Planning approved Amendment C322 to rezone parts of the Northern Geelong Growth Area from Farming Zone to Urban Growth Zone as part of a Ministerial amendment. The Minister informed Council that it was expected that the City would lead the preparation of a framework plan to set the scope for future precinct structure plans (PSPs).

3. On 8 December 2015 Council resolved to commence preparation of a framework plan and integrated infrastructure delivery plan for two growth areas to the north and west of Geelong. On 8 May 2018 Council resolved to undertake community engagement on the draft future urban structure of the growth areas to inform the preparation of a framework plan.

Key Matters

4. A draft future urban structure plan for the Northern and Western Geelong Growth Areas was exhibited for public comment in May and June 2018.

5. Eighty-one submissions (79 unique) were received on the draft future urban structure plan. Most were from or on behalf of landowners within the growth areas, with others from residents or groups outside of the growth areas. Submissions were received from Barwon Water, APA Group (gas pipeline operator), Viva Energy Australia and Golden Plains Shire.

6. Key issues raised in the submissions made during community engagement included opposition to proposed land use changes and new arterial roads within rural living areas of Lovely Banks; protection of environmental values in the growth areas; provision of active and public transport to support new communities; inclusion of the land between the two growth areas within the framework plan; and general opposition.

7. Relevant amendments to the future urban structure plan that seek to resolve submissions include identifying rural living properties within the growth areas as ‘subject to future investigation’ of residential development as part of a long-term precinct structure plan, removing previously identified arterial roads from within rural areas of Lovely Banks and retaining the vast majority of rural living properties within the Rural Living Zone; committing to undertake an overarching biodiversity conservation strategy for each growth area and including a native vegetation precinct plan with each PSP; and outlining a comprehensive active and public transport network.

8. The framework plan outlines principles and actions to achieve the community's 'clever and creative' vision in the development of the growth areas. Creation of a network of sustainable, self-sufficient, liveable, walkable neighbourhoods will centre on the Clever and Creative Corridor, a tree-lined boulevard corridor of community activity and high quality active and public transport options linking neighbourhoods in both growth areas.

9. A broad range of key stakeholder have been involved in the preparation including the Department of Environment, Land, Water and Planning (DELWP), Regional Development Victoria (RDV), Transport for Victoria (TfV), the Victorian Planning Authority (VPA), VicRoads and Barwon Water. Ongoing collaboration with stakeholders will continue throughout the planning and development of the growth areas.

10. The City will seek authorisation from the Minister for Planning to undertake public exhibition of a planning scheme amendment to make changes to the local planning policy framework and give effect to the framework plan including the rezoning of some land in the growth areas to the Urban Growth Zone (illustrated in Map 2 and Map 4 in **Attachment 2**).

11. The growth areas will be planned and developed in an orderly and sustainable sequence of nine short, medium and long term precincts. Commencement of two PSPs in 2018/19 is recommended to maintain a competitive land supply market. The framework plan includes a 'Delivery' section that outlines the utilities and infrastructure required and staging of precincts.

12. The City will contact landowners in the Elcho Road East precinct (Northern Geelong) and Creamery Road precinct (Western Geelong) to commence negotiations and engage in individual third party funding agreements with willing participants that will fund technical studies to inform the preparation of PSPs.

Cr Aitken moved, Cr Mason seconded -

13. That Council:

13.1 adopt the Northern and Western Geelong Growth Areas Framework Plan as amended prior to exhibition;

13.2 seek authorisation from the Minister for Planning to prepare and exhibit an amendment to the Greater Geelong Planning Scheme to include the necessary elements of the Northern and Western Geelong Growth Areas Framework Plan within the Scheme and to rezone portions of the Northern and Western Geelong Growth Areas to Urban Growth Zone as outlined in Attachment 2;

13.3 immediately commence preparation of precinct structure plans (PSPs) for the Elcho Road East precinct in the Northern Geelong Growth Area and the Creamery Road precinct in the Western Geelong Growth Area; and

13.4 seek funding from the state government that will facilitate the ongoing planning for major transport infrastructure required to accommodate Geelong's anticipated future growth, including the Geelong Growth Areas Transport Infrastructure Strategy.

Carried.

Attachment 1

Financial Implications

1. Memorandums of Understanding were executed within landowner consortiums in early 2016 to partially fund technical studies that informed the framework plan.

2. Planning for the Northern and Western Geelong Growth Areas, including preparation of two PSPs, is proposed for inclusion in Council's 2019/20 budget. This includes preparation of a planning scheme amendment, the transport study and preparation of two PSPs. Total city funding proposed for 2019/20 is $787,000. In addition, considerable staff time will be dedicated to the project.

3. Individual third party funding agreements will be executed with land owners/developers that seek to progress the preparation of a PSP in the precincts recommended for commencement. Agreements will fund the background and technical reports required to inform the preparation of PSPs. This process is consistent with the metropolitan growth area model followed by the VPA and does not guarantee the adoption and approval of a PSP as a consequence of entering the agreement.

4. Development contribution plans (DCPs) or infrastructure contribution plans (ICPs) will generate most of the funding for subsequent development of transport and drainage infrastructure and community facilities. Similar to Armstrong Creek, regional scale infrastructure, including sub-regional open space, libraries and aquatic centres, are not generally included within development levies. Proposed staging of the precincts in the framework plan locates these larger community facilities in medium or long term precincts. Provision of these facilities is unlikely to be required until an advanced stage of development. The framework plan does not spatially locate these facilities or 'lock in' their future provision.

5. In order to minimise costs to Council and the community, community facilities will be delivered in a staged manner and be delivered as shared facilities, where practicable. Access to existing facilities in established areas will be maximised, and land will be purchased early where possible. Advocacy to the state government will be critical to the sharing of costs and the timely delivery of this infrastructure.

Community Engagement

6. An extensive schedule of stakeholder engagement has informed the Northern and Western Geelong Growth Areas project, up to and including the preparation of the framework plan. Community engagement has included project bulletins to landowners in May 2016 and April 2017; 'Open House' community information sessions in May 2017, October 2017, May 2018 and June 2018 including sessions held in Corio, Batesford and central Geelong; a series of 'Vision and Principles' workshops in July 2017; 'Enquiry by Design' workshops in November 2017; community consultation on the draft future urban structure plan in May and June 2018 and the release of a community engagement summary report in August 2018. In addition, a wide range of industry and government stakeholders have participated in technical reference groups.

7. Eighty-one submissions (79 unique) were received on the draft future urban structure plan. Most were from or on behalf of landowners within the growth areas, with others from residents or groups outside of the growth areas. A summary of submissions and responses is provided in Attachment 2 and consideration of each submission in Attachment 3.

8. The planning scheme amendment to implement the framework plan will be subject to a statutory exhibition period. Where any submissions cannot be resolved, an independent planning panel will be requested. Community engagement will also occur during the subsequent PSP process for each individual precinct.

Social Equity Considerations

9. The project contains significant social equity considerations, responding to Greater Geelong's significant growth rate by planning for the future provision of affordable housing and employment opportunities to meet the needs of the community. The framework plan will guide development of the growth areas in a manner that addresses the City's responsibility to deliver vibrant, walkable neighbourhoods with great amenity, environmental sustainability, abundant open space, community facilities and activity centres that provide the daily needs and jobs for local residents.

10. The City is a GROW compact signatory and is committed to its role as a community leader in demonstrating and encouraging local investments and the use of social procurement. The City will engage with development proponents throughout the preparation of each precinct structure plan to encourage the use of social procurement and local investment in the subsequent urban development of the growth areas as part of a GROW compact.

Policy/Legal/Statutory Implications

11. The Northern and Western Geelong Growth Areas are identified in state policy as potential growth areas as outlined in the G21 Regional Growth Plan. Council adopted the Settlement Strategy in October 2018 that highlights the importance of the growth areas in supporting Geelong's long term land supply.

12. The framework plan has considered relevant state and local planning policy. To give the framework plan statutory weight, a planning scheme amendment will implement policy elements into the Greater Geelong Planning Scheme and rezone portions of each growth area to the Urban Growth Zone.

13. The framework plan recognises the ongoing extractive operations of Batesford Quarry and maintains the quarry within the Special Use Zone. PSPs in the Western Geelong Growth Area are proposed in a manner that will allow urban development in locations with an adequate separation distance from ongoing operations in the quarry pit.

14. Schedule 4 to the Environmental Significance Overlay applies to parts of the Northern Geelong Growth Area and relates to grasslands within the Werribee Plains Hinterland. The City will work with DELWP to undertake a biodiversity conservation strategy that intends to guide the management of nationally and state significant biodiversity values.

Alignment to Council Plan

15. The framework plan aligns with the 'planned sustainable development' strategic priority of the Council Plan. It will assist in delivering the following key priorities under that strategic priority: ensuring housing supply, diversity and affordability can meet the needs of our growing community; continuing to develop urban growth areas across the region; improving the environmental performance of new developments; managing the impact of development on the unique character of our townships; and delivering biodiversity conservation programs.

16. The framework plan also aligns with several other strategic priorities of the Council Plan: improved health and safety of our community; informed social infrastructure and planning; effective environmental management; integrated transport connections and a thriving and sustainable economy.

Conflict of Interest

17. No Council officers involved in the development of the framework plan and preparation of the report have a direct or indirect interest in the issue to which this report relates.

Risk Assessment

18. Technical studies: The framework plan is a high-level land use plan to inform PSPs. As a consequence, the technical studies undertaken are generally high-level and will be further informed by detailed technical studies for each PSP. In some cases, detailed technical studies may identify recommendations that differ from the directions in the framework plan with the possibility of changes being made to land uses outlined in the framework plan including potential biodiversity conservation, sizing of drainage infrastructure and road improvements that will inform public acquisition of land where required.

19. Funding of technical studies: The process for preparing technical studies has included several reports that are funded by the landowner consortiums and managed in collaboration with the City. This approach will not be continued for future planning including the PSPs.

20. Midland Highway: VicRoads is currently planning for the improvement of the Midland Highway. The duplication of the existing alignment of Midland Highway through the Western Geelong Growth Area forms part of the improvement project, as well as several bypass options. The City has assumed the existing Midland Highway alignment will be duplicated for the purposes of preparing the framework plan; however, the framework plan does acknowledge that the upgrade of the Midland Highway and any potential realignment is subject to future investigation and has designed a road network that is capable of adapting to realignment. VicRoads is the coordinating road authority for the Midland Highway.

21. Batesford Quarry: The vision for the reuse of the Batesford Quarry is a recreational lake. Due to the long term timeframe and complex transition of the quarry to a lake this use cannot be resolved in the framework plan. PSPs in the Western Geelong Growth Area do not rely on the transition of the quarry and surrounding land to an urban environment; whilst not intended, a scenario where the quarry is never rehabilitated to an urban standard will still result in the remaining four precincts in the Western Geelong Growth Area delivering high amenity neighbourhoods that are well connected to urban Geelong. A PSP in proximity to the quarry pit will not commence until detailed investigation of the decommission, rehabilitation and impacts of the proposed transition to a lake are undertaken and further considered.

22. Financial costs of urban development: The planning for infrastructure and sequencing of development is critical to managing the costs of urban development. Each PSP must be carefully considered to ensure that the scale of community infrastructure is commensurate with community needs, scope is minimised and funding for local infrastructure is maximised in the preparation of DCPs.

23. Consequences of development on adjoining development: the size and scale of the future urban development in the growth areas will have an impact on adjoining development, most notably in relation to anticipated traffic movements as part of its full build out. A comprehensive list of state and local transport infrastructure has been identified in the framework plan to facilitate traffic movements for residents in the growth areas and existing residents in adjoining areas. Local infrastructure will be funded via development levies as part of DCPs or ICPs. State infrastructure will be advocated for via the Geelong Growth Areas Transport Instructure Strategy. Specific actions in the framework plan highlight the importance of providing landscape screening or buffer treatments to adjoining areas including the Batesford township and rural living properties. Future investigation of active and public transport connections between the Western Geelong Growth Area and urban Geelong via Church Street will be subject to future investigation in the very long term, subject to traffic demands generated by the growth area in the advanced stages of its development. The connection has the potential to provide good connections between existing urban Geelong and the future recreation lake at the Batesford Quarry.

Environmental Implications

24. Environmental implications have been considered as part of the preparation of the framework plan. Technical studies relating to the capability of land including assessments of native flora and fauna, Aboriginal and post-contact heritage, geotechnical, hydrogeological and environmental constraints, stormwater drainage and land use buffers have been undertaken.

25. The framework plan identifies actions to protect biodiversity including an overarching biodiversity conservation strategy for each growth area, provision of biodiversity linkages, identified and potential conservation areas, tree canopy coverage and tree planting.

Attachment 2

Discussion

Strategic context

1. In 2013, the G21 Regional Growth Plan identified the potential future development of the growth areas.

2. In November 2014, the Minister for Planning approved Amendment C322 to rezone parts of the Northern Geelong Growth Area from Farming Zone to Urban Growth Zone as part of a Ministerial amendment. The Minister informed Council that it was expected that the City would lead the preparation of a framework plan to set the scope for future PSPs.

3. On 8 December 2015, Council resolved to prepare a framework plan and integrated infrastructure delivery plan for the growth areas.

4. The City is using the standard "hierarchy of plans" approach for greenfield planning projects that is used in metropolitan Melbourne and is consistent with State Government guidelines. The first stage is the framework plan that sets out the high level land use direction for each growth area. Each growth area will be divided into smaller precincts and a PSP will be prepared for each precinct. The PSP includes fine-grain detail and is underpinned by development levies collected via a DCP or the anticipated 'flat rate' ICP being newly implemented in metropolitan growth areas.

5. The Northern and Western Geelong Growth Areas project is being prepared to address Geelong's long-term population growth as part of a clever and creative future. The project constitutes the largest greenfield planning project in regional Victoria with the capacity to accommodate approximately 112,000 new Geelong residents.

6. The Northern Geelong Growth Area, in Lovely Banks, has an area of 2,090 hectares and is anticipated to deliver more than 17,000 new dwellings for a population of approximately 48,000 residents. Four PSPs will be prepared for the Northern Geelong Growth Area.

7. The Western Geelong Growth Area, in Batesford, has an area of 3,245 hectares and is anticipated to deliver up to 23,000 new dwellings for a population exceeding 64,000 residents. Five PSPs will be prepared for the Western Geelong Growth Area.

8. On 8 May 2018 Council resolved to undertake community engagement on the draft future urban structure of the growth areas to inform the preparation of a framework plan.

Community engagement and consideration of submissions on draft future urban structure plan

9. In May and June 2018 community engagement was conducted on a draft future urban structure plan for the Northern and Western Geelong Growth Areas. A background report was prepared to provide the community with a summary of key policy considerations and technical studies. In order to maximise engagement with the wider community, the consultation period extended to 45 days and included 14 print adverts in four local newspapers, a Community Update newsletter sent to every Greater Geelong residence inviting submissions, project brochures sent to landowners within and adjoining the growth areas and four 'open house' sessions held in Corio, Batesford and central Geelong with more than 250 attendees.

10. Eighty-one submissions (79 unique) were received on the draft future urban structure plan.

11. Key issues raised and a response to each are outlined below. A full summary of submissions received, including responses to issues raised, is at **Attachment 3**. Consideration of submissions on the draft future urban structure plan has informed the preparation of the framework plan.

Opposition to Northern and Western Geelong Growth Areas

12. Six submissions indicated outright opposition to the growth areas, with two others opposing one of the growth areas. Four submissions indicated that the urban growth proposed for the growth areas should be redirected to other locations – in or on the eastern edge of urban Geelong, or to other towns in the region.

13. *Response:* **No changes made to the plan**

    13.1 The project is identified in state policy (G21 Regional Growth Plan). A large portion of the Northern Geelong Growth Area is already in the Urban Growth Zone. The growth areas will provide for Greater Geelong's long term greenfield housing supply as supported in Council's adopted Settlement Strategy.

Northern Geelong Growth Area – existing Rural Living area

14. There are 297 rural living properties in the North Geelong Growth Area; 21 submissions argued that land in Lovely Banks currently in the Rural Living Zone should remain a Rural Living area. Submitters argued that adjacent residential subdivision would impact on landowners' rural living lifestyle and amenity. Six of the submissions expressed concern at the impact of rates increases resulting from a change in zoning. Eight submissions called for a transitional low density residential area between the existing rural living area and any conventional residential development.

15. *Response:* **Changes made to the plan**

    15.1 The plan has been amended to retain most existing Rural Living zoned properties in Lovely Banks in the Rural Living Zone until a PSP is undertaken for this area. The framework plan identifies this area for 'future investigation of residential.' In the long term, the City will undertake investigation of conventional or low density residential development as part of a future PSP process. The desire for land owners to subdivide within rural living areas may increase over time as urban development occurs in surrounding areas and services and infrastructure are closer. Detailed assessment of its capacity to deliver future residential land use would be required through a PSP process.

    15.2 Some existing rural living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the framework plan to transition to employment-based land use to provide Geelong's future jobs; however, this a long term proposition and these lots will also remain in the Rural Living Zone until the eventual PSP process rezones the properties to Urban Growth Zone in the long term.

    15.3 A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone as they form part of short and medium term precincts.

    15.4 Importantly, a decision to develop and subdivide their land is one for individual landowners upon the completion of a PSP.

Northern Geelong Growth Area – Proposed Arterial Road

16. Twelve submissions expressed opposition to a proposed arterial road identified in the draft future urban structure plan running north from the Barwon Water Lovely Banks Basin and located in the vicinity of Viewhill Road. Submissions indicated concerns with the impact of the road on landowners, including possible land acquisition. Several submissions suggested an alternative location for the proposed arterial road.

17. *Response:* **Changes made to the plan**

    17.1 Based on updated transport modelling, this arterial road connection is not required and has been removed from the final framework plan. Access for future residents will be sufficiently catered for by intersection connections on Anakie Road at Emmersons Road and Evans Road. Should future investigation of this area lead to urban development, road requirements would be reassessed as part of the PSP process.

Western Geelong Growth Area – PSP staging

18. Four submissions argued that the north-eastern portion of the Western Geelong Growth Area (land bounded by Midland Highway, Geelong Ring Road, Geelong-Ballarat railway and Moorabool River) is best placed to be the first stage of development of the growth area.

19. *Response:* **Supported in part**

    19.1 The framework plan identifies the Creamery Road precinct, in the north-east of the Western Geelong Growth Area, as the first PSP to be prepared in that growth area. Urban development will commence on land adjoining the existing residential neighbourhood of Bell Post Hill with direct access to central Geelong via Ballarat Road. Creamery Road precinct is the closest precinct to existing utilities and has excellent access to urban Geelong from both Creamery Road freeway flyover and the Midland Highway interchange.

Land between the Northern and Western Geelong Growth Areas

20. Four submissions indicated that land between the Northern and Western Geelong Growth Areas should be identified for urban development, either by inclusion in a growth area or for low density residential.

21. *Response:* **Do not support**

    21.1 The Northern and Western Geelong Growth Areas were identified in the G21 Regional Growth Plan and are defined in Council's adopted Settlement Strategy. There is no need to identify further land for growth areas given the Settlement Strategy has identified adequate residential land supply; however, planning for the Northern and Western Geelong Growth Areas will not prejudice any longer term potential for urban growth between the two growth areas.

Environmental considerations

22. Seven submissions specifically called for protection of environmental values (particularly native vegetation and fauna habitat) in the development of the growth areas. Other submissions opposing the Northern and Western Geelong Growth Areas outright, or opposing elements of the draft future urban structure plan, referred to environmental impacts.

23. *Response:* **Support**

23.1 The framework plan identifies actions to protect biodiversity including an overarching biodiversity conservation strategy for each growth area, provision of biodiversity linkages, identified and potential conservation areas, tree canopy coverage and tree planting.

Active transport – pedestrian and cycling network

24. Nine submissions called for new or improved pedestrian/cycling facilities, both within the growth areas and linking the growth areas to urban Geelong.

25. *Response:* **Support**

25.1 The framework plan specifies that a comprehensive active transport network will be established that prioritises walking and cycling within and between neighbourhoods. Active transport will be prioritised in the design of linear open space corridors. Greater Geelong's Principal Bicycle Network will be expanded with new or upgraded infrastructure to provide connections to the broader city network. Provision of an active transport network will be further detailed in the subsequent PSP process and include off-road shared paths along every arterial road, connector street, waterway open space and the Clever and Creative Corridor.

Public transport

26. Six submissions made specific recommendations on public transport. New rail connections were proposed between the growth areas and to the existing rail network. Light rail was also proposed. Other submissions noted public transport inadequacies in the vicinity of the growth areas and in the region more generally.

27. *Response:* **Support in part**

27.1 Public transport is a key focus of the framework plan and will also be a key focus of subsequent PSPs. Public transport will be central to the design of neighbourhoods to promote mode shift from private vehicles. While no new railways lines are proposed, the framework plan proposes passenger rail services between Geelong and Bannockburn, with a new railway station in the proximity of Geelong-Ballan Road. High frequency public transport services are proposed to both Geelong, Lara and Corio Railway Stations. The Clever and Creative Corridor allocates land for a public transport corridor within and to and from the growth areas.

Land acquisition

28. Four submissions specifically raised concern at the prospect of compulsory acquisition of land for roads or other aspects of urban development. Other submissions opposing proposed arterial roads also alluded to potential loss of land.

29. *Response:* **Do not support**

29.1 Land required for roads or other public purposes will be secured through the subdivision process in most instances. Public Acquisition Overlays will be used sparingly and only where acquisition is essential and cannot be negotiated with landowners. Future consideration of the use of the Public Acquisition Overlay will occur on a needs basis as part of the relevant PSP and may need to be utilised in deliver road widenings or drainage infrastructure in areas that have several or fragmented land configurations.

Framework Plan elements:

The framework plan addresses six elements, each of which is outlined under the headings below.

Clever and Creative

30. The framework plan is guided by and seeks to achieve the community led aspirations of the *A Clever and Creative* vision, along with the One Planet Living principles.

31. The Clever and Creative Corridor is a fundamental to achieving the community's vision and is a concept that has guided the design and preparation of the framework plan. Through the Clever and Creative Corridor, the City seeks to ensure future development is sustainable, self-sufficient, diverse, distinctive and connected through varied transport options. The Corridor will be a tree-lined, boulevard-style transit corridor that prioritises active and public transport between activity centres, schools, community facilities, sports reserves and local parks in each neighbourhood.

32. The corridor provides a strategic, centralised location to deliver many of the measures of success outlined in the community's vision including large tree canopy cover, integrated water management, zero carbon, and medium density residential that includes diverse housing types such as social and community housing. The corridor includes reserving land within the cross section of the street for a dedicated, separated public transport route capable of delivering future models of mass-transit such as light rail, bus rapid transit and trackless trams. In the short and medium term of urban development, the corridor will be utilised as a principal active transport corridor that links community facilities and activity centres to deliver '20-minute neighbourhoods' where local residents can conveniently access their daily needs.

33. Actions to achieve the Clever and Creative vision are embedded throughout the other framework plan elements.

Environment

34. The framework plan identifies environmental values of the growth areas and specifies a wide range of actions to ensure that these are protected or enhanced through the development of the growth areas.

35. Significant environmental and landform features – the Lovely Banks Monocline, Barwon and Moorabool River corridors, Cowies Creek, Dog Rocks Sanctuary – will be protected or enhanced. Individual detailed master plans outlining protection and enhancement of river and creek corridors will be prepared for the Barwon and Moorabool Rivers and Cowies Creek.

36. Flooding and stormwater management will maintain and enhance predevelopment hydrology, respond to the natural landscape and minimise downstream impacts with future planning to be undertaken in collaboration with Barwon Water and the Corangamite Catchment Management Authority.

37. Assessments will be prepared for each precinct to determine the presence of Aboriginal cultural heritage that may influence the design of the urban landscape and open space network. The visibility of Aboriginal history and culture will be promoted within the urban landscape. Post cultural (European) heritage elements, including dry stone walls, will be investigated, protected and incorporated into the urban landscape including Elcho Homestead.

38. Land uses within high voltage electricity transmission line easements and within the measurement length of the gas pipeline will be carefully planned to minimise risks to community safety. Areas of potential land contamination have been identified and will be subject to further investigation.

39. Surrounding areas, including the wider landscape, do not present a significant bushfire risk to the growth areas. The potential impact of grassfires will be identified and managed in the non-urban interfaces.

40. Land use buffers have been implemented in the Northern Geelong Growth Area to protect future residents from surrounding land uses.

Neighbourhood

41. New neighbourhoods will be designed on the principle of a 20-minute, 800-metre walkable catchment within which daily needs are provided for, with walking and cycling prioritised. High-quality neighbourhood amenity will be achieved by maximising tree canopy cover.

42. Neighbourhoods in the growth areas are to be climate resilient, net carbon positive and environmentally sustainable. An environmentally sustainable design action plan will be prepared for each precinct. Neighbourhoods will be designed with the capacity to adapt to new technologies including innovation in buildings, transport, energy and waste.

43. The City is working in collaboration with Barwon Water and DELWP to deliver an integrated water management strategy for the growth areas.

44. The growth areas will provide housing diversity in both densities and typologies. Activity centres will include high density housing. The housing mix will also provide opportunities for affordable, aged-care, community and social housing options.

45. The framework plan includes consideration of the needs of the future communities for schools, community facilities and open space required to create sustainable, self-sufficient new neighbourhoods.

46. Locations suitable for the potential delivery of sub-regional open space have been identified within or adjoining both growth areas. Both locations in the Western Geelong Growth Area are located within the study boundary and generally co-located along the open space corridor. For the Northern Geelong Growth Area, potential external locations include Elcho Park and Sutcliffe Reserve. These locations have not been investigated to date and have been listed only for their future potential to utilise existing City assets given the long-term timeframe for delivery sub-regional open space and their proximity to existing Northern Geelong community that would also benefit. Alternatively, purchase of land within the growth area may create a significant cost.

47. The growth areas will deliver active open space within 400 metres of each resident, and dedicated active transport links within easy reach of each resident. Dispersed multi-use open spaces and facilities will provide access to nature and encourage exercise, sporting and social activities. Open space networks will protect biodiversity, waterways and cultural heritage values. Trails will be cultivated along the ridgeline of the Lovely Banks Monocline and along the Moorabool and Barwon River corridors.

Economy

48. Activity centres in the growth areas need to be considered in the context of urban Geelong's existing retail hierarchy, which provides for a spatial distribution of shopping opportunities that minimises the cost of travel to consumers and the environment. The framework plan identifies a hierarchy of activity centres in each growth area that will provide self-sufficiency, accessibility, vibrancy and local employment for the growth areas while not adversely impacting the broader network of activity centres in Geelong.

49. The total network of activity centres for the Northern and Western Geelong includes:

    49.1 Two sub-regional activity centres that will deliver a comprehensive range of large-scale retail, commercial, entertainment and community uses required in the region and support high density residential development in the surrounding neighbourhoods.

    49.2 Eight neighbourhood activity centres that will deliver a mix of everyday shopping needs and local services, co-locating with community facilities and services to create the local heart of the surrounding neighbourhoods.

    49.3 Local convenience centres to be provided in locations beyond a comfortable walk of larger activity centre catchments.

50. The location of the sub-regional activity centre in the southern half of the Western Geelong Growth Area is position to promote the future services of the Corio Shopping Centre.

51. Both growth areas cater for light industrial land uses (e.g. service industries, freight and logistics and light manufacturing) in designated employment precincts. Employment land uses are not compatible with residential neighbourhoods and will be located within a precinct where industries can support each other and growth without impediment.

52. The location of the employment precinct in the Western Geelong Growth Area provides 117 hectares of land on flat terrain that avoids heavy vehicle movements in proximity to river corridors and Batesford Quarry.

53. The location of the employment precinct in the Northern Geelong Growth Area provides 177 hectares of land on flat terrain that avoids heavy vehicle movements on the monocline escarpment and within residential neighbourhoods and outstanding access to the Geelong Ring Road.

54. High-level analysis indicates that a total employment land required to support the local residents of the Northern Geelong Growth Area is up to 110 hectares. The proposed increased size of the employment precinct, and its potential to expand further north along Bacchus Marsh Road, is based on its strategic location adjoining the Geelong Ring Road Employment Precinct and direct proximity to the Port of Geelong and Avalon Airport. The employment precinct can grow by an additional 124 hectares, if required, to support Geelong's long-term economic growth by transitioning rural living properties within the existing GREP buffer.

Movement

55. The framework plan identifies the importance of achieving a mode shift to active and public transport. As Geelong rapidly grows, the capacity to provide for private vehicles to cater for their current proportion of journeys will be compromised. Strategic transport modelling undertaken for the framework plan indicates that current private vehicle use patterns applied to residents in the growth areas in a full development scenario (modelled to 2051) would create daily volumes of 42,000 to 64,000 vehicles per day on the Hamilton Highway with up to 57,000 and 50,000 vehicles movements per day on the Midland Highway and Bacchus Marsh Road respectively. Geelong's existing road network, and the network in central Geelong, is not adequate to accommodate these traffic volumes.

56. Significant State Government investment will be required to deliver large-scale road and rail upgrades to facilitate the growth anticipated of Greater Geelong. The framework plan outlines a comprehensive list of state infrastructure projects to facilitate growth including:

    56.1 Opening the Geelong-Ballarat railway corridor to commuter services between Geelong and Bannockburn

    56.2 A new railway station in proximity to Evans Road, Lovely Banks

    56.3 Rail overpass at Evans Road, subject to rail corridor improvements

    56.4 Rail overpass at Geelong-Ballan Road, subject to rail corridor improvements

    56.5 Upgrade and duplication of Bacchus Marsh Road, Hamilton Highway and Midland Highway with external upgrades toward central Geelong

    56.6 Upgrade of Geelong Ring Road interchanges at Bacchus Marsh Road, Anakie Road, Midland Highway and Hamilton Highway

    56.7 A new half-diamond interchange on the Geelong Ring Road in proximity to Church Street incorporating a local freeway flyover for dedicated active and public transport movements (subject to detailed future investigation of traffic demand)

    56.8 Upgrades of the Creamery Road flyover on the Geelong Ring Road

    56.9 Pedestrian bridge connecting Lovely Banks and Corio

    56.10 Realignment and localisation of Fyansford-Gheringhap Road

    56.11 High frequency bus services throughout the growth areas connecting to Lara, Corio, North Geelong and Geelong railway stations.

57. The City is working in collaboration with TfV, VicRoads and the VPA to deliver the Geelong Growth Area Transport Infrastructure Strategy that establishes and prioritises the ultimate transport infrastructure requirements generated by Armstrong Creek and the Northern and Western Geelong Growth Areas at full development. The project includes planning for Geelong's major road and public transport network and will be used to strengthen advocacy for timely provision of state infrastructure to support growth in the Geelong region. The project is vital as the Growth Areas Infrastructure Contribution (GAIC) that provides funding to deliver state infrastructure in metropolitan growth areas is not available to Greater Geelong.

58. The framework plan specifies a minimum of a 14-metres central or side-running median will be reserved within the Clever and Creative Corridor to allow for the future application of a dedicated, separated public transport corridor capable of delivering future models of mass-transit such as light rail, bus rapid transit and trackless trams. Importantly, the Clever and Creative Corridor links directly to the Geelong-Ballarat rail line and the location of the proposed future railway station which will allow residents direct access to the wider rail network.

Delivery

59. Sequencing of urban development is critical to the success of the growth areas and must be undertaken in a manner that benefits the City's broader community and economy.

60. Council's Settlement Strategy identifies the need for development of at least one new urban growth front by 2025 to maintain residential land supply in the context of sustained growth. The Settlement Strategy identifies a range of issues to be considered in decision making about preparation of PSPs.

61. The commencement of one PSP in each area is consistent with the directions given by the Minster for Planning to the VPA in its Statement of Expectations for 2018/19.

62. Urban development in the Northern Geelong Growth Area is proposed to commence in the north-east of the growth area on land adjoining Lara West, prioritising early connections to the Lara Railway Station and Lara Town Centre. In the medium term, neighbourhoods will be established through the western plateau, before urban development is considered in the south-eastern portion of the growth area. The Elcho Road East Precinct will be the first PSP in the Northern Geelong Growth Area.

63. Urban development in the Western Geelong Growth Area is proposed to commence on land in the north-east of the growth area adjoining Bell Post Hill with direct access to central Geelong via Ballarat Road. In the medium term, new neighbourhoods will be established along the Midland Highway and Hamilton Highway corridors, before urban development is considered in proximity to the Batesford Quarry. The Creamery Road Precinct will be the first PSP in the Western Geelong Growth Area.

64. Beyond the commencement of initial two PSPs, the commencement of any subsequent PSP will be initiated by the City based on strategic policy and budgeting. Recommendations for the commencement of a PSP will be based on the City's Settlement Strategy, maintaining an adequate supply of residential land, sequencing proposed in the framework plan, the capacity for urban development in the precinct to meet the community aspirations, One Planet principles and project objectives and executing funding agreements that are sufficient to undertake technical studies.

65. Simultaneous preparation of PSPs in each growth area is not be supported unless necessitated by the City's strategic policy and considerations outlined above.

66. PSPs will be prepared by the City to provide detailed guidance for the design and development of Geelong's new neighbourhoods.

67. This strategic policy approach seeks to limit financial and infrastructure exposure felt by the City and the community when too many simultaneous development fronts create the need for infrastructure to be delivered to new communities that may be far removed from each other and from urban Geelong. The process outlined in the framework plan will provide the City with greater control of growth area development than has been enabled in Armstrong Creek.

68. The ICP is likely to replace the DCP in regional councils and will fund infrastructure identified to support the initial PSPs. The DCP/ICP defines the local infrastructure required to support the new community and allocates the proportion of funding to be borne by the City and by the developer. The City has been active in lobbying the state government for a 'metropolitan-equivalent' ICP levy that would provide the same 'per hectare' development levies that are applied by the metropolitan growth councils and City officers are represented on the technical reference group that is informing the consideration of a regional rate.

Planning Scheme Amendment

69. In order to facilitate PSPs and to give effect to actions in the framework plan, a planning scheme amendment is required.

Map changes

70. The Planning Scheme Amendment will rezone portions of the Northern and Western Geelong Growth Areas to the Urban Growth Zone. These areas, shown in the figures below, are as follows:

Northern Geelong Growth Area

(a) Land in the Farming Zone bounded by the high voltage transmission line easement on the west and Evans Road in the east that is within a precinct identified for conventional density residential in the medium term.

(b) A small area of land in the Rural Living Zone north of Lovely Banks Road and west of Emmersons Road that is within a precinct identified for conventional density residential in the medium term.

(c) A small area of land in the Rural Living Zone in the vicinity of Elcho and Bacchus Marsh Roads that is within the Elcho Road East Precinct identified for conventional density residential in the short term.

71. As outlined above, all other land currently in the Rural Living Zone is to remain in that zone.

Western Geelong Growth Area

(a) All land in the Farming Zone or Rural Living Zone identified in the framework plan for conventional density residential, whether in the short, medium or long term.

(b) The current Special Use Zone Schedule 7 (Earth and Energy Resources Industry) over the Batesford Quarry will be retained while the quarry is operational.

Ordnance changes

72. Appropriate changes will be made to the Local Planning Policy Framework of the Greater Geelong Planning Scheme to give effect to the framework plan. These will include changes to:

(a) Clause 21.03 (Objectives – Strategies – Implementation)

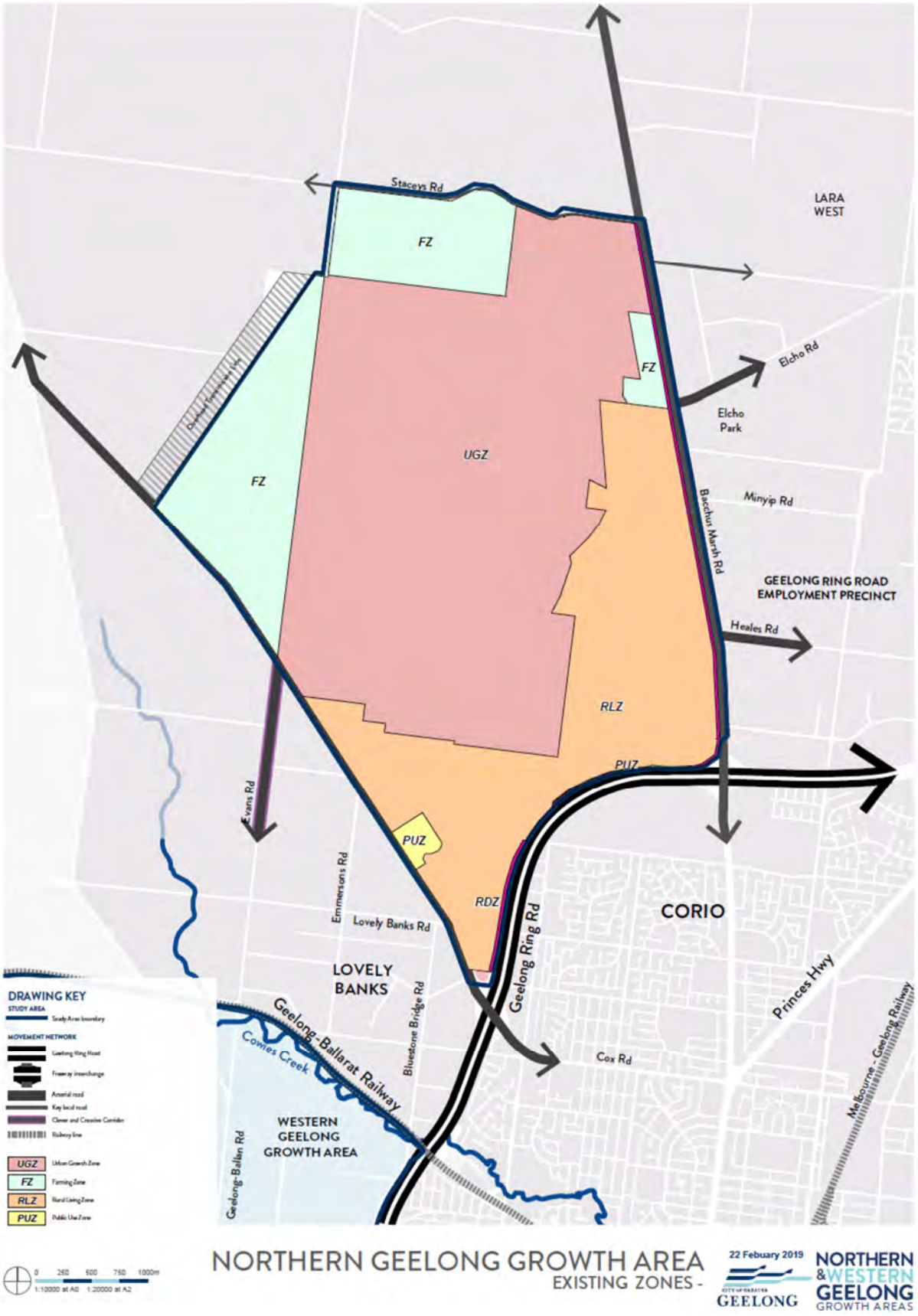
(b) Clause 21.04 (Municipal Framework Plan)

(c) Clause 21.06 (Settlement and Housing)

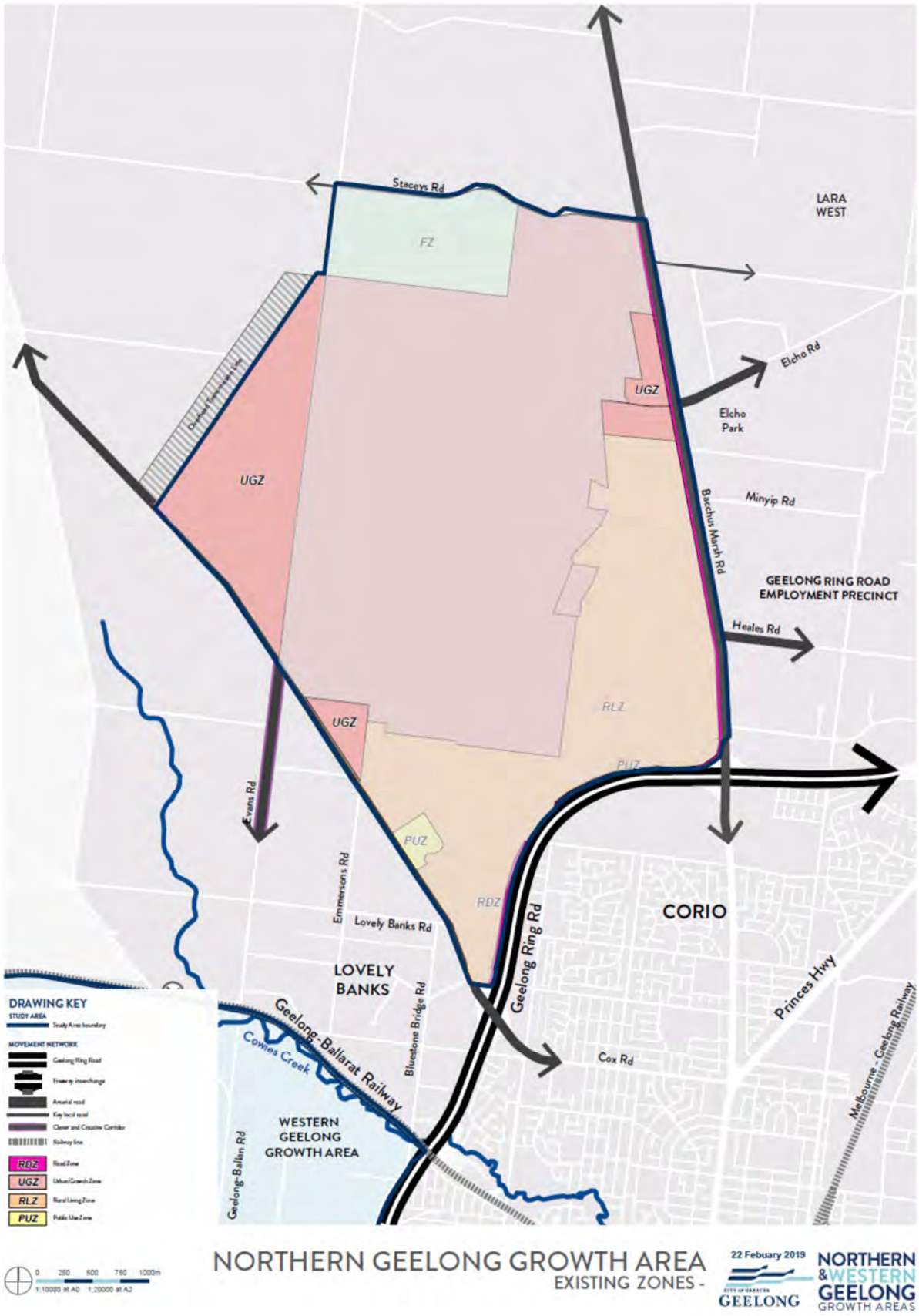
(d) Clause 21.07 (Economic Development and Employment)

(e) and a new Clause 21.19 (Northern and Western Geelong Growth Areas).

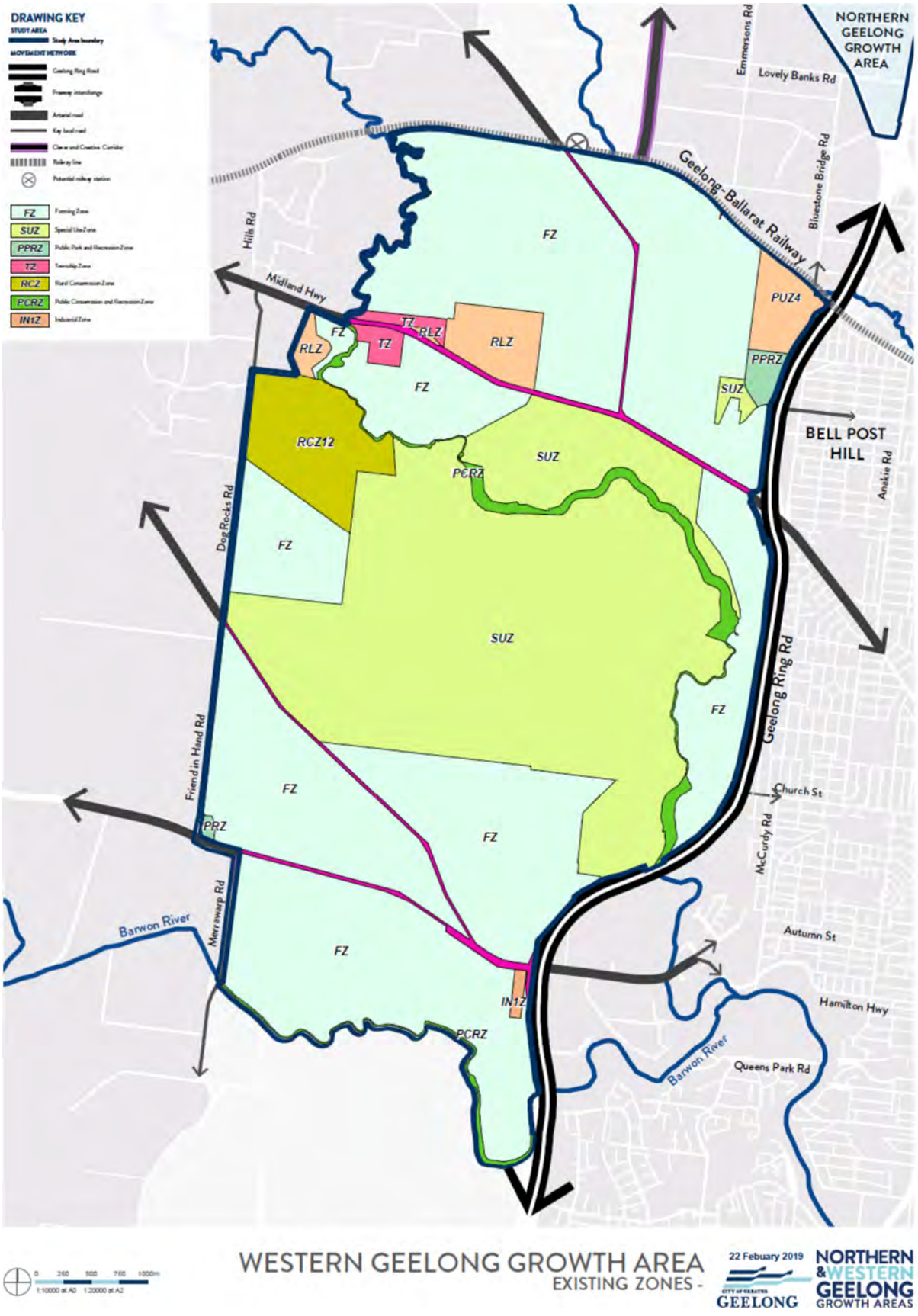
Map 1 - Northern Geelong Growth Area – Existing Zones



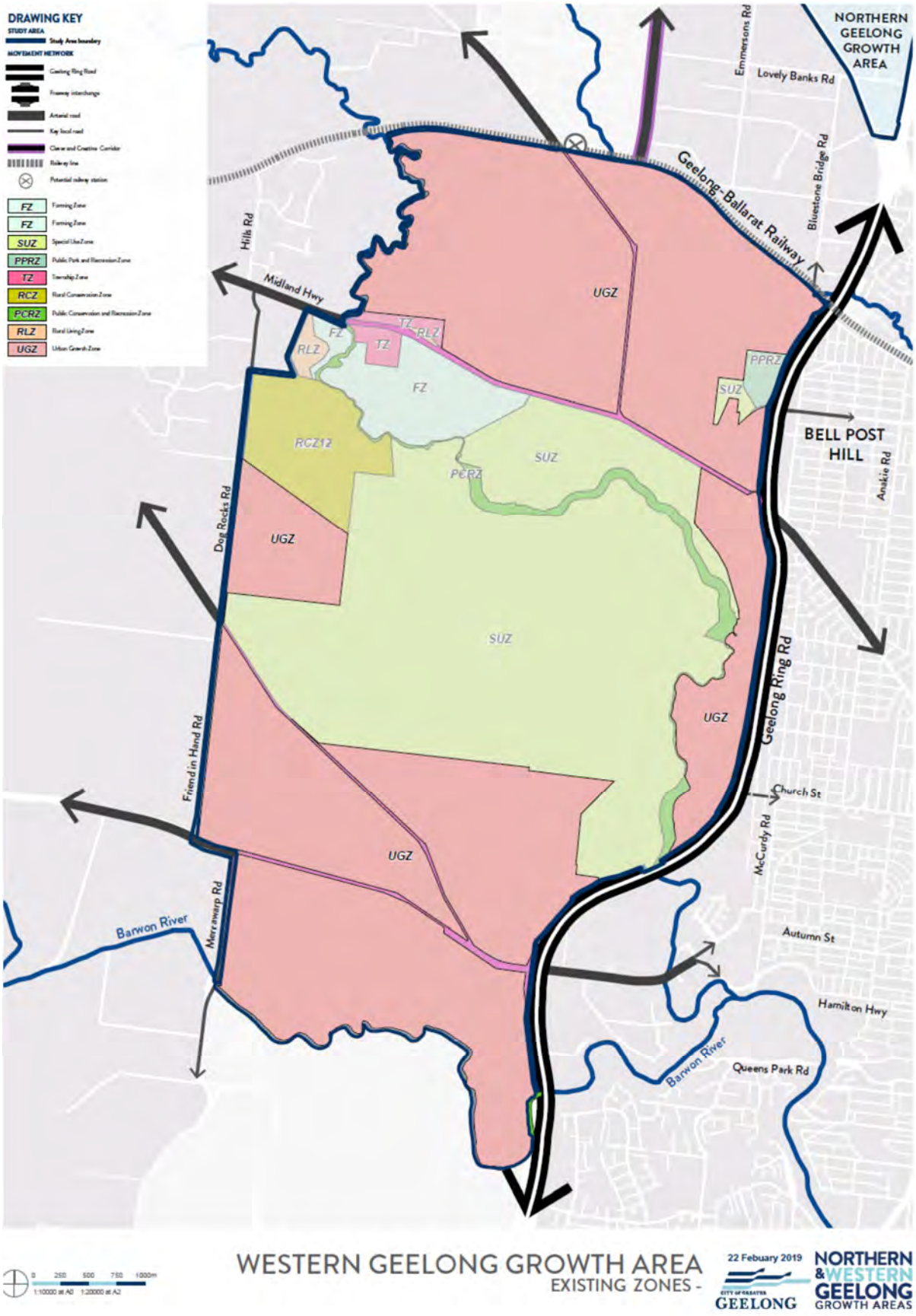
Map 2 - Northern Geelong Growth Area – Proposed Zones



Map 3 - Western Geelong Growth Area – Existing Zones



Map 4 - Western Geelong Growth Area – Proposed Zones



Attachment 3

Northern and Western Geelong Growth Areas

May/June 2018 community consultation – draft Future Urban Structure Plan

Summary of Submissions

Submission No.	Growth Area	Summary	Response
1.1	Northern	Development density: maximise number of lots, include some 200-250 m^2 lots.	A diversity of lot sizes will be provided for. Detailed land use planning will be undertaken as part of subsequent precinct structure planning.
1.2		Subdivision design and use of land within overhead transmission line easement.	Detailed land use planning will be undertaken as part of subsequent precinct structure planning.
1.3		Support affordable housing.	Noted.
2.1	Both	Support indicative plan, noting proposed road locations and open space provisions are indicative only at this stage.	Noted.
3.1	Northern	No immediate concerns with the proposal. Proposed new residential developments in the Northern Geelong Growth Area are well outside any potential major incident risk or consequence zone from the Viva Energy Lara LPG terminal.	Noted.
3.2		Early consultation is important for any future development plans neighbouring the Lara LPG terminal.	Noted.
4.1	Northern	Oppose May 2018 Draft framework plan location of major town centre outside of client's land (whereas November 2017 Draft framework plan located major town centre on key road intersection within client's land) in the Northern	The location of activity centres on the draft future urban structure plans is notional only. Specific locations will be determined through detailed investigation in the subsequent precinct structure

Submission No.	Growth Area	Summary	Response
		Geelong Growth Area.	planning process.
4.2		Major town centre icon should be centred on a future arterial road intersection.	The location of activity centres on the draft future urban structure plans is notional only. Specific locations will be determined through detailed investigation in the subsequent precinct structure planning process.
4.3		The Clever and Creative Corridor should be relocated to the west of the monocline ridge, connecting with the major town centre and located on flat land.	Support. The road network has been altered based on further detailed road network analysis, with the alignment of the Clever and Creative Corridor altered so that it is at the top of the monocline ridge.
4.4		Client controls one of the largest contiguous landholdings in the Northern Geelong Growth Area and has the critical mass to deliver the major town centre, in full or in part.	Noted.
4.5		The size of major town centre icons for the Northern and Western Geelong Growth Areas should be consistent.	The notional location and relative size of major activity centres has been determined, through peer reviewed analysis, in order to support the growth areas while not having a detrimental effect on other elements of the retail hierarchy outside of the growth areas. Detailed land use planning, including any floor space limits, will be conducted in subsequent precinct structure planning.
4.6		Growth area framework plans must include proposed locations for regional open space. This would be consistent with VPA's precinct structure planning Guidelines and enable the land development industry to make informed investment decisions.	Regional open space opportunities, both internal and external to the growth areas, will be nominated on the framework plan. The issue will be further considered in the subsequent precinct structure planning process.
5.1	Northern	Object to rezoning of land in Frys Road area from rural living to "employment".	Rural living properties in proximity to the Geelong Ring Road Employment Precinct will transition, in the

Submission No.	Growth Area	Summary	Response
			long term, to employment-based land use. However, these properties will remain in the Rural Living Zone in the shorter term. It will be up to individual landowners to decide if and when they pursue this transition upon completion of future planning processes. Sufficient employment land needs to be identified to support the future residential communities in the Growth Areas, providing local jobs.
5.2		Insufficient consultation has taken place with affected residents.	Community sessions and stakeholder workshops were conducted throughout 2017. In addition to the May-June 2018 community engagement on the draft future urban structure plans, further consultation will take place at Planning Scheme Amendment stage and in the precinct structure planning phase.
5.3		Uncertainty regarding effects of “employment” zoning on residents.	Rural living properties in proximity to the Geelong Ring Road Employment Precinct will transition, in the long term, to employment-based land use. However, these properties will remain in the Rural Living Zone in the shorter term. It will be up to individual landowners to decide if and when they pursue this transition upon completion of future planning processes. Sufficient employment land needs to be identified to support the future residential communities in the Growth Areas, providing local jobs.
5.4		Light manufacturing, service industries and transport depots would render the area unfit for residential use.	Longer term zoning and the range of potential land uses in the employment area will be determined at precinct structure planning stage. The transition to employment use in this area will be long term and is unlikely to commence within the next 10-15 years.
6.1	Northern	Support Northern Geelong Growth Area proposals,	Noted.

Submission No.	Growth Area	Summary	Response
		including Rural living and low density residential in the Tower Hill Drive and Kulina Drive area.	
6.2		Wish to support the smallest lot size possible.	A diversity of lot sizes will be provided for. Detailed land use planning will be undertaken as part of subsequent precinct structure planning.
7.1	Both	Land between the Northern and Western Geelong Growth Areas, from Evans Road to the Geelong Ring Road, should be added to the growth areas, due to security and crime issues.	The Northern and Western Geelong Growth Areas were identified in the G21 Regional Growth Plan and are delineated in Council's adopted Settlement Strategy. There is no need to identify further land for growth areas given the Settlement Strategy has identified adequate residential land supply. However, planning for the Northern and Western Geelong Growth Areas will not prejudice any longer term potential for urban growth between the Northern and Western Geelong Growth Areas.
7.2		The Northern Geelong Growth Area did not appear to have enough usable recreation areas.	Recreational land uses are not illustrated on the plan. Detailed land use planning, including identification of recreation areas, will be undertaken as part of subsequent precinct structure planning.
8.1	Western	Support identification of clients' land on Hamilton Highway for future residential development. Understand the plan is only a strategic framework and may provide comment on more detailed plans and future iterations of the framework plan.	Noted.
9.1	Western	Consider advancing plans to expand capacity of Creamery Road to provide another viable east-west corridor from the Western Geelong Growth Area into Geelong.	Creamery Road will be upgraded to a connector road to allow for efficient localised movements between the Western Geelong Growth Area and Bell Post Hill.
9.2		Midland Highway Neighbourhood Activity Centre should be located on the southern side of the Midland Highway.	The location of neighbourhood activity centres on the draft future urban structure plans is notional only. Specific locations will be determined through detailed

Submission No.	Growth Area	Summary	Response
			investigation in the subsequent precinct structure planning process.
9.3		Advocate early completion of the western north-south arterial road corridor through the Western Geelong Growth Area.	The northern and southern portions of the Western Geelong Growth Area will be developed prior to the central portion and they will be adequately serviced by the Midland and Hamilton highways respectively. The north-south arterial road connection will be necessitated and funded by development of the central portion of the growth area. The timing of development of the central portion of the growth area is dependent on the transition of the quarry.
9.4		Support alignment of two proposed north-south road links through the Western Geelong Growth Area north of the Midland Highway.	Noted.
9.5		Connectivity to existing schools should be prioritised in supporting early settlement of the Western Geelong Growth Area.	Detailed land use planning will be undertaken as part of subsequent precinct structure planning.
9.6		Support establishment of the Clever and Creative Corridor as a cornerstone of early development of the Western Geelong Growth Area.	Noted.
9.7		Recognise timely phasing and funding of capacity improvements to Midland and Hamilton highways in the Infrastructure Contributions Plan.	As declared State roads, upgrading of Midland and Hamilton highways cannot be included in development contributions. However, development contributions will fund access points to those highways.
9.8		Development of Western Geelong Growth Area will enable creation of a new link along the Moorabool River that will benefit all Geelong residents. Future lake in Western Geelong Growth Area will provide environmental,	Noted.

Submission No.	Growth Area	Summary	Response
		community and recreational benefits.	
9.9		Western Geelong Growth Area can offer a diverse housing supply to those wanting close access to the Surf Coast.	Noted.
9.10		In establishing the Western Geelong Growth Area, Council and PTV should advance multi-mode mass transit public transport options, potentially with trams or light rail linked to the Ballarat-Geelong railway.	The Clever and Creative Corridor provides for a median that can be dedicated to public transport. Potential public transport modes include Light Rail Transit and Bus Rapid Transit in the longer term.
9.11		The central quarry and Moorabool River will present a significant north-south disconnect within the Western Geelong Growth Area unless the Clever and Creative Corridor or major connector road across the Moorabool River is brought forward.	The northern and southern portions of the Western Geelong Growth Area will be developed prior to the central portion and they will be adequately serviced by the Midland and Hamilton highways respectively. The Clever and Creative Corridor will be extended from the northern to the southern part of the growth area as part of, and funded by, development of the central portion of the growth area. The timing of development of the central portion of the growth area is dependent on the transition of the quarry.
9.12		Need a Neighbourhood Activity Centre both the northern and southern areas of the Western Geelong Growth Area from early stages of development.	The framework plan identifies a network of major activity centres that will be developed in each precinct as urban development proceeds.
9.13		The major activity centre should be sited in the northern portion of the Western Geelong Growth Area – this could be in the potential Neighbourhood Activity Centre location on the southern side of Midland Highway.	The proposed location of major activity centres has been determined, through peer reviewed analysis, in order to support the growth areas while not having a detrimental effect on other elements of the retail hierarchy outside of the growth areas, particularly at Corio Shopping Centre.
9.14		Unclear how the existing Batesford township will be integrated into the Western Geelong Growth Area in the context of its established community feeling and historical	A transition of housing densities is proposed between the Batesford township and new residential neighbourhoods to protect the township's unique

Submission No.	Growth Area	Summary	Response
		amenity.	character.
9.15		The proximity of the northern portion of the Western Geelong Growth Area to the Northern Geelong Growth Area suggests potential benefits in supporting integration of these areas.	The Clever and Creative Corridor will provide links between the Northern and Western Geelong Growth Areas. With respect to land between the growth areas, there is no need to identify further land for growth areas given the Settlement Strategy has identified adequate residential land supply. However, planning for the Northern and Western Geelong Growth Areas will not prejudice any longer term potential for urban growth between the Northern and Western Geelong Growth Areas.
9.16		If the initial crossing of the Moorabool River is in the western portion of the Western Geelong Growth Area, Council should consider extension of the Clever and Creative Corridor boulevard to the western north-south arterial road corridor.	It is proposed that the Clever and Creative Corridor will extend to the southwestern portion of the Western Geelong Growth Area. Any further extension of the Clever and Creative Corridor needs to be considered against possible dilution of its viability and effectiveness.
9.17		The opportunity to interlink walking and cycling trails along the Barwon River, Moorabool River and Cowies Creek should be detailed and protected in the structure plan.	Provision of cycling links will be detailed in the subsequent precinct structure planning process.
9.18		Structure plan should provide greater clarity on potential uses, including commercial uses, in public open space corridors along river frontages in the Western Geelong Growth Area.	Detailed land use planning, including public open space corridors, will be undertaken as part of subsequent precinct structure planning.
9.19		Confirmation by VicRoads of the preferred option for the future Midland Highway alignment through Batesford is a prerequisite to resolving land use planning in the area.	The Midland Highway Batesford duplication or bypass project is being undertaken and decided by VicRoads. Any decision to deviate from the existing Midland Highway alignment would be factored into subsequent precinct structure plans, but would raise

Submission No.	Growth Area	Summary	Response
			environmental issues with respect to additional Moorabool River crossings.
9.20		Identify ways to bring forward some of the visual amenity and liveability benefits of the structure plan in supporting development of the Western Geelong Growth Area ahead of the quarry rehabilitation.	Detailed land use planning will be undertaken as part of subsequent precinct structure planning for each precinct in the Western Geelong Growth Area.
9.21		Land in the Western Geelong Growth Area needs to be sustainably released through consecutive precinct structure plans in a way that would simultaneously provide viable populations to supports activity centres without oversupplying or devaluing the land release.	Noted. The framework plan will outline sequential preparation of precinct structure plans.
9.22		Adequate funding must be collected through Infrastructure Contribution Plans plus potential additional levies to achieve the vision of the structure plan.	Noted.
10.1	Western	Moorabool and Barwon River corridors has potential as a white water rafting park.	Detailed land use planning, including public open space corridors, will be undertaken as part of subsequent precinct structure planning.
11.1	Northern	Existing Rural living lots with homes should remain Rural living.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to

Submission No.	Growth Area	Summary	Response
			transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.
11.2		Existing rural living lots should transition to smaller rural living lots then graduate to residential and low density residential.	See response to above point.
11.3		Maintain and protect the current environment, including native birds and flora.	Biodiversity will be addressed in the framework plan with a range of actions including provision of linear corridors, designated conservation areas, tree canopy coverage and planting, and Native Vegetation Precinct Plans.
12.1	Northern	Existing rural living area in Northern Geelong Growth Area should remain rural living.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct

Submission No.	Growth Area	Summary	Response
			structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.
12.2		Concerned by increased rates resulting from rezoning to residential.	It is not proposed to rezone most existing Rural living zoned properties in the short term. A change in zoning may not immediately affect rates. Property valuations determine rates payable. Property valuations are determined by sale prices for property sales in the area.
12.3		Concerned by possibility of residential development adjacent to existing rural living land.	The growth areas have been identified to accommodate Geelong's significant future growth requirements and conventional density residential development will occur throughout the area. Transition of land uses will be managed through the use of screening and buffers such as road reserves and tree planting.
12.4		Oppose a road or public open space on submitters' northern boundary due to security concerns.	The interface between the residential and proposed low density residential areas will be determined in

Submission No.	Growth Area	Summary	Response
			subsequent precinct structure planning.
12.5		Oppose high density living adjacent to submitters' property.	Land to the north of the existing rural living land has been identified as residential in order to achieve desired densities and lot yield for the Northern Geelong Growth Area. Appropriate buffer landscaping will be provided to address the interface between different residential densities.
12.6		Oppose any acquisition of submitters' property by developers.	Land required for roads or other public purposes will be secured through the subdivision process in most instances. Public Acquisition Overlays will be used sparingly and only where acquisition is essential and cannot be negotiated with landowners.
13.1	Northern	Oppose proposed location of arterial road running north from the Barwon Water Lovely Banks Basin. Alternative alignment from Anakie Road/Emmerson Road intersection proposed to minimise impact on existing homes, provide shorter route to Geelong Ring Road and improved safety for school students.	Based on transport modelling, this arterial road connection is no longer proposed. Should future investigation of this area lead to urban development, road requirements would be reassessed as part of the precinct structure planning process.
13.2		Existing rural living lots with homes in Lovely Banks should remain rural living.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the

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			Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.
13.3		Land between existing rural living lots and Heales Road should be zoned low density residential.	Land to the north of the existing rural living land has been identified as residential in order to achieve desired densities and lot yield for the Northern Geelong Growth Area. Appropriate buffer landscaping will be provided to address the interface between different residential densities.
13.4		Concerned by increased rates resulting from rezoning to residential.	It is not proposed to rezone most existing rural living zoned properties in the short term. A change in zoning may not immediately affect rates. Property valuations determine rates payable. Property valuations are determined by sale prices for property sales in the area.
13.5		Existing homes on rural living lots are not designed for smaller residential lot sizes.	Low density residential zoning may provide flexibility for subdivision while retaining existing homes where desired. However, it is up to individual landowners to decide if and when they want to pursue this transition upon the completion of future planning processes.
13.6		Residential development will cause loss of fauna habitat and native grassland.	Biodiversity will be addressed in the framework plan with a range of actions including provision of linear corridors, designated conservation areas, tree canopy coverage and planting, and Native Vegetation Precinct Plans.

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13.7		Low density residential development will risk contaminating water supply in Barwon Water Lovely Banks Basin.	It is not anticipated that low density residential development would have any adverse impact on water supply in the Barwon Water Lovely Banks Basin. In any case, it would be appropriate for any transition to low density residential lot sizes to be subject to services including sewer.
13.8		Submitter's child is buried on submitter's property and subdivision or road would cause the site to change ownership and be disturbed.	Based on transport modelling, the arterial road connection that may have affected the submitter's property is no longer proposed. Should future investigation of this area lead to urban development, road requirements would be reassessed as part of the precinct structure planning process.
13.9		Will developers face same scrutiny as existing landowners regarding protecting native grassland?	Unless and until removed, Environmental Significance Overlay Schedule 4 (ESO 4) applies regardless of land ownership. A Native Vegetation Precinct Plan will be required.
13.10		Why are existing rural living lots to be rezoned within next five years if the development is decades away?	It is not proposed to rezone most existing rural living zoned properties in the short term.
13.11		Where will new residents of the Northern Geelong Growth Area work?	A portion of the Northern Geelong Growth Area has been identified as employment land. Residents of the Northern Geelong Growth Area would work within the growth area, elsewhere in Greater Geelong and beyond.
14.1	Both	The area between the Northern and Western Geelong Growth Areas should be included in the growth areas.	The Northern and Western Geelong Growth Areas were identified in the G21 Regional Growth Plan and are delineated in Council's adopted Settlement Strategy. There is no need to identify further land for growth areas given the Settlement Strategy has identified adequate residential land supply. However,

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			planning for the Northern and Western Geelong Growth Areas will not prejudice any longer term potential for urban growth between the Northern and Western Geelong Growth Areas.
15.1	Northern	Existing rural living lots should remain rural living.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.
15.2		Concerned by increased rates resulting from rezoning to residential.	It is not proposed to rezone most existing rural living zoned properties in the short term. A change in zoning may not immediately affect rates. Property

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			valuations determine rates payable. Property valuations are determined by sale prices for property sales in the area.
15.3		Arterial road should be diverted to minimise impacts on rural living properties.	Based on transport modelling, this arterial road connection is no longer proposed. Should future investigation of this area lead to urban development, road requirements would be reassessed as part of the precinct structure planning process.
15.4		Oppose residential development on submitters' property boundary due to privacy concerns.	Land to the north of the existing rural living land has been identified as residential in order to achieve desired densities and lot yield for the Northern Geelong Growth Area. Appropriate buffer landscaping will be provided to address the interface between different residential densities.
15.5		Misleading to suggest residents on small lots (0.8 to 1.2 hectares) can subdivide unless this will be the case.	Subdivision would only be possible if and when land is rezoned low density residential. It is not proposed to rezone most existing rural living zoned properties in the short term.
16.1	Northern	Oppose proposed location of arterial road running north from the Barwon Water Lovely Banks Basin. Alternative alignment from Anakie Road/Emmerson Road intersection proposed to minimise impact on existing homes and improved safety for school students.	Based on transport modelling, this arterial road connection is no longer proposed. Should future investigation of this area lead to urban development, road requirements would be reassessed as part of the precinct structure planning process.
16.2		Existing rural living lots should remain rural living.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential

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			land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.
16.3		From the northern boundary of existing rural living area, the next 500 metres to 1 kilometre should be low density residential as a transition to the residential area.	Land to the north of the existing rural living land has been identified as residential in order to achieve desired densities and lot yield for the Northern Geelong Growth Area. Appropriate buffer landscaping will be provided to address the interface between different residential densities. The growth areas have been identified to accommodate Geelong's significant future growth requirements and conventional density residential development will occur throughout the area.
16.4		High rise zones (up to 5 storeys) near train stations should be shown on the framework plan.	Detailed land use planning will be undertaken as part of subsequent precinct structure planning.
16.5		Lots need to be large enough that one or two trees can be grown on most lots.	A diversity of lot sizes will be provided for. Detailed land use planning will be undertaken as part of

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			subsequent precinct structure planning.
16.6		A new train line should be constructed from the Batesford town centre via the new Lovely Banks town centre to join the Geelong-Melbourne line north of Lara, to cater for the potential 360,000 residents in this planned development, 80% of whom will work in Melbourne.	No new spur rail line is proposed to the growth areas, only access to future potential passenger rail services on the Geelong – Ballarat rail line.
16.7		Submitter would like a sewer line along bottom of submitter's lot, enabling subdivision in the long term.	Detailed land use planning will be undertaken as part of subsequent precinct structure planning.
17.1	Northern	Existing rural living lots should remain rural living.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision

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			upon the completion of precinct structure planning process.
17.2		The area between Tower Hill Drive and Heales Road should be rural living, with lots of 0.4 to 0.6 hectares.	Land to the north of the existing rural living land has been identified as residential in order to achieve desired densities and lot yield for the Northern Geelong Growth Area. Appropriate buffer landscaping will be provided to address the interface between different residential densities.
18.1	Northern	Concerned by loss of privacy, increased traffic, noise and light pollution, and loss of fauna and flora.	It is not proposed to rezone most existing rural living zoned properties in the short term. Appropriate buffer landscaping will be provided to address the interface between low density residential and conventional residential areas. Biodiversity will be addressed in the framework plan with a range of actions including provision of linear corridors, designated conservation areas, tree canopy coverage and planting, and Native Vegetation Precinct Plans.
18.2		Concerned by potential flooding on submitter's land due to new development.	Detailed land use planning will be undertaken as part of subsequent precinct structure planning.
18.3		Oppose proposed location of arterial road running north from the Barwon Water Lovely Banks Basin. Alternative alignment from Anakie Road/Emmerson Road intersection proposed to minimise impact on existing homes and improved safety for school students.	Based on transport modelling, this arterial road connection is no longer proposed. Should future investigation of this area lead to urban development, road requirements would be reassessed as part of the precinct structure planning process.
18.4		Existing rural living lots should remain rural living.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban

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			development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.
18.5		Incorporate a buffer north of existing rural living properties including public open space and low density residential.	Land to the north of the existing rural living land has been identified as residential in order to achieve desired densities and lot yield for the Northern Geelong Growth Area. Appropriate buffer landscaping will be provided to address the interface between different residential densities.
18.6		Why were landowners/purchasers not informed of earmarked development from 2013?	The G21 Regional Growth Plan identified notional areas for the growth areas. The process to establish definite boundaries has occurred based on technical studies prepared until 2018.
18.7		Concerned by increased rates resulting from rezoning to	It is not proposed to rezone most existing rural living

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		residential.	zoned properties in the short term. A change in zoning may not immediately affect rates. Property valuations determine rates payable. Property valuations are determined by sale prices for property sales in the area.
18.8		When is this development going to take place?	Development of the entire Northern and Western Geelong Growth Areas will occur in a sequenced manner over the next several decades.
18.9		Has impact of traffic congestion been considered?	Traffic movement and volumes are being considered. Detailed land use planning will be undertaken as part of subsequent precinct structure planning.
18.10		Servicing and road tonnage issues.	Detailed land use planning will be undertaken as part of subsequent precinct structure planning.
19.1	Northern	Existing rural living lots should remain rural living.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density

Submission No.	Growth Area	Summary	Response
			in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.
19.2		Oppose proposed location of arterial road running north from the Barwon Water Lovely Banks Basin. Alternative alignment from Anakie Road/Emmerson Road intersection proposed to minimise impact on existing homes and improved safety for school students.	Based on transport modelling, this arterial road connection is no longer proposed. Should future investigation of this area lead to urban development, road requirements would be reassessed as part of the precinct structure planning process.
19.3		Existing roads in Lovely Banks should be for local traffic only.	Detailed land use planning will be undertaken as part of subsequent precinct structure planning.
19.4		Incorporate a low density residential transitional area north of existing rural living properties.	Land to the north of the existing rural living land has been identified as residential in order to achieve desired densities and lot yield for the Northern Geelong Growth Area. Appropriate buffer landscaping will be provided to address the interface between different residential densities.
19.5		Zoning should allow apartments only around the town centre.	Detailed land use planning will be undertaken as part of subsequent precinct structure planning.
19.6		Ensure new lots are the right size and plan for tree plantings.	A diversity of lot sizes will be provided for. Detailed land use planning will be undertaken as part of subsequent precinct structure planning.
19.7		A new train line should be constructed through Lovely Banks to Batesford.	No new spur rail line is proposed to the growth areas, only access to future potential passenger rail services on the Geelong – Ballarat rail line.

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20.1	Northern	Existing rural living lots should remain rural living.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.
20.2		Oppose proposed location of arterial road running north from the Barwon Water Lovely Banks Basin. Alternative alignment from Anakie Road/Emmerson Road intersection proposed to minimise impact on existing homes.	Based on transport modelling, this arterial road connection is no longer proposed. Should future investigation of this area lead to urban development, road requirements would be reassessed as part of the precinct structure planning process.
20.3		Concerned by increased rates resulting from rezoning to	It is not proposed to rezone most existing rural living

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		residential.	zoned properties in the short term. A change in zoning may not immediately affect rates. Property valuations determine rates payable. Property valuations are determined by sale prices for property sales in the area.
21.1	Northern	Support retail development and improved public transport in the Northern Geelong Growth Area.	Noted.
21.2		Existing rural living lots should remain rural living.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.

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21.3		Concerned by increased rates resulting from rezoning to residential.	It is not proposed to rezone most existing rural living zoned properties in the short term. A change in zoning may not immediately affect rates. Property valuations determine rates payable. Property valuations are determined by sale prices for property sales in the area.
21.4		Positioning of submitter's home makes subdivision difficult.	Low density residential zoning may provide flexibility for subdivision while retaining existing homes where desired and practical. Rezoning and subdivision is a long-term proposition. It will be up to individual landowners to decide if and when they want to pursue this transition upon the completion of future planning processes.
21.5		Rezoning and subdivision will restrict existing rural living residents' ability to keep farm animals.	It is not proposed to rezone most existing rural living zoned properties in the short term. A change in zoning would introduce more restrictive planning scheme controls on the keeping of animals, but existing planning approvals would remain valid. Under Council's Neighbourhood Local Amenity Law 2014, controls on the keeping of animals vary according to lot size. These would only change if the property is subdivided.
21.6		Concerned by upgrading and widening of Viewhill Road to form part of Clever and Creative Corridor, which will impact on and may require demolition of homes.	Viewhill Road is not proposed to form part of the Clever and Creative Corridor. Based on transport modelling, the arterial road connection that may have affected Viewhill Road is no longer proposed. Should future investigation of this area lead to urban development, road requirements would be reassessed as part of the precinct structure planning process.
21.7		Question viability of the designated employment area in the	Economic analysis identified a general land

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		south-east of the Northern Geelong Growth Area.	requirement for employment generated by the Northern Geelong Growth Area population. Given the fragmentation of land in the area, its development is likely to be a longer term proposition. It is appropriately and strategically located at the base of the Lovely Banks monocline, adjacent to the Geelong Ring Road Employment Precinct and Bacchus Marsh Road and near the Geelong Ring Road.
21.8		Appropriately located cycle paths required for the Northern Geelong Growth Area and to provide safe access across the Geelong Ring Road.	Provision of cycling links will be detailed in the subsequent precinct structure planning process.
21.9		Consider a new Geelong Ring Road access point near the roadhouse with overpass providing access to Corio.	Strategic transport modelling suggests anticipated vehicle movements can be accommodated by Anakie and Bacchus Marsh Roads.
21.10		Upgrading could improve safety of Tower Hill Drive.	Noted.
21.11		Significant cost difference of travel to/from Melbourne between Lara and any new train station further south will discourage people using the new train station.	The City anticipates that services between Geelong and Melbourne are likely to change significantly in terms of speed and volume within the lifetime of the Northern and Western Geelong Growth Areas project. Future pricing structure for train travel is not known at this time.
21.12		Public transport running from Geelong through Northern Geelong Growth Area to Lara and Avalon would be desirable, but it must be frequent, fast and reliable.	Public transport will be a key focus of both the framework plan and subsequent precinct structure planning. Provision of public transport will ultimately be a State Government responsibility.
22.1	Northern	APA is Pipeline Licensee for the Iona-Lara high pressure gas transmission pipeline. The Iona-Lara pipeline has a measurement length (the heat radiation zone associated with a full-bore pipeline rupture) of 570 metres.	Noted.

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22.2		APA's preferred position is that all sensitive land uses (list provided) be located outside of the measurement length.	APA has provided a list of land uses with suggested minimum setbacks to the pipeline. Development of planning scheme controls to address this issue can occur at precinct planning stage.
22.3		The findings of a preliminary Safety Management Strategy (SMS) for the Northern Geelong Growth Area and Iona-Lara pipeline are to be incorporated into future planning requirements for the growth areas. Future SMS reviews will be required at key stages of the development, including as part of any future precinct structure plan amendment process.	Development of planning scheme controls to address this issue can occur at precinct planning stage.
22.4		APA is the beneficiary of a pipeline easement running through the Northern Geelong Growth Area. APA needs to ensure the easement is managed to an appropriate standard and will not accept outcomes that do not enable APA to achieve its safety responsibilities to the surrounding community.	Noted.
22.5		The gas pipeline should be indicated as encumbered linear open space on the framework plan.	Support. This will be shown on the framework plan.
22.6		The gas pipeline measurement length should be shown on the future urban structure plan, consistent with other recent precinct structure plans.	This will be considered in subsequent precinct structure planning. The measurement length will be described in the framework plan.
22.7		APA prefers that construction of roads over pipeline easements be avoided where possible. Road crossings over the easement should be at 90 degrees to the pipeline and intersections directly over the pipeline should be avoided. If such an intersection is unavoidable, it will require an engineered solution and a risk assessment to be	Noted. Detailed land use planning will be undertaken as part of subsequent precinct structure planning.

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		undertaken.	
23.1	Northern	Northern Geelong Growth Area proposal will result in urban sprawl and not achieve desired sustainability.	Both growth areas will achieve desired residential densities and incorporate ecologically sustainable development principles to deliver a carbon positive community.
23.2		Oppose proposed location of arterial road running north from the Barwon Water Lovely Banks Basin. Alternative alignment from Anakie Road/Emmerson Road intersection proposed to minimise impact on existing homes.	Based on transport modelling, this arterial road connection is no longer proposed. Should future investigation of this area lead to urban development, road requirements would be reassessed as part of the precinct structure planning process.
23.3		Concerned at impact of development on Wedge-tailed eagles. Lovely Banks area is part of their hunting grounds and development of the Northern Geelong Growth Area would put them at high risk of extinction.	Detailed fauna and flora investigations will take place at subsequent precinct structure planning stage. The Wedge-tailed eagle is not threatened or endangered within Victoria.
23.4		Existing rural living lots should remain rural living. Arterial roads and employment areas should be limited to current Urban Growth Zone.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone

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			that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.
24.1	Both	Northern and Western Geelong Growth Areas are important for future growth of the region but should be carefully managed to ensure development is appropriately sequenced. This will avoid inefficient infrastructure provision and give greater certainty for long term strategic planning of service provision.	Noted.
24.2		Barwon Water has developed a strategy to service the Northern and Western Geelong Growth Areas, but support appropriate sequencing for these areas so they are not developed all at once.	Noted.
25.1	Western	Properties on the western side of Lynnburn Road, Batesford should be designated residential rather than low density residential. This would benefit landowners and be consistent with other land on Lynnburn Road, yet would be a minor change and not affect the buffer to Batesford township and diversity of zones in the wider area.	Future investigation of the appropriate residential density on the western side of Lynnburn Road will be undertaken as part of the future precinct structure planning process.
25.2		Oppose changing Lynnburn Road to an arterial road due to impact on residents.	The notional alignment of the arterial road has been chosen as the most efficient location, is outside of the Moorabool River corridor and provides adequate separation from the proposed Clever and Creative Corridor alignment along Ballan Road.

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25.3		Realign the north-south arterial road from Lynnburn Road to either: i) join with the Clever and Creative Corridor at or just south of Midland Highway and Geelong-Ballan Road ii) crosses Midland Highway at Ross Road. Either option would affect fewer landowners than the proposed Lynnburn Road alignment.	The notional alignment of the arterial road has been chosen as the most efficient location, is outside of the Moorabool River corridor and provides adequate separation from the proposed Clever and Creative Corridor alignment along Ballan Road.
25.4		Lynnburn Road north of Midland Highway should be a two-lane connector road.	Lynnburn Road has been identified (as a notional alignment) as the most efficient location for a north-south arterial road, not a connector road.
26.1	Western	Support concept of defining basis urban structure of both growth areas. It will be important to define this structure to provide certainty leading into precinct structure plan preparation but allow flexibility to meet changing needs over time.	Noted.
26.2		Support proposed process of completing the framework plan and a Scheme Amendment to give statutory effect to policy on the growth areas before precinct structure plan preparation.	Noted.
26.3		Additional assessments undertaken by clients confirm the final extent of the quarry and that its rehabilitation will enable the lake to be developed as a publicly accessible recreational facility, adjoined by an activity centre.	Noted.
26.4		Specialised lakeside town centre should be located to the north, not the south, of the former Moorabool River.	Support. This change will be reflected in the framework plan.
26.5		Support the concept of a Clever and Creative Corridor, including the Corridor passing through the specialised lakeside town centre and by the employment precinct.	Noted.

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26.6		Support locating a local town centre near the Geelong-Ballarat rail line at the north of the Western Geelong Growth Area.	Noted.
26.7		Concerned that alignment of western arterial would have poor connectivity with Hamilton Highway and that Gheringhap extension from east side of Friend in Hand Road to connect with both north-south arterials could become a busy and divisive barrier, inhibiting easy access to the future lake.	Detailed strategic transport modelling will determine the required capacity of the east-west road referred to.
26.8		Do not support the two proposed Moorabool River crossings, due to costs. Prefer a single crossing.	Project traffic volumes require two Moorabool River crossings. It is appropriate to separate the Clever and Creative Corridor from the north-south arterial road.
26.9		If two Moorabool River crossings are required, and the western arterial will handle more traffic, the eastern crossing should be based on modest design parameters.	Crossing design will, along with site considerations, reflect each road's function and projected traffic volumes.
26.10		Careful design of the Clever and Creative Corridor will be necessary either side of the river crossing to have regard to embankment land form and the scale of the lakeside town centre.	Noted.
26.11		Endorse comments of workshop findings about potential to transform Batesford Quarry into a regional scale open space asset. Current rehabilitation plans allow the eastern interface of the lake to be developed for public access.	Noted.
26.12		Greater recognition should be given to the opportunity to provide a great diversity of housing around the lake and in the town centres adjoining or overlooking the lake.	Detailed land use planning for the area around the quarry, to transition to a lake, will be undertaken as part of subsequent precinct structure planning.
26.13		Framework plan should make reference to developing a	Detailed investigation and design of the transition of

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		lakeside drive around the top edge of the quarry lake.	the quarry to a lake will involve consideration of the surrounding road network.
26.14		Endorse suggested location of employment land uses in the south-west of the Western Geelong Growth Area.	Noted.
26.15		Oppose proposed location of the major town centre in the Western Geelong Growth Area. The centre should be located on the Midland Highway. This location would lend itself to earlier development and phasing and would also serve residents of Bannockburn and a section of western Geelong.	The proposed location of major town centres has been determined, through peer reviewed analysis, in order to support the growth areas while not having a detrimental effect on other elements of the retail hierarchy outside of the growth areas.
26.16		Southern activity centre is well suited to accommodate a large neighbourhood centre.	The proposed location of major activity centres has been determined, through peer reviewed analysis, in order to support the growth areas while not having a detrimental effect on other elements of the retail hierarchy outside of the growth areas.
26.17		A major town centre in the south of the Western Geelong Growth Area would substantially increase traffic pressure on Deviation Road and Aberdeen Street.	The proposed location of major activity centres has been determined, through peer reviewed analysis, in order to support the growth areas while not having a detrimental effect on other elements of the retail hierarchy outside of the growth areas.
27.1	Northern	Existing rural living lots should remain rural living.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process.

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			Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.
27.2		Maintenance of rural living is appropriate as it is compatible with the recommended management of the Lovely Banks monocline on the Victorian Resources online website. The monocline is identified as a site of regional geological and geomorphological significance.	The topography of the monocline allows for a diversity of housing types to be developed, along with provision of open space corridors. As it falls within a designated growth area, on balance, it is deemed appropriate that some development occurs on the monocline to provide for Geelong's urban growth. Further geotechnical investigation to identify development requirements will be addressed at the subsequent precinct structure planning stage.
27.3		Retention of rural living to preserve the Lovely Banks monocline landscape feature is consistent with Clause 12.04 and 16.02-1 of the Greater Geelong Planning Scheme.	The equivalent clauses are now Clauses 12.05-2S and 16.01-5S since Amendment VC148. Clause 16.01-5S (Rural residential development) is not relevant to land being rezoned from rural living. The escarpment zone in proximity to the Lovely Banks monocline will need further geotechnical investigation to identify development requirements including any buffer zones and setback distances.

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			This will be addressed at the subsequent precinct structure planning stage.
27.4		Oppose proposed location of arterial road running north from the Barwon Water Lovely Banks Basin. Alternative alignment from Anakie Road/Emmerson Road intersection proposed to minimise impact on existing homes, landscape values and character.	Based on transport modelling, this arterial road connection is no longer proposed. Should future investigation of this area lead to urban development, road requirements would be reassessed as part of the precinct structure planning process.
27.5		Proposed transition and high amenity landscape entry that Low Density Residential Zone seeks to achieve will be lost due to the proposed arterial road.	Low density residential would provide a transition in lot sizes between rural living and residential areas, regardless of location of arterial road.
27.6		Subdivision of existing rural living lots for low density residential will be difficult given location of houses and the road network and will likely result in battleaxe lots.	Low density residential zoning would provide flexibility for subdivision while retaining existing homes where desired. However, it is up to individual landowners to decide if and when they want to pursue this transition upon the completion of future planning processes. Future investigation of the appropriate residential density will occur as part of the relevant precinct structure planning process.
27.7		The minimal increase in the number of lots that low density residential zoning would facilitate does not justify the proposed rezoning. There is also no justification from a demand perspective.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide

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			Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.
28.1	Both	Concerned about impact of the additional population accommodated in the Northern and Western Geelong Growth Areas on coastal communities.	The Northern and Western Geelong Growth Areas project is identified in state policy (G21 Regional Growth Plan), which considered urban growth across the G21 Region, including the Surf Coast Shire and the City of Greater Geelong.
28.2		Council should conduct and make public studies on the environmental, social and economic impacts of the Northern and Western Geelong Growth Areas on coastal communities.	The Northern and Western Geelong Growth Areas project is identified in state policy (G21 Regional Growth Plan), which considered urban growth across the G21 Region, including the Surf Coast Shire and the City of Greater Geelong.
29.1	Western	The Western Geelong Growth Area should be prioritised ahead of the Northern Geelong Growth Area due its proximity to central Geelong, valued natural assets, significantly lower up front infrastructure costs	The Minister for Planning has indicated that development of the Northern and Western Geelong Growth Areas should proceed concurrently. Council's adopted Settlement Strategy indicates that concurrent development of more than one growth area helps maximise housing choice and competition between broadhectare developers and thus assists housing affordability.
29.2		Land bounded by Midland Highway, Geelong Ring Road,	Support. It is anticipated that the eastern portion of

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		Geelong-Ballarat railway and Moorabool River is best placed to be the first stage of the Western Geelong Growth Area.	this area will be subject of the first precinct structure plan in the Western Geelong Growth Area.
29.3		Drainage and retarding basin shown in the north-eastern corner of the Western Geelong Growth Area should be moved further to the north-east so that its major extent is adjacent to Cowies Creek.	Detailed land use planning will be undertaken as part of subsequent precinct structure planning.
29.4		Do not support the two proposed Moorabool River crossings, due to costs. Prefer a single crossing.	Project traffic volumes require two Moorabool River crossings. It is appropriate to separate the Clever and Creative Corridor from the north-south arterial road.
29.5		If two Moorabool River crossings are required, the second crossing should be much lower order.	Crossing design will, along with site considerations, reflect each road's function and projected traffic volumes.
29.6		Support Council immediately proceeding to a Planning Scheme Amendment on completion of Phase 3 of the Northern and Western Geelong Growth Areas project.	Noted.
29.7		Advocate immediate commencement of a precinct structure plan in the first stage of the Western Geelong Growth Area (as identified in this submission) on adoption of the framework plan into the Greater Geelong Planning Scheme.	The Framework Plan identifies the eastern portion of this area, the Creamery Road Precinct, as the subject of the first Precinct Structure Plan in the Western Geelong Growth Area. Work on precinct structure planning will commence after adoption of the Framework Plan.
30.1	Both	Neither the Northern nor Western Geelong Growth Area plans adequately consider the removal of native vegetation or the offsets that may be required post-incorporation.	Subsequent precinct structure planning will include preparation of Native Vegetation Precinct Plans, to identify native vegetation to be retained, native vegetation to be removed, and offsets.
30.2		Failure to consider native vegetation and biodiversity is a	Biodiversity has been considered and is being

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		significant development risk. Sourcing offsets for rare or threatened species is problematic, if not impossible and may be prevent approval of subsequent precinct structure plans.	addressed in the framework plan. Subsequent precinct structure planning will include preparation of Native Vegetation Precinct Plans, to identify native vegetation to be retained, native vegetation to be removed, and offsets.
30.3		Urge Council to adequately review biodiversity information required by Clause 12.01 prior to finalising strategic plans which will determine future land use and development and lead to removal of native vegetation.	Biodiversity has been considered and is being addressed in the framework plan. Subsequent precinct structure planning will include preparation of Native Vegetation Precinct Plans, to identify native vegetation to be retained, native vegetation to be removed, and offsets.
31.1	Both	Concerned about impact of the additional population accommodated in the Northern and Western Geelong Growth Areas on coastal communities including, increased traffic, crowded beaches, litter and wildlife roadkills.	The Northern and Western Geelong Growth Areas project is identified in state policy (G21 Regional Growth Plan), which considered urban growth across the G21 Region, including the Surf Coast Shire and the City of Greater Geelong.
31.2		A study should be conducted into the environmental, social, cultural and economic impacts of 110,000 additional residents on the Surf Coast, Bellarine region and Great Ocean Road. All strategic plans for large scale urban development in the region should be halted until such a study takes place.	The Northern and Western Geelong Growth Areas project is identified in state policy (G21 Regional Growth Plan), which considered urban growth across the G21 Region, including the Surf Coast Shire and the City of Greater Geelong.
31.3		Support low density residential development across the region based on sound strategic principles that protect the natural environment.	Low density residential would not achieve the objectives of the growth areas to accommodate a large proportion of urban Geelong's projected population growth nor achieve levels of appropriate servicing and self-sufficiency.
32.1	Both	Concerned about impact of the additional population accommodated in the Northern and Western Geelong Growth Areas on coastal communities including, increased	The Northern and Western Geelong Growth Areas project is identified in state policy (G21 Regional Growth Plan), which considered urban growth across

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		traffic, crowded beaches and litter.	the G21 Region, including the Surf Coast Shire and the City of Greater Geelong.
32.2		Northern and Western Geelong Growth Areas need to be self-sufficient with all necessary health, education, retail and recreational facilities so that additional impacts are not imposed on coastal communities.	The growth areas will be developed with provision for all normal commercial, social and recreational facilities for growth areas of their size.
32.3		Impact studies on the environmental, social and economic impacts of the Northern and Western Geelong Growth Areas on coastal communities need to be carried out and made available to the public prior to these developments occurring.	The Northern and Western Geelong Growth Areas project is identified in state policy (G21 Regional Growth Plan), which considered urban growth across the G21 Region, including the Surf Coast Shire and the City of Greater Geelong.
33.1	Western	Inadequate communication and lack of due diligence regarding environmental, heritage and access impacts.	Council has conducted a range of community consultation on the Northern and Western Geelong Growth Areas project to date, including community information sessions, enquiry by design workshops, project brochures mail outs, newspaper advertisements and information on its website. Environment, heritage and movement and access have been considered in detail.
33.2		Western Geelong Growth Area proposals disregard existing residents as stakeholders and their lifestyle and amenity.	The Northern and Western Geelong Growth Areas are identified in state policy (G21 Regional Growth Plan) for urban development. The framework plan and subsequent precinct structure plans will identify the manner in which this urban development will take place. It is up to individual landowners to decide if and when to subdivide/develop upon completion of future planning processes.
33.3		Submitter purchased Batesford property for health reasons and for seclusion from city living and busy roads.	Noted.

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33.4		Concerned by suburban and vehicular noise, impact of vehicle emissions on air quality and light pollution.	The Northern and Western Geelong Growth Areas are identified in state policy (G21 Regional Growth Plan) for urban development. Urban development will entail some change to rural residential amenity.
33.5		Subsidence in the Lynnburn Road area creates sinkholes. Stabilisation and remedial action is required to prevent additional erosion.	Precinct structure planning will include land capability assessment and drainage and flooding assessments.
33.6		Batesford area is prone to flooding which may be exacerbated by additional road structures. There are no hydrological or environmental study to show this is being considered in design.	Flooding and drainage has been considered in detail. Flood extent modelling will be modified to predict flood extents as part of future development. Flooding and drainage will be further addressed in subsequent precinct structure planning.
33.7		Development will impact on native fauna habitat, including that of koalas and kangaroos.	Biodiversity will be addressed in the framework plan with a range of actions including provision of linear corridors, designated conservation areas, tree canopy coverage and planting, and Native Vegetation Precinct Plans.
33.8		Upgrading Lynnburn Road to an arterial road would detract from amenity and introduce major access issues to Midland Highway. Such an arterial would be better located in a greenfield area further east towards the Geelong Ring Road.	The notional Lynnburn Road alignment of the arterial road has been chosen as the most efficient location, is outside of the Moorabool River corridor and provides adequate separation from the proposed Clever and Creative Corridor alignment along Ballan Road.
33.9		No consideration is shown of the Midland Highway bypass.	The Midland Highway Batesford duplication or bypass project is being undertaken and decided by VicRoads. Any decision to deviate from the existing Midland Highway alignment would be factored into subsequent precinct structure plans, but would raise environmental issues with respect to a new Moorabool River crossing.

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33.10		Land acquisition has not been addressed or communicated.	Land required for roads or other public purposes will be secured through the subdivision process in most instances. Public Acquisition Overlays will be used sparingly and only where acquisition is essential and cannot be negotiated with landowners.
33.11		If Batesford is suburbanised, require guarantees of sufficient improved infrastructure and services, such as roads and telecommunications.	The growth area will be provided with all normal urban infrastructure and servicing.
33.12		Majority of Western Geelong Growth Area development options are not sustainable, with no cognisance given to regional planning, zoning overlays, transport bodies and future development of industry abutting the Batesford precinct.	The Northern and Western Geelong Growth Areas project is identified in state policy (G21 Regional Growth Plan) and will provide for Greater Geelong's long term greenfield housing supply as supported in the adopted Greater Geelong Settlement Strategy. Both growth areas will incorporate ecologically sustainable development principles to deliver a carbon positive community.
34.1	Northern	Land on Heales Road is proposed to be employment land, adjacent to a potential major drainage reserve along Bacchus Marsh Road. Question need for additional drainage infrastructure given land already drains into Elcho Road drainage scheme.	The land has been identified in the Background Report as Potential Indicative Drainage Infrastructure – Further Investigation Required. Substantial new development in the Northern Geelong Growth Area will generate increased stormwater runoff. Flood impact assessment modelling at precinct structure planning stage will model anticipated conditions to identify land and infrastructure required to manage the stormwater drainage network and downstream impacts.
34.2		Rural living with employment potential designation lacks certainty about future use. More certainty should be provided for owners, residents and investors that it will be employment land.	Potential employment land has been identified north of Heales Road that may be required in the longer term. It is not certain that it will transition to employment land.

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35.1	Western	Consider extending pathway along Moorabool River from the sanctuary to the quarry.	Detailed land use planning, including for open space corridors, will be undertaken as part of subsequent precinct structure planning.
35.2		The area of overburden and river bank downstream from the sanctuary should be reserved as parkland.	Detailed land use planning, including for open space corridors, will be undertaken as part of subsequent precinct structure planning.
35.3		Concrete should be removed from the Moorabool River bed upstream from the quarry.	A master plan for the Moorabool River corridor, to be undertaken as part of precinct structure planning for the central portion of the Western Geelong Growth Area, will address necessary rehabilitation of the river.
35.4		Concrete should be removed entirely from the diverted 2.6 km section of the Moorabool River as the first step towards reinstating the flow and health of the river.	A master plan for the Moorabool River corridor, to be undertaken as part of precinct structure planning for the central portion of the Western Geelong Growth Area, will address necessary rehabilitation of the river.
35.5		A path should extend along the Moorabool River from Batesford to Fyansford.	Detailed land use planning, including for open space corridors, will be undertaken as part of subsequent precinct structure planning.
35.6		A stone quarry on the escarpment above the gorge requires rehabilitation.	A master plan for the Moorabool River corridor, to be undertaken as part of precinct structure planning for the central portion of the Western Geelong Growth Area, will address necessary rehabilitation of the river.
35.7		Land on the eastern side of Lynnburn Road could be reserved as parkland along the Clever and Creative Corridor.	Detailed land use planning will be undertaken as part of subsequent precinct structure planning.

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35.8		Pennsylvania Avenue and Ross Road could be made more attractive by street trees.	Street tree planting will be addressed at subsequent planning stages.
35.9		Shared paths should be considered in various locations.	Detailed land use planning, including identification of shared paths, will be undertaken as part of subsequent precinct structure planning.
36.1	Both	Given the time required to properly plan new growth fronts, it is prudent to bring forward the commencement of precinct structure plans in the Northern Geelong Growth Area immediately.	It is intended to commence precinct structure planning when the framework plan is adopted by Council.
36.2		Support balanced growth on multiple fronts to deliver choice, but the Northern Geelong Growth Area must be considered the priority growth area due to locational advantage and ability to enhance and uplift surrounding areas.	The Minister for Planning has indicated that development of the Northern and Western Geelong Growth areas should proceed concurrently. Council's adopted Settlement Strategy indicates that concurrent development of more than one growth area helps maximise housing choice and competition between broadhectare developers and thus assists housing affordability.
36.3		Western Geelong Growth Area makes sense in the medium to longer term, given the quarry will operate for several decades, the southern portion will cause traffic issues for existing residents and the northern portion cannot provide suitable services.	It is anticipated that sequenced development of the Western Geelong Growth Area will proceed over several decades, with the land adjacent to the quarry likely to be the last developed.
36.4		Allow for residential north of Houston Road.	No change. Potential employment land has been identified north of Houston Road that may be required for that purpose in the longer term.
36.5		Review location of overhead transmission line easement and Northern Geelong Growth Area boundary, as not aligned with title information.	Support. This has been investigated and resolved and will be shown accordingly in the framework plan.

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36.6		Large town centre should be increased to 50,000 m^2, as opposed to the Western Geelong Growth Area.	The notional location and relative size of major activity centres has been determined, through peer reviewed analysis, in order to support the growth areas while not having a detrimental effect on other elements of the retail hierarchy outside of the growth areas. Detailed land use planning, including any floor space limits, will be conducted in subsequent precinct structure planning.
36.7		Move north-eastern town centre south to allow for unconstrained development due to slope and gas pipeline measurement length.	The location of activity centres on the draft future urban structure plans is notional only. Specific locations will be determined through detailed investigation in the subsequent precinct structure planning process.
36.8		Change employment area on Staceys Road to open space (encumbered). Existing permit will not allow employment in this area. The materials recycling use must cease within 10 years of the date of the permit and the site must be rehabilitated.	Support. This land will be identified for conservation in the framework plan.
36.9		Various changes to road network – reducing the amount of arterial road, moving the Clever and Creative Corridor west above the valleys and eliminating bridge structures, reducing connector road network from the framework plan.	Support in part. The road network has been altered based on further detailed road network analysis, with the alignment of the Clever and Creative Corridor altered so that it is at the top of the monocline ridge.
36.10		The framework plan should generally align with a plan showing further drainage work identified/undertaken by submitter.	Detailed land use planning, including stormwater drainage, will be undertaken as part of subsequent precinct structure planning.
37.1	Northern	Better consider boundaries and improved buffers between future employment/industrial and residential.	The interface between employment and adjacent land will be addressed at subsequent precinct structure planning stage.
37.2		Suggest proposed conservation/employment precinct	The interface between employment and adjacent

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		where it backs directly onto proposed residential be limited to non-industrial.	land will be addressed at subsequent precinct structure planning stage and is nominated to be a conservation area.
37.3		Would like to see residential with large grassed and treed areas allowing for walking and cycling along the Clever and Creative Corridor.	Noted.
38.1	Both	Would like to see animal parks along the Clever and Creative Corridor.	Noted.
39.1	Both	Would like to see growth kept to a minimum.	The Northern and Western Geelong Growth Areas project is identified in state policy (G21 Regional Growth Plan) and will provide for Greater Geelong's long term greenfield housing supply as supported in the adopted Greater Geelong Settlement Strategy.
39.2		The structure plan must maximise the amount of usable practical open space and green space.	Recreation and open space areas will be identified in the subsequent precinct structure planning process. Biodiversity will be addressed in the framework plan with a range of actions including provision of linear corridors, designated conservation areas, tree canopy coverage and planting, and Native Vegetation Precinct Plans.
39.3		Would like to see shared paths creating a loop and plenty of green space along the Clever and Creative Corridor.	Noted.
40.1	Western	Would be better for home owners and the environment to have larger lots.	A diversity of lot sizes will be provided for. Detailed land use planning will be undertaken as part of subsequent precinct structure planning.
40.2		Would like to see lots of greenery, good footpaths, and good shelter and car parking areas for public transport along the Clever and Creative Corridor.	Noted.

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41.1	Both	Oppose the Northern and Western Geelong Growth Areas.	The project is identified in state policy (G21 Regional Growth Plan) and will provide for Greater Geelong's long term greenfield housing supply as supported in the adopted Greater Geelong Settlement Strategy.
41.2		The Clever and Creative Corridor will not help existing residents who wish to stay and retain their current lifestyle.	Noted
42.1	Both	Oppose the Northern and Western Geelong Growth Areas.	The project is identified in state policy (G21 Regional Growth Plan) and will provide for Greater Geelong's long term greenfield housing supply as supported in the adopted Greater Geelong Settlement Strategy.
42.2		The Clever and Creative Corridor will not help existing residents who wish to stay and retain their current lifestyle.	Noted
43.1	Both	Oppose the Northern and Western Geelong Growth Areas. Stop using Geelong as a growth area for Melbourne.	The project is identified in state policy (G21 Regional Growth Plan) and will provide for Greater Geelong's long term greenfield housing supply as supported in the adopted Greater Geelong Settlement Strategy.
43.2		The Clever and Creative Corridor will not help existing residents who wish to stay and retain their current lifestyle.	Noted
44.1	Both	Geelong's farming green belt is of great value to the region.	Agricultural land is well protected in the G21 Regional Growth Plan and the Greater Geelong Planning Scheme. The Northern and Western Geelong Growth Areas are identified in state policy (G21 Regional Growth Plan) and will provide for Greater Geelong's long term greenfield housing supply as supported in the adopted Greater Geelong Settlement Strategy.
44.2		Expanding towns such as Bannockburn, Inverleigh, Anakie	The project is identified in state policy (G21 Regional

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		and Winchelsea as satellite towns is preferred.	Growth Plan) and will provide for Greater Geelong's long term greenfield housing supply as supported in the adopted Greater Geelong Settlement Strategy. The G21 Regional Growth Plan also provides for additional urban growth in Bannockburn and Winchelsea.
45.1	Western	Stop posting surveys on website and door knock Batesford residents.	In addition to information on its website, Council has conducted a range of community consultation on the Northern and Western Geelong Growth Areas project to date, including community information sessions, enquiry by design workshops, project brochures mail outs, newspaper advertisements and information on Facebook and YouTube.
45.2		Would like to see parks, sports fields and respect towards Aboriginal people of the area along the Clever and Creative Corridor.	Noted.
46.1	Both	Council hasn't tried to improve the draft future urban structure plan. Talk to the community.	Council has conducted a range of community consultation on the Northern and Western Geelong Growth Areas project to date, including community information sessions, enquiry by design workshops, project brochures mail outs, newspaper advertisements and information on its website, Facebook and YouTube.
47.1	Northern	As a resident, like to see the area going ahead.	Noted.
47.2		The plan is very short on detail.	Detailed land use planning will be undertaken as part of subsequent precinct structure planning.
48.1	Northern	Oppose the Northern Geelong Growth Area.	The project is identified in state policy (G21 Regional Growth Plan) and will provide for Greater Geelong's long term greenfield housing supply as supported in

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			the adopted Greater Geelong Settlement Strategy.
49.1	Both	Oppose any compulsory land acquisition.	Land required for roads or other public purposes will be secured through the subdivision process in most instances. Public Acquisition Overlays will be used sparingly and only where acquisition is essential and cannot be negotiated with landowners.
49.2		Be more open as to how the project will affect existing residents.	Detailed land use planning will be undertaken as part of subsequent precinct structure planning. It will be up to individual landowners to decide if and when they pursue land use transition and subdivision upon completion of future planning processes.
50.1	Both	Oppose the Northern and Western Geelong Growth Areas.	The project is identified in state policy (G21 Regional Growth Plan) and will provide for Greater Geelong's long term greenfield housing supply as supported in the adopted Greater Geelong Settlement Strategy.
50.2		Stop urban sprawl and safeguard green spaces and the environment. Focus on supporting communities further west such as Winchelsea and Colac.	The project is identified in state policy (G21 Regional Growth Plan) and will provide for Greater Geelong's long term greenfield housing supply as supported in the adopted Greater Geelong Settlement Strategy. The G21 Regional Growth Plan also provides for longer term additional urban growth in Winchelsea and Colac.
50.3		Would like to see allotment availability, urban gardens, green sanctuaries, play spaces and recreation facilities along the Clever and Creative Corridor.	Noted.
51.1	Northern	Support the draft future urban structure plan as it is.	Noted.
52.1	Both	Support the draft future urban structure plan for the growth areas.	Noted.

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52.2		The area between the Northern and Western Geelong Growth Areas should be included in the growth areas.	The Northern and Western Geelong Growth Areas were identified in the G21 Regional Growth Plan and are delineated in Council's adopted Settlement Strategy. There is no need to identify further land for growth areas given the Settlement Strategy has identified over 25 years of residential land supply. However, planning for the Northern and Western Geelong Growth Areas will not prejudice any longer term potential for urban growth between the Northern and Western Geelong Growth Areas.
52.3		Would like to see more sports facilities, parklands, usable open space and barbeque areas along the Clever and Creative Corridor.	Noted.
53.1	Northern	Like the requirements for a four-lane arterial road.	Noted.
53.2		Train line would be an improvement to the draft future urban structure plan. Learn lessons from Point Cook.	No new spur rail line is proposed to the growth areas, only access to future potential passenger rail services on the Geelong – Ballarat rail line.
53.3		Would like to see skate parks, gym and trees along the Clever and Creative Corridor.	Noted.
54.1	Both	Support distributed shopping areas, connections between areas, mixed use and improvements to public transport.	Noted.
54.2		There is potential for light rail connection to Central Geelong.	The framework plan and subsequent precinct structure plans will identify and specify public transport links to central Geelong and the rail network.
54.3		Ballarat rail connection can be used as a cycle path, reserving the rail until the Ballarat-Geelong rail line is potentially reinstated.	Provision of cycling links will be detailed in the subsequent precinct structure planning process. Geelong – Ballarat rail line is used by freight trains.

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54.4		There should be better off-road cycle path connection to Central Geelong and surrounding suburbs.	Provision of cycling links will be detailed in the subsequent precinct structure planning process.
54.5		Would like to see children's playgrounds, outdoor activities, outdoor water park, cycle park with connecting cycle paths, cafes with art spaces, outdoor cinema, indigenous gardens, small art galleries and local bars and restaurants along the Clever and Creative Corridor.	Noted.
55.1	Both	Support the areas set aside for reserves and corridors.	Noted.
55.2		Would be good to see real town centres created with a village street feel, higher density surrounding the village and key transport links, not a standard supermarket shopping centre and huge car park.	Major town centres will be activity centres with a sub-regional role in the scale and delivery of retail and services. Detailed land use planning will be undertaken as part of subsequent precinct structure planning.
55.3		Would like to see children's play areas, exercise equipment, bicycle stations/maintenance areas, and cafes along the Clever and Creative Corridor.	Noted.
56.1	Both	There is perfectly good land with infrastructure on the eastern boundary of Geelong that is underutilised for commercial and residential use.	The location of the growth areas was determined through the preparation of the G21 Regional Growth Plan.
57.1	Both	Support the variety of uses on the draft future urban structure plan.	Noted.
57.2		Lot sizes should be reduced to 0.4 hectares in the area between the Northern and Western Geelong Growth Areas.	The Northern and Western Geelong Growth Areas were identified in the G21 Regional Growth Plan and are delineated in Council's adopted Settlement Strategy. There is no need to identify further land for growth areas, including low density residential, given the Settlement Strategy has identified adequate

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			residential land supply. However, planning for the Northern and Western Geelong Growth Areas will not prejudice any longer term potential for urban growth between the Northern and Western Geelong Growth Areas.
57.3		More cycle paths are needed to separate cyclists from roads.	Provision of cycling links will be detailed in the subsequent precinct structure planning process.
57.4		Would like to see cycling paths separate from the road that are safe for children to ride along the Clever and Creative Corridor.	Noted.
58.1	Northern	Revise future urban structure plan so that roads and other facilities are located on empty land rather than crossing existing properties.	The current draft alignment of roads is notional, and will be subject to detailed design in the preparation of precinct structure plans.
58.2		Concerned at potential loss or destruction of trees or gardens and acquisition of land for the Clever and Creative Corridor.	Land required for roads or other public purposes will be secured through the subdivision process in most instances. Public Acquisition Overlays will be used sparingly and only where acquisition is essential and cannot be negotiated with landowners. It is intended that the Clever and Creative Corridor will be a tree-lined, boulevard-style transit corridor.
59.1	Northern	Support shopping centre near house but oppose main road in front of house.	Noted. Strategic traffic modelling shows the arterial road will be required to provide good access through the Northern Geelong Growth Area. The current draft alignment of the road is notional, and will be subject to detailed design in the preparation of a precinct structure plan.
59.2		Relocate the arterial road from Viewhill Road.	Based on transport modelling, this arterial road connection is no longer proposed. Should future investigation of this area lead to urban development,

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			road requirements would be reassessed as part of the precinct structure planning process.
60.1	Northern	Leave existing rural living residents to enjoy their properties and develop in farming areas.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.
61.1	Both	Have a clearer plan for infrastructure for the whole of Geelong to support such massive growth.	Council's adopted Settlement Strategy identifies the Northern and Western Geelong Growth Areas and includes them in its population scenarios for the whole of the municipality.

Submission No.	Growth Area	Summary	Response
61.2		Would like to see public transit, cycling and pedestrian only walking areas along the Clever and Creative Corridor.	Noted.
62.1	Northern	Develop current Farming Zone areas in Lovely Banks – these have rubbish dumping and hoon vehicle issues.	Most farming zoned land in Lovely Banks lies outside the identified Northern Geelong Growth Area.
62.2		Would like to see exercise stations and a path for joggers along the Clever and Creative Corridor.	Noted.
63.1	Northern	Future urban structure plan looks like it will bring good retail precincts and employment opportunities to the area.	Noted.
63.2		All homes on 2 hectares or less should remain in rural living, not only those south of Tower Hill Drive.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision

Submission No.	Growth Area	Summary	Response
			upon the completion of precinct structure planning process.
63.3		Reconsider the proposal to extend Viewhill Road through existing properties.	Based on transport modelling, this arterial road connection is no longer proposed. Should future investigation of this area lead to urban development, road requirements would be reassessed as part of the precinct structure planning process.
63.4		Would like to see separate cycle and public transport lanes, free parking in plantations, and thoroughfares allowing smooth traffic flow rather than only one lane for cars along the Clever and Creative Corridor.	Noted.
64.1	Both	Oppose the Northern and Western Geelong Growth Areas.	The project is identified in state policy (G21 Regional Growth Plan) and will provide for Greater Geelong's long term greenfield housing supply as supported in the adopted Greater Geelong Settlement Strategy.
64.2		These areas should be protected as nature reserves and rural properties.	The project is identified in state policy (G21 Regional Growth Plan) and will provide for Greater Geelong's long term greenfield housing supply as supported in the adopted Greater Geelong Settlement Strategy.
64.3		Current rail services into Melbourne are inadequate to cater for 110,000 additional people.	The City anticipates that services between Geelong and Melbourne are likely to change significantly in terms of speed and volume within the lifetime of the Northern and Western Geelong Growth Areas project.
64.4		Where are green corridors for wildlife?	Biodiversity will be addressed in the framework plan with a range of actions including provision of linear corridors, designated conservation areas, tree canopy coverage and planting, and Native Vegetation Precinct Plans.

Submission No.	Growth Area	Summary	Response
64.5		What is the environmental impact of losing fauna habitat, including old dead trees, as a result of this development?	Biodiversity will be addressed in the framework plan with a range of actions including provision of linear corridors, designated conservation areas, tree canopy coverage and planting, and Native Vegetation Precinct Plans.
64.6		Would like to see community gardens, amphitheatres, wide paths accommodating everyone and public art works along the Clever and Creative Corridor.	Noted.
65.1	Both	Growth areas are premature. There are significant infill opportunities in urban Geelong within the Geelong Ring Road.	The project is identified in state policy (G21 Regional Growth Plan) and will provide for Greater Geelong's long term greenfield housing supply as supported in the adopted Greater Geelong Settlement Strategy. Significant infill development in urban Geelong is also provided for in the Settlement Strategy.
65.2		Location of growth areas is likely to lead to more residents living in Geelong but commuting to and spending money in Melbourne, whereas directing Geelong's population growth to the south-east will increase the connection of these places to Geelong.	The location of the growth areas was determined through the preparation of the G21 Regional Growth Plan. The framework plan and subsequent precinct structure plans will also identify and specify public transport links to central Geelong.
65.3		Growth areas will result in loss of farming land more conducive to agricultural production than areas such as Moolap to Leopold.	The location of the growth areas was determined through the preparation of the G21 Regional Growth Plan.
65.4		Low density residential and rural living areas in Lovely Banks and Batesford provide a buffer between agricultural and non-agricultural uses which should be retained.	The interface between the growth areas and adjacent rural areas will be addressed through subsequent precinct structure planning.
65.5		People are likely to locate in the growth areas for cheaper housing and to be employed in Melbourne, creating a car dependency which will not be resolved by the vision for a	Public transport and reduction of car dependency will be a key focus of both the framework plan and subsequent precinct structure planning.

Submission No.	Growth Area	Summary	Response
		Clever and Creative Corridor.	
65.6		Strategic energy should be placed to resolving and enhancing the existing Geelong settlement.	The project is identified in state policy (G21 Regional Growth Plan) and will provide for Greater Geelong's long term greenfield housing supply as supported in the adopted Greater Geelong Settlement Strategy. Urban consolidation within existing urban Geelong is also provided for in the Settlement Strategy.
66.1	Northern	Support schools and shops on draft future urban structure plan.	Noted.
66.2		Existing rural living lots should remain rural living.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they

Submission No.	Growth Area	Summary	Response
			want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.
66.3		Transition lot sizes from 2 hectares down to 0.4 hectares to normal residential lot sizes.	Land to the north of the existing rural living land has been identified as residential in order to achieve desired densities and lot yield for the Northern Geelong Growth Area. Appropriate buffer landscaping will be provided to address the interface between different residential densities.
66.4		Would like to see protection of the environment including animals currently inhabiting the area along the Clever and Creative Corridor.	Noted.
67.1	Both	Growth areas are way too big with very few green areas.	The Northern and Western Geelong Growth Areas were identified in the G21 Regional Growth Plan and are delineated in Council's adopted Settlement Strategy. Recreation and open space areas will be identified in the subsequent precinct structure planning process.
67.2		Future urban structure plan could be improved with definite railway stations and smaller, concentrated residential areas.	The Northern and Western Geelong Growth Areas were identified in the G21 Regional Growth Plan and are delineated in Council's adopted Settlement Strategy. A potential railway station is identified on the Geelong-Ballarat rail line adjacent to the Western Geelong Growth Area.
67.3		Would like to see dedicated cycling paths that don't stop at roundabouts along the Clever and Creative Corridor.	Noted.
68.1	Northern	Oppose new arterial road on Viewhill Road due to impact on existing residents.	Based on transport modelling, this arterial road connection is no longer proposed. Should future investigation of this area lead to urban development,

Submission No.	Growth Area	Summary	Response
			road requirements would be reassessed as part of the precinct structure planning process.
68.2		Future urban structure plan should be rethought.	The framework plan will set the overall strategic land use and development vision for each growth area, while the subsequent precinct structure planning process will determine more specific details.
69.1	Northern	Oppose future urban structure plan due to proposed low density residential zoning and rates increases.	It is not proposed to rezone most existing rural living zoned properties in the short term. A change in zoning may not immediately affect rates. Property valuations determine rates payable. Property valuations are determined by sale prices for property sales in the area.
69.2		Existing rural living lots should remain rural living.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone.

Submission No.	Growth Area	Summary	Response
			Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.
70.1	Both	Oppose draft future urban structure plan as it impacts on future of submitter's property.	Most existing Rural Living zoned properties in Lovely Banks, including those in the submitter's area, will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.

Submission No.	Growth Area	Summary	Response
70.2		Existing rural living lots should remain rural living. Build the new suburb around them.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.
71.1	Western	There must be a detailed public transport plan, including buses, to avoid ending up with car dependency.	Public transport will be a key focus of both the framework plan and subsequent precinct structure planning. Provision of public transport will ultimately be a State Government responsibility.
71.2		A bigger buffer is required around the Moorabool River.	A master plan for the Moorabool River corridor will be undertaken as part of precinct structure planning for the central portion of the Western Geelong Growth

Submission No.	Growth Area	Summary	Response
			Area.
71.3		Rural living Zone north of Dog Rocks should be a conservation zone as the area could be sold off and developed. Similarly, the areas south of Dog Rocks should not be housing.	The existing rural living Zone north of Dog Rocks Flora and Fauna Sanctuary is already in private ownership and includes seven separate lots. The framework plan recognises and protects the sanctuary. This land is within the Golden Plains Shire.
71.4		The Clever and Creative Corridor is useless as a public transport link as it does not provide public transport to the existing train network or into Central Geelong.	The Clever and Creative Corridor will be a transit corridor to prioritise public transport, walking and cycling between the activity centres, schools and community facilities, sports reserves and local parks in each neighbourhood. The framework plan and subsequent precinct structure plans will also identify and specify public transport links to central Geelong and the rail network.
72.1	Both	Support the many waterway corridors.	Noted.
72.2		Consider biodiversity and native vegetation at this stage of the project.	Biodiversity will be addressed in the framework plan with a range of actions including provision of linear corridors, designated conservation areas, tree canopy coverage and planting, and Native Vegetation Precinct Plans.
73.1	Both	Support proposed cycle/pedestrian paths, especially if they end up connecting to the existing shared path network.	Noted.
73.2		Increase size of high density zoned lots to minimum of 700 m^2.	A diversity of residential lot sizes will be provided for, but to achieve desired residential densities and lot yields, lots will predominantly be smaller than 700 m^2. Detailed land use planning will be undertaken as part of subsequent precinct structure planning.

Submission No.	Growth Area	Summary	Response
73.3		Existing rural living lots should remain rural living.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.
73.4		If existing rural living zoned lots must be rezoned, set a 0.4 hectares minimum lot size to preserve lifestyle.	The rural living properties in Lovely Banks will either remain unchanged or transition to low density residential areas that allow subdivision to acre or half-acre lot sizes (0.4 or 0.2 hectares) or conventional densities, subject to further investigation. Zoning and lot sizes will be determined at subsequent structure planning stage.

Submission No.	Growth Area	Summary	Response
73.5		Consider traffic flow, likely community demographics and aesthetic impact of development viewed from Geelong Ring Road.	These matters will be considered at subsequent precinct structure planning stages.
73.6		Would like to see a rural perspective maintained with companion planting and environmental care for wildlife habitat along the Clever and Creative Corridor.	Noted.
74.1	Northern	Existing rural living lots should remain rural living.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.

Submission No.	Growth Area	Summary	Response
75.1	Both	Existing rural living lots should remain rural living.	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.
75.2		Protect Barrabool Hills from housing.	The Barrabool Hills, to the south of the Barwon River, lie outside the area of the Northern and Western Geelong Growth Areas project.
75.3		Protect Batesford.	A transition of housing densities is proposed between the Batesford township and new residential neighbourhoods to protect the township's unique character.

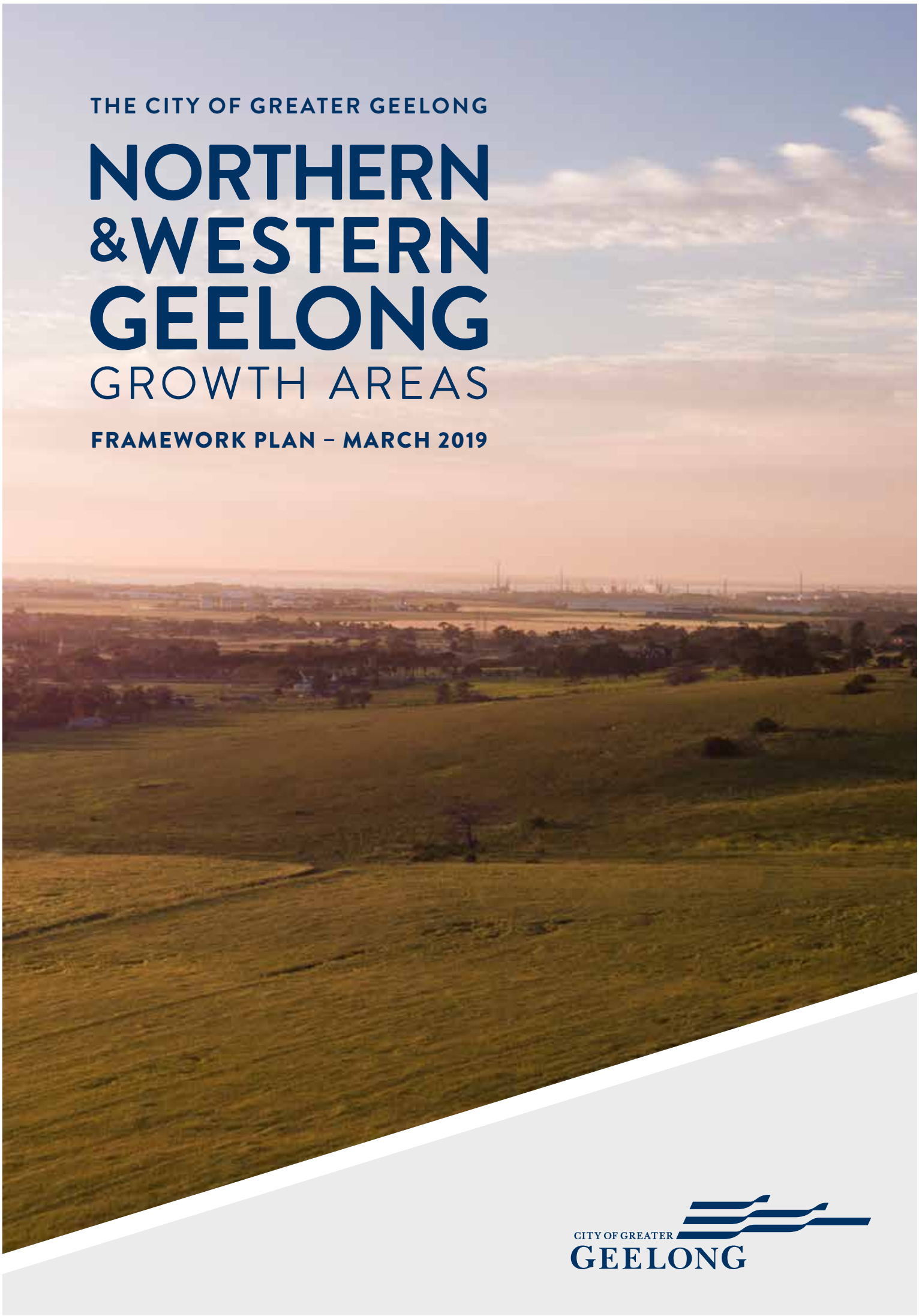
Submission No.	Growth Area	Summary	Response
75.4		Retain large green belt between Batesford and Bannockburn.	Land between Batesford and Bannockburn lies outside the area of the Northern and Western Geelong Growth Areas project.
75.5		Preserve village of Ceres.	Ceres lies outside the area of the Northern and Western Geelong Growth Areas project.
75.6		Please do not increase traffic through Bell Post Hill.	It is to be expected that the Northern and Western Geelong Growth Areas will lead to some traffic increases in adjacent suburbs, although traffic generated will primarily use arterial roads. Creamery Road will be upgraded to a connector road to allow for efficient localised movements between the Western Geelong Growth Area and Bell Post Hill.
76.1	Northern	Existing rural living lots should remain rural living. Why can't properties on top of the hill be developed?	Most existing Rural Living zoned properties in Lovely Banks will remain in the Rural Living Zone. The Framework Plan identifies the area for future investigation of residential. In the long term, should landowners in the area be of a mind to pursue urban development, investigation of conventional or low density residential can be undertaken. Detailed assessment of its capacity to deliver future residential land use would be required through a precinct structure planning process. Some existing Rural Living zoned properties in proximity to the Geelong Ring Road Employment Precinct are identified in the Framework Plan to transition to employment-based land use to provide Geelong's future jobs. However, this a long term proposition and these lots will also remain in the Rural Living Zone. A few small areas of the current Rural Living Zone that are planned for conventional residential density in the short to medium term are proposed to be

Submission No.	Growth Area	Summary	Response
			rezoned to Urban Growth Zone. Importantly, whether land is included in the Urban Growth Zone in the short or long term, it will be up to individual landowners to decide if and when they want to pursue a land use transition and subdivision upon the completion of precinct structure planning process.
76.2		Explain drainage constraints.	Drainage issues have been considered in preparation of the framework plan and will be addressed in more detail at the subsequent precinct structure planning stage.
76.3		Properties should have tanks.	A building permit is not required to install a rainwater tank in a residential area but the overflow outlet must be connected to the property's stormwater system.
76.4		Traffic concerns for Anakie Road residents.	Precinct structure plans will determine road requirements for Anakie Road.
77.1	Western	Will existing residents' properties be compulsorily acquired?	Land required for roads or other public purposes will be secured through the subdivision process in most instances. Public Acquisition Overlays will be used sparingly and only where acquisition is essential and cannot be negotiated with landowners.
77.2		Have local residents been consulted?	Council has conducted a range of community consultation on the Northern and Western Geelong Growth Areas project to date, including community information sessions, enquiry by design workshops, project brochures mail outs, newspaper advertisements and information on its website, Facebook and YouTube.
77.3		When will project take effect?	Development of the entire Northern and Western

Submission No.	Growth Area	Summary	Response
			Geelong Growth Areas will occur in a sequenced manner over the next several decades.
77.4		How can resident owners build another house on one title?	While more than one dwelling on a lot is a Section 2 use in the rural living Zone under the Victoria Planning Provisions, it is Council policy at Clause 22.04 (Use and Development in rural living and low density residential Areas) to discourage second dwellings on a lot in both the rural living and low density residential zones.
77.5		Provide a buffer between residential and existing residents.	Land to the north of the existing rural living land has been identified as residential in order to achieve desired densities and lot yield for the Northern Geelong Growth Area. Appropriate buffer landscaping will be provided to address the interface between low density residential and conventional residential areas.
77.6		Properly assess traffic and wildlife.	Traffic and movement and biodiversity have been considered in detail and will be addressed in both the framework plan and subsequent structure planning stages.
78.1	Western	Support draft framework plans for growth areas.	Noted.
78.2		Land bounded by Midland Highway, Geelong Ring Road, Geelong-Ballarat railway and Moorabool River is best placed to be the first stage of the Western Geelong Growth Area.	Support. The Framework Plan identifies the eastern portion of this area, the Creamery Road Precinct, as the subject of the first Precinct Structure Plan in the Western Geelong Growth Area. Work on precinct structure planning will commence after adoption of the Framework Plan.
79.1	Western	Support draft framework plans for growth areas.	Noted.

Submission No.	Growth Area	Summary	Response
79.2		Land bounded by Midland Highway, Geelong Ring Road, Geelong-Ballarat railway and Moorabool River is best placed to be the first stage of the Western Geelong Growth Area.	Support. The Framework Plan identifies the eastern portion of this area, the Creamery Road Precinct, as the subject of the first Precinct Structure Plan in the Western Geelong Growth Area. Work on precinct structure planning will commence after adoption of the Framework Plan.
80.1	Western	Support draft framework plans for growth areas.	Noted.
80.2		Land bounded by Midland Highway, Geelong Ring Road, Geelong-Ballarat railway and Moorabool River is best placed to be the first stage of the Western Geelong Growth Area.	Support. The Framework Plan identifies the eastern portion of this area, the Creamery Road Precinct, as the subject of the first Precinct Structure Plan in the Western Geelong Growth Area. Work on precinct structure planning will commence after adoption of the Framework Plan.
81.1		Seek early consideration and input into how development directly interfacing Golden Plains Shire will occur, particularly along Friend in Hand and Dog Rocks Roads.	Urban development in the Western Geelong Growth Area will acknowledge the interface with the municipal boundary and adjacent rural/agricultural land in the Golden Plains Shire. This interface will include a transition of residential density, landscaping and strategic fire breaks.
81.2		Gheringhap Employment Precinct should be acknowledged and identified as an important strategic site providing opportunity for employment and industry servicing both Golden Plains and Greater Geelong.	The amount of employment land identified in the Western Geelong Growth Area has taken into account potential employment in adjacent areas of the Golden Plains Shire. The additional population of the Western Geelong Growth Area should assist the viability of the Gheringhap Employment Precinct.
81.3		Recognise Moorabool River as a regionally significant open space corridor, highly valued by Batesford and other local residents, with both opportunities and challenges.	The framework plan and subsequent precinct structure planning will identify and address the open space corridor along the Moorabool River.
81.4		Opportunity to identify benefits of and capacity to extend	All necessary infrastructure will be provided in the

Submission No.	Growth Area	Summary	Response
		infrastructure and services into Golden Plains Shire, such as reticulated sewerage, gas, electricity and public transport.	Western Geelong Growth Area, located in close proximity to the Golden Plains Shire.
81.5		Further consider traffic movements to and from Bannockburn and surrounding areas. Capacity of Midland Highway and its ability to transport Golden Plains residents into Geelong and the Western Geelong Growth Area is paramount.	Detailed consideration is being given to traffic movements on Midland Highway, including to and from the Golden Plains Shire. This will be addressed in the framework plan.
81.6		Seek further clarification on potential relocation of proposed employment land precinct to an area on opposite side of Dog Rocks Road within Golden Plains Shire.	It is not proposed to relocate the identified employment area outside of the municipal boundary. The employment area is required within the Western Geelong Growth Area.
81.7		Seek consideration and review of the Batesford Structure Plan as a priority. The Batesford Structure Plan, contained within the Golden Plains Planning Scheme, provides land use direction pertaining to land in both Golden Plains and Greater Geelong. Planning for the Western Geelong Growth Area must be sympathetic and considerate of the needs and values of the Batesford community.	Review of the Batesford Structure Plan may occur as part of the relevant precinct structure plan.



THE CITY OF GREATER GEELONG

NORTHERN & WESTERN GEELONG GROWTH AREAS

FRAMEWORK PLAN – MARCH 2019

CITY OF GREATER GEELONG



Wadawurrung Traditional Owner Corrina Eccles leads the Gathering of the Elders ceremony at You Yangs Big Rock to commence the Mountain to Mouth 2018.



ACKNOWLEDGEMENT OF COUNTRY

Greater Geelong is located on the traditional lands of the Wadawurrung people. The land was created by the great ancestor spirit, Bunjil, the Wedge-tailed eagle. Wadawurrung territory extends from the Great Dividing Range in the north to the coast around Port Phillip Bay.

The City acknowledges the Wadawurrung people as the Traditional Owners of this land who to this day practice their culture and uphold the dignity of their ancestors.



THE NORTHERN AND WESTERN GEELONG GROWTH AREAS FRAMEWORK PLAN

IS AN ESSENTIAL PART OF THE CITY OF GREATER GEELONG'S PLAN TO ADDRESS THE LONG-TERM GROWTH OF OUR CITY.

Geelong is Victoria's second city. We are now experiencing significant economic and population growth that will intensify as the region's vibrant community and coastal setting attracts new residents and investment.

The City is well-placed to manage future growth in a progressive and sustainable manner. Our community is committed to creating a clever and creative future for Greater Geelong.

The Northern and Western Geelong Growth Areas Framework Plan is the largest greenfield planning project in regional Victoria with the capacity to accommodate 110,000 new Geelong residents.

The framework plan will guide urban growth that supports the community's shared vision and meets the aspirations of the City and our G21 regional partners by establishing new neighbourhoods in Geelong that:

- Represent the CLEVER AND CREATIVE future of our city
- Protect and enhance the natural ENVIRONMENT
- Establish a vibrant and walkable NEIGHBOURHOOD
- Encourage job creation and growth of our local ECONOMY
- Enable access and MOVEMENT
- DELIVER great places to live as part of the Geelong community.

Strategic implementation of the framework plan will ensure that development is facilitated in a sequenced and orderly manner with a focus on capturing the benefits of growth for the entire Geelong community and region.

The Northern and Western Geelong Growth Areas will exemplify Geelong's transformation as a clever and creative city by building diverse, localised and sustainable neighbourhoods that prioritise self-sufficiency whilst maximising connections to the Geelong community, economy and identity.

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A GREATER GEELONG

THE GEELONG LIFESTYLE IS TOUGH TO BEAT.

Our vibrant and cosmopolitan community enjoys wide-ranging recreational choices, easy access to services and a strong and growing economy as Victoria's second city.

Greater Geelong provides the opportunity to live in a major coastal city with direct access to Melbourne, the Bellarine Peninsula and the Great Ocean Road.

Our region is now experiencing significant economic and population growth that will continue in the coming decades.

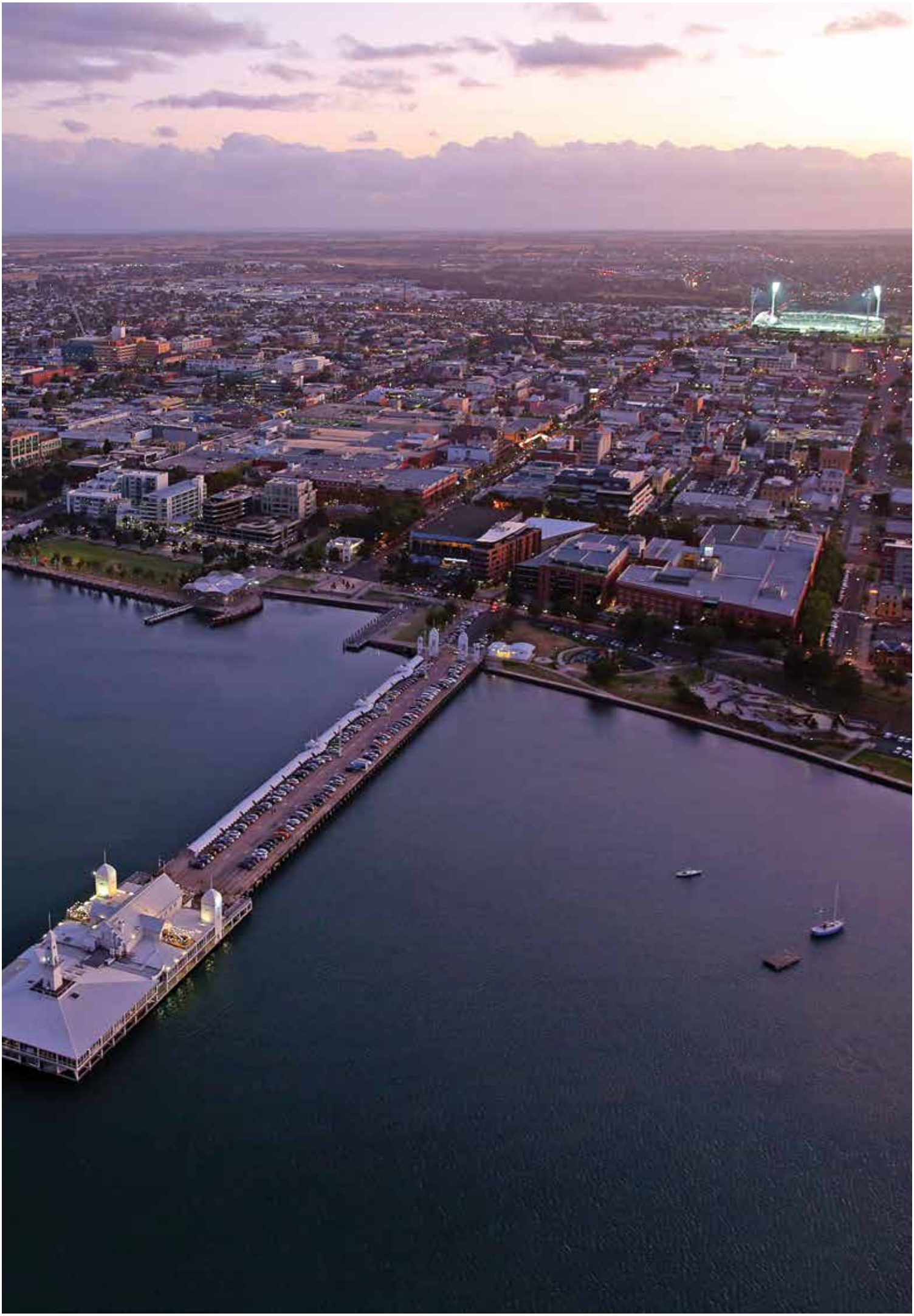
As our beautiful city grows, we must protect and enhance what we love about Geelong.

The Northern and Western Geelong Growth Areas Framework Plan is the City's plan to address Geelong's long-term greenfield population growth.

The framework plan will shape Geelong's new neighbourhoods and supports the city to grow in a clever and creative way.

Successful delivery of this city-shaping project will be measured by our capacity to harness the economic and community benefits of growth whilst maintaining the city's enviable lifestyle and character as part of a larger, greater Geelong.







WADAWURRUNG

Greater Geelong is Wadawurrung country.

In traditional language Wadawurrung means 'people who belong to the water' in reference to the rivers, creeks, lagoons and other water sources within their country.

The land and water that forms the Northern and Western Geelong Growth Areas was created by the great ancestor spirit, Bunjil the Wedge-tailed eagle. Bunjil establishes the laws and bonds connecting people to country and enables people to live on the land in harmony and in balance with the environment.

At the time of contact the Wadawurrung were living on country comprising over 1.8 million hectares of ocean and bay coasts, grasslands and wetlands of the volcanic plains, and woodlands of the Otway Ranges and Great Dividing Range.

Land in the Northern Geelong Growth Area falls within Wadawurrung country between Geelong and the You Yangs, centred around Hovells Creek.

Land in the Western Geelong Growth Area falls within Wadawurrung country centred on the Barrabool Hills and along the Moorabool River and Barwon Rivers.

Today the Traditional Owners are represented by Wathaurung Aboriginal Corporation, known as Wadawurrung, who are the Registered Aboriginal Party.

The growth areas contain distinctive landscapes and waterbodies that are highly significant to the Wadawurrung peoples; the waters of the Moorabool River, Barwon River and Cowies Creek flow through this land and the land faces north toward the You Yangs.

The City is committed to recognising and protecting sites in the growth areas that are culturally significant sites and will work in partnership with the Wadawurrung people to interpret and manage these sites with respect to their dignity and protocols.

The Wadawurrung peoples make an integral cultural, social, environmental, economic and spiritual contribution to the story and identity of Greater Geelong.

GEELONG'S GROWTH

Geelong is a regional city with a metropolitan growth profile.

Greater Geelong is the largest of Victoria's ten regional cities and provides the most substantial contribution to non-metropolitan population growth in the state.

Greater Geelong is currently home to one in every ten Regional Victorians. Over the coming decades, it is anticipated that our share will greatly increase and Greater Geelong will attract half of all new Regional Victorians to 2050.

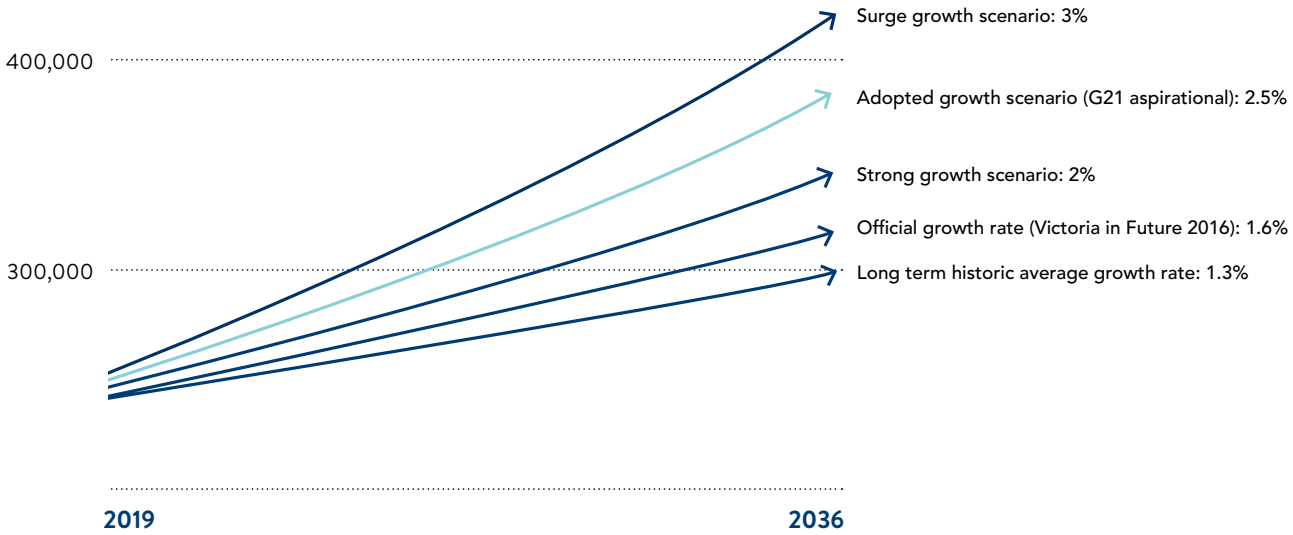
The city's population growth is underpinned by the strong performance of the local economy: between 2011 and 2016, Geelong's employment growth doubled population growth. Sustained employment growth will encourage continued migration from other parts of Australia, particularly Melbourne and south-west Victoria, and underpin our anticipated population growth and housing demand.

Geelong's growth is now beginning to reflect the high volume experienced in Melbourne's growth corridors. Greenfield development in these outer metropolitan municipalities has contributed a significant proportion of the rapid growth of Melbourne in this century.

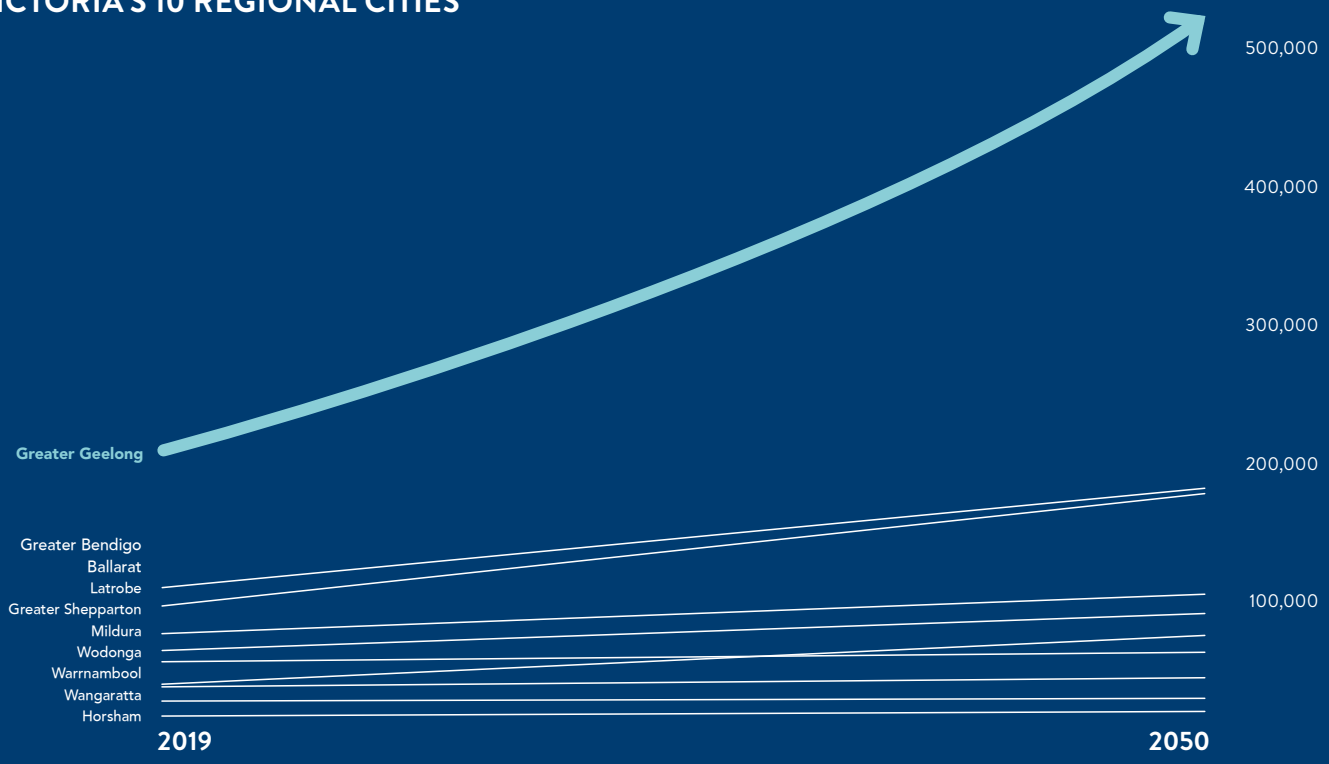
Geelong will flourish as the economic transformation continues, economic ties with Melbourne strengthen, and the regional economy continues to grow and attract new residents to Victoria's second city.

Over the coming decades, it is anticipated that our share will greatly increase and Greater Geelong will attract half of all new Regional Victorians to 2050.

Geelong's Settlement Strategy anticipates a 2.5% annual growth rate. Our city needs to be adaptable to changing rates of growth in the future.

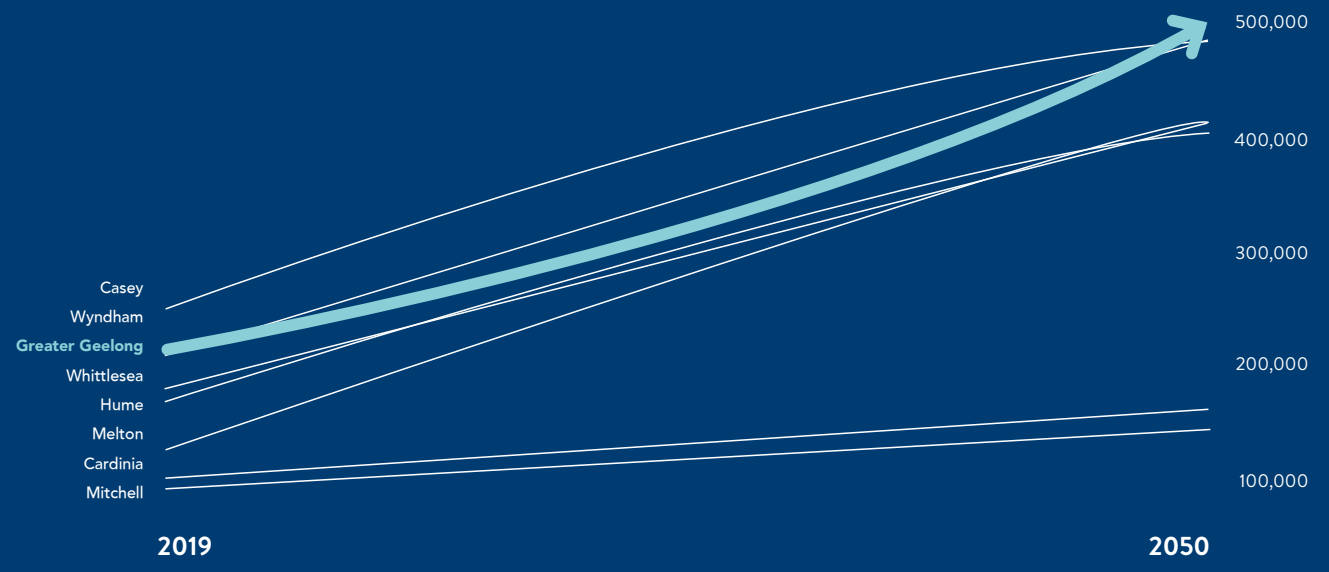


VICTORIA'S 10 REGIONAL CITIES



Anticipating a sustained annual population growth rate of 2.5%, Greater Geelong is a regional city delivering metropolitan-scale growth.

MELBOURNE'S GROWTH AREA COUNCILS



STRATEGIC CONTEXT
G21 REGIONAL GROWTH PLAN

G21 is the formal alliance of government, business and community organisations working together to improve the lives of people within the Geelong region across its five member municipalities – Colac Otway, Golden Plains, Greater Geelong, Queenscliffe and Surf Coast.

The G21 Regional Growth Plan manages the region's land use and development pressures to 2050 by identifying opportunities for future residential and employment growth and the critical infrastructure required to support an anticipated 500,000 population.

The plan establishes a framework for strategic land use and settlement planning to promote a self-sustaining region that supports a stronger and more robust economy and attracts a diverse community. It is recognised in Clause 11.01-1R of the State Planning Policy Framework.

G21 highlights the pressures that significant growth will place on the region's infrastructure networks and natural environment and focuses on innovative and sustainable solutions to address a set of critical challenges:

- Delivering land, infrastructure and services for identified growth
- Planning for and adapting to climate change
- Accommodating population growth without negatively affecting our unique environment and liveability
- Reducing our dependence on cars
- Education and building our skills
- Providing a variety of housing choices
- Managing land use conflicts
- Managing the expectations of the community.

Urban infill can meet these challenges by utilising existing infrastructure and facilitating higher density development in central Geelong and other activity centres. Geelong's new growth areas must address these challenges from the outset.

The Northern and Western Geelong Growth Areas – identified as 'further investigation areas' in the plan – have been earmarked for their proximity to major urban areas and employment nodes, access to infrastructure and ability to integrate and connect efficiently to existing services and communities.

G21 REGIONAL GROWTH PLAN VISION

The Geelong region is Australia's most desirable destination for living, working and investing; it is renowned for its vibrant cohesive community, exceptional physical environment and vigorous economy.

The G21 Regional Growth Plan Implementation Plan identifies critical infrastructure required to support housing and employment growth and provides a detailed analysis of the region's longer term growth areas.

Implementation of the growth plan focuses on four elements:

1. Sequencing and provision of key regional infrastructure
2. Land supply
3. Strategic housing incentives
4. Detailed analysis and directions for the Northern and Western Geelong Growth Areas.

KEY REGIONAL INFRASTRUCTURE

The implementation plan identifies infrastructure for transport, utilities, community facilities, business and tourism and the environment to support the growth of the region. Projects that relate to the urban development of the growth areas include:

TRANSPORT

R1.16: Midland Highway duplication to Bannockburn

R1.17: Hamilton Highway upgrade to Inverleigh

G1.19: Bacchus Marsh Road duplication – South

G1.20: Bacchus Marsh Road duplication – North

G1.21: Rebuilding of Heales Road for heavy freight

L1.24: McClelland Ave bypass and rail overpass

L1.25: Six-way intersection Forest Road-Station Lake Road

G1.44: Corio Station relocation and redevelopment

B1.56: Geelong-Ballarat passenger rail link

G1.65: Reorganising of the bus network

G1.66: Smartbus routes for Geelong

R1.69: Principal cycling connections

R1.70: Principal pedestrian connections

COMMUNITY FACILITIES

G3.03: Northern Geelong vocational training school

L3.05: Lara multipurpose community centre

G3.14: Geelong Northern Suburbs community hospital

G3.28: Corio-Norlane subregional library expansion

G3.52: Corio Leisuretime Centre redevelopment

ENVIRONMENT

R5.02: Implementation of the Barwon River Parklands projects

R5.05: Moorabool River Health Strategy

UTILITIES

The implementation plan identifies the need for utilities in the medium to long term to address the effects of climate change, infrastructure capacity and deterioration, and new technologies and energy sources.

BUSINESS AND TOURISM

The implementation plan identifies a significant recreation and tourism opportunity associated with the development of a lake within Batesford Quarry linked to extensive river corridors and recommends a master plan incorporating a Moorabool River Corridor Strategy.

STRATEGIC CONTEXT
G21 REGIONAL GROWTH PLAN

THE G21 REGIONAL GROWTH PLAN SETS OUT NINE PRINCIPLES FOR GROWTH IN THE REGION:

1. **Optimise infrastructure and consolidate**
2. **Diversity, knowledge and innovation**
3. **Unique and connected communities**
4. **Protect, restore and enhance our unique environment**
5. **Food, water and energy security**
6. **Live, work and participate locally**
7. **Build our economy**
8. **Accessible transport choices**
9. **Balanced, consistent and collaborative approach**

THE NORTHERN AND WESTERN GEELONG GROWTH AREAS

Analysis of the Northern and Western Geelong Growth Areas outlines their suitability for growth based on planning context, land capability, accessibility and capacity to deliver an integrated community. The relative ability of the growth areas to deliver liveable, vibrant and cohesive communities is considered against six goals:

1. Ability to create a diverse and unique community
2. Ability to deliver significant community benefit to Geelong
3. Ability to provide accessible and integrated transport choices
4. Ability to provide efficient infrastructure and services
5. Ability to ensure efficient and sustainable use of land and resources
6. Ability to provide exceptional physical environments.

The implementation plan identifies minimal land use constraints associated with growth in the Northern Geelong Growth Area but highlights the importance of delivering ample public transport connections and creating neighbourhoods that are not isolated from the rest of Geelong.

The Western Geelong Growth Area is considered an opportunity to create regional community and environmental assets with a diversity of housing options but must address complex site conditions and constrained road connectivity.

GROWTH AREA OUTCOMES

The implementation plan outlines future growth area outcomes that should be implemented in the delivery of the Northern and Western Geelong Growth Areas including:

- Taking the 'next step' in planning for new communities, including development that achieves zero carbon, zero waste, sustainable water, sustainable transport and environmental outcomes
- Community infrastructure provision, community design and housing diversity
- Site specific considerations, including growth area extent, interfaces, integration, infrastructure, employment opportunities and transport choices.

DELIVERING GROWTH

The implementation plan identifies next steps to highlight the importance of guiding and supporting the delivery of the Northern and Western Geelong Growth Areas and considers timing and sequencing of development and 'out of sequence' considerations, sequential or concurrent development of each growth area, and future rezoning and precinct structure plans.

BACKGROUND REPORT

The G21 Regional Growth Plan Implementation Plan is supported by a comprehensive background report.

The background report outlines the impacts and benefits for all key regional infrastructure items proposed in the implementation plan.

The growth areas are analysed to determine their suitability for development on the basis of:

- Land capability, including geotechnical and land stability, topography, biodiversity, contamination, drainage and flooding, open space and fire
- Planning, including cultural heritage, landscapes, zones and overlays and existing land use
- Accessibility, including road and public transport network proximity, and walking and cycling networks
- Deliverability, including existing utility and community infrastructure and land assembly.

The background report presents an analysis of these issues, with potential treatments and suggested further work that informs the Northern and Western Geelong Growth Areas Framework Plan.



STRATEGIC CONTEXT
PLAN MELBOURNE 2017–2050

Plan Melbourne is the Victorian Government's metropolitan planning strategy that defines the future shape of the city and state until 2050.

The plan sets a strategy for investment in regional Victoria to support local jobs and economic growth and deliver productive, sustainable and healthy communities.

Geelong is recognised as Victoria's second city and Plan Melbourne prioritises land use strategies that position our region as a centre of employment and accelerated growth.

As the largest of Victoria's ten regional cities, Greater Geelong's vibrant community and diverse economy will attract the primary population growth outside Melbourne and strengthen the city's importance to our surrounding communities.

Plan Melbourne highlights the importance of locally-led growth that is delivered in keeping with Geelong's character and balanced with the protection of the productive land, economic resources and biodiversity assets that are critical to the state's economic and environmental sustainability.

Directions in Plan Melbourne that support the Northern and Western Geelong Growth Areas:

Direction 7.1 Invest in regional Victoria to support housing and economic growth

The Victorian Government will work with Greater Geelong to support the growth of housing and employment and ensure that infrastructure and services are available to support the growth and competitiveness of our industries and access to global markets.

Direction 7.2 Improve connections between cities and regions

The Geelong region will benefit from the improvement of road and rail connections to Melbourne and other major hub destinations including other regional cities.

The Victoria Government's Regional Network Development Plan outlines a long-term plan for transport investment in regional Victoria including commuter-style services with a minimum 20-minute train frequency in the peak times and 40 minutes in the off-peak for services to Geelong.

Plan Melbourne highlights the importance of maintaining a settlement break between Melbourne and Geelong and safeguarding the Avalon corridor's nationally-significant economic assets, including airport, road, rail and waste facilities. The Northern and Western Geelong Growth Areas assists this outcome by concentrating Geelong's long-term growth in locations that protect important land use buffers and areas of high biodiversity value.


METRO

STRATEGIC CONTEXT
STATE AND LOCAL POLICY

GREATER GEELONG PLANNING SCHEME

The Northern and Western Geelong Framework Plan is informed by the State and Local Planning Policy Framework set out in the Greater Geelong Planning Scheme.

STATE PLANNING POLICY FRAMEWORK

The State Planning Policy Framework provides key directions around settlement, housing, environment, infrastructure and transport.

Relevant considerations for the Northern and Western Geelong Growth Areas include:

- Ensuring a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses
- Locating urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits
- Managing the sequence of development in areas of growth so that services are available from early in the life of new communities
- Protecting, restoring and enhancing sites and features of nature conservation, biodiversity, geological or landscape value
- Protecting and restoring catchments, water bodies, groundwater and water quality
- Providing housing choice and delivering more affordable housing closer to jobs, transport and services
- Supporting the establishment and maintenance of communities by delivering functional, accessible, safe and diverse physical and social environments through the appropriate location of use and development and through high quality buildings and urban design
- Establishing and maintaining a diverse and integrated network of public open space that meets the needs of the community
- Providing fair distribution and access to social and cultural infrastructure and health and education services
- Encouraging the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community
- Delivering an average overall residential density in growth areas to a minimum of 15 dwellings per hectare
- Supporting a diversified economy that builds on the region's competitive strengths
- Creating a safe and sustainable transport system by integrating land use and transport
- Sustainably managing water supply, water resources, wastewater, drainage and stormwater through an integrated water management approach
- Promoting the provision of renewable energy
- Providing social and physical infrastructure to be provided in a way that is efficient, equitable, accessible and timely.

LOCAL PLANNING POLICY FRAMEWORK

Local polices are used to implement the objectives and strategies of the Municipal Strategic Statement.

Relevant considerations for the Northern and Western Geelong Growth Areas include:

- Clause 21.06 Settlement and Housing that prioritises the investigation of future residential and industrial land use needs for Geelong, as a basis for future growth area planning, including:
  - 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
  - Identification of a preferred growth area or areas
  - Preparation of detailed growth area plans
- Clause 21.08 Development and Community Infrastructure that provides direction around development contributions to ensure that infrastructure, open space and transport infrastructure is delivered in an efficient and timely manner in line with population growth.

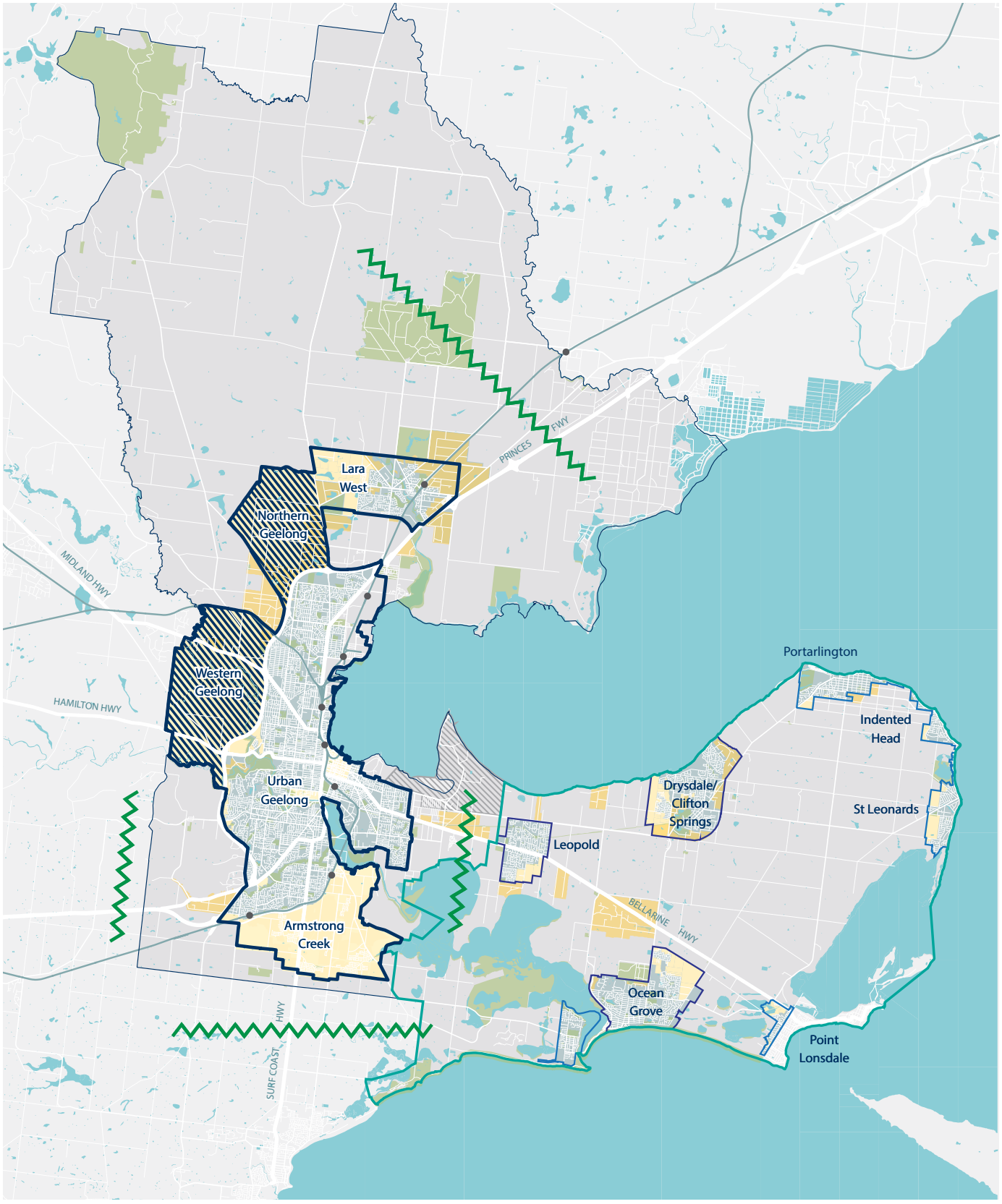
COUNCIL PLAN

Council Plan 2018–22: Putting Our Community First outlines the City's immediate priorities that work toward making Greater Geelong a clever and creative city-region.

The plan informs the Northern and Western Geelong Growth Areas Framework Plan and focuses on strategic priorities that will also shape the subsequent precinct structure planning process including:

- Improved health and safety of our community
- Providing safer public places
- Creating healthy environments in children's settings
- Working towards having the safest roads in Victoria
- Informed social infrastructure and planning
- Providing more quality open spaces that support active lifestyles
- Supporting the growth of localised and regional sporting facilities
- Delivering accessible and attractive community infrastructure
- Advocating and planning for a range of social and affordable housing options
- Maintaining our public open space
- A more inclusive and diverse community
- Supporting activities that improve social connections in our community
- Improving access to facilities and programs for people of all ages
- Planned sustainable development
- Making sure housing supply, diversity and affordability can meet the needs of our growing community
- Continuing to develop urban growth areas across the region
- Improving the environmental performance of new developments, using planning controls
- Effective environmental management
- Reduce our carbon footprint through the use of solar initiatives and other renewable energy options
- Planting more trees to green and cool our urban areas
- Integrated transport connections
- Delivering better-connected walking, cycling and trail paths across our region
- A thriving and sustainable economy
- Supporting and promoting local businesses, markets and products
- Innovative finances and technology
- Delivering smart technology solutions to areas such as street lighting, parking, waste management and children's services
- Attracting more technology-focused businesses to our region
- Establishing sustainable financial and infrastructure management systems for our future.

PLAN 01 **SETTLEMENT STRATEGY**
NORTHERN AND WESTERN GEELONG GROWTH AREA



DRAWING KEY

- **GREATER GEELONG LGA** — LOCAL GOVERNMENT AREA
- **ESTABLISHED URBAN AREAS** — HIGH AND MEDIUM DENSITY HOUSING / MAJOR REDEVELOPMENT - HIGH DENSITY HOUSING
- **GROWTH AREAS**
- **FUTURE GROWTH AREAS**
- **INVESTIGATION AREA**
- **RURAL LIVING AREAS** — NO EXPANSION
- **BOUNDARY** — INDICATIVE PERMANENT SETTLEMENT BOUNDARY
- **DISTRICT TOWNS** — MODERATE HOUSING WITHIN EXISTING SETTLEMENT BOUNDARIES
- **LIMITED HOUSING GROWTH** — WITHIN EXISTING SETTLEMENT BOUNDARIES
- **STRENGTHEN LOCAL POLICY** — TO PRESERVE NON-URBAN BREAKS, RURAL LIVING FARMED LANDSCAPE AND GUIDE NEW DEVELOPMENT
- **NON-URBAN BREAK**
- **RAIL NETWORK**
- **RAIL STATIONS**
- **HIGHWAYS**
- **MAJOR ROADS**

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STRATEGIC CONTEXT
SETTLEMENT STRATEGY

Settlement Strategy is the City's strategy to establish a clear policy framework that will guide planning and decision-making to meet the housing needs of Greater Geelong's growing population until 2036.

The strategy directs future growth by determining the location of new development and the sustainable development principles that it must follow.

The City will diminish the share of new development on the Bellarine Peninsula and direct the majority of Geelong's future housing needs to urban areas including the Northern and Western Geelong Growth Areas.

Managing future growth in the Northern and Western Geelong Growth Areas is a key focus of the Settlement Strategy as reflected in its principles and directions.

SPATIAL DISTRIBUTION OF GROWTH AND LAND SUPPLY

Principle

Provide clear strategic direction on the spatial distribution of residential growth in Greater Geelong.

Directions

Direct the majority of future housing needs to urban Geelong (urban infill, Armstrong Creek and the Northern and Western Geelong Growth Areas).

HOUSING DIVERSITY

Principle

Ensure housing diversity is achieved in existing and growth area communities.

Directions

Increase housing diversity in growth areas through the delivery of a broad range of lot sizes, capable of accommodating a variety of different housing types, including the identification of locations appropriate for mixed use, high and medium density housing in strategically identified locations.

Principle

Increase the level of affordable and social housing in Greater Geelong.

Directions

Work with the state government, community housing and the private sector to deliver more affordable and social housing options.

MANAGING FUTURE GROWTH

Principle

Ensure growth areas are well-planned and deliver sustainable communities.

Directions

Ensure the development of new growth areas is guided by a strategic framework plan and infrastructure plan that outlines the orderly and sequential preparation precinct structure plans.

Apply 'One Planet Living' principles to growth area planning and development.

Principle

Manage the release of new growth areas to make sure infrastructure, services and facilities are provided in a timely and efficient way.

Directions

Advocate for state infrastructure to be delivered in a timely way and for other levels of government to contribute to regional and state infrastructure that isn't funded by development contributions.

Prioritise for and promote the early provision of public transport infrastructure and services in all growth areas.

Manage the number of precinct structure plans that can be prepared simultaneously.

UNESCO CREATIVE CITY NETWORK

Geelong is a member of the UNESCO Creative Cities Network as a City of Design.

The City places creative and cultural industries at the core of development plans and actively cooperates through international inter-city partnerships as a member of the network.

Geelong has a long and proud history as a creative city and leader in design; from our region's Aboriginal heritage to wool and textiles production, automotive manufacturing and surf culture, design is embedded in our community.

The City is committed to ensuring design is a key element of Geelong's economic development and that creativity is an essential driver for sustainable urban development in the delivery of the Northern and Western Geelong Growth Areas.

United Nations Educational, Scientific and Cultural Organization

Designated UNESCO Creative City in 2017



ONE PLANET LIVING

One Planet Living is a vision for a sustainable future where our community leads healthy, happy lives using an equitable share of our natural resources.

One Planet Living is based on a set of guiding principles that promote comprehensive integration of sustainability into our community by enhancing the natural environment and ecosystem health, promoting sustainable urban and rural development and fostering the development of a greener economy.

The City is a One Planet Council and commits to incorporating One Planet Living principles into the delivery of the Northern and Western Geelong Growth Areas.

ONE PLANET LIVING PRINCIPLES



Health and happiness
Encouraging active, sociable, meaningful lives to promote good health and well-being.



Equity and local economy
Creating safe, equitable places to live and work which support local prosperity and international fair trade.



Culture and community
Nurturing local identity and heritage, empowering communities and promoting a culture of sustainable living.



Land and nature
Protecting and restoring land for the benefit of people and wildlife.



Sustainable water
Using water efficiently, protecting local water sources and reducing flooding and drought.



Local and sustainable food
Promoting sustainable humane farming and healthy diets in local, seasonal organic food and vegetable protein.



Materials and products
Using materials from sustainable sources and promoting products which help people reduce consumption.



Sustainable transport
Reducing the need to travel, and encouraging walking, cycling and low carbon transport.



Zero waste
Reducing consumption, reusing and recycling to achieve zero waste and zero pollution.



Zero carbon
Making buildings and manufacturing energy efficient and supplying all energy with renewables.



VISION:

By 2047, Greater Geelong will be internationally recognised as a clever and creative city-region that is forward looking, enterprising and adaptive, and cares for its people and environment.

A CLEVER and CREATIVE FUTURE

A *Clever and Creative Future* is a community vision document that will guide our region's development in the coming decades.

The document provides a community-led blueprint for Greater Geelong to be recognised regionally, nationally and internationally as a clever and creative city-region and will remain a key resource in establishing new communities in the Northern and Western Geelong Growth Areas.

The vision is anchored by nine community aspirations with measures of success that will be achieved as part of city-wide transformation and can be implemented as part of future land use and development in the growth areas.

Some measures of success for a clever and creative future by 2047 include:

- 95 per cent of residents agree that they feel safe in the area where they live
- 100 per cent of all public places in Greater Geelong are disability access compliant
- Suburban tree canopy is greater than 25 per cent
- 95 per cent of dwellings in urban areas are within 400 metres of public open space
- 50 per cent of journeys to work are made by public transport, walking or cycling
- Being able to access all parts of Greater Geelong within 30 minutes through a variety of travel options
- Greater Geelong being a carbon neutral city-region.

Delivering on these benchmarks in the Northern and Western Geelong Growth Areas will play a significant part in the realisation of the community's vision for our city-region.

Innovative urban design elements will form the basis to achieve the vision in the growth areas including the delivery of integrated water management, environmentally sustainable design, 20-minute neighbourhoods and the Clever and Creative Corridor.

CLEVER AND CREATIVE COMMUNITY LED ASPIRATIONS

- A prosperous economy that supports jobs and education opportunities
- A leader in developing and adopting technology
- Creativity drives culture
- A fast, reliable and connected transport network
- People feel safe wherever they are
- An inclusive, diverse, healthy and socially connected community
- Sustainable development that supports population growth and protects the natural environment
- Development and implementation of sustainable solutions
- A destination that attracts local and international visitors





GROWTH AREAS

NORTHERN AND WESTERN GEELONG GROWTH AREAS FRAMEWORK PLAN TIMELINE

MAY 2013

G21 Regional Growth Plan identifies the land as 'future investigation areas' for Geelong's long term growth.

OCTOBER 2014

Large areas of the Northern Geelong Growth Area rezoned to Urban Growth Zone by the Minister for Planning.

DECEMBER 2015

Council adopts a recommendation to commence technical studies to inform the framework plan.

MARCH 2016

The City commences technical studies to inform the preparation of the framework plan.

MAY 2016–APRIL 2017

Project bulletins provide project updates to landowners.

MAY 2017

The City hosts OPEN HOUSE #1 community information session invites landowners to meet the project team and learn more about the project.



JULY 2017

The City hosts VISION AND PRINCIPLES WORKSHOP sessions inviting key project stakeholders and landowners to develop a project vision and set of principles for future urban landscape in the growth areas.



OCTOBER 2017

The City hosts OPEN HOUSE #2 community information sessions inviting landowners to learn about the outcomes of draft technical studies that inform the framework plan.

NOVEMBER 2017

The City hosts ENQUIRY BY DESIGN workshops inviting key project stakeholders and landowners to discuss and develop a draft future urban structure for the growth areas.

DECEMBER 2017

The City commences the preparation of a draft future urban structure plan for the growth areas.

MAY 2018

Council adopts a recommendation to undertake community consultation on the draft future urban structure plan.

The City hosts OPEN HOUSE #3 community information sessions in central Geelong, Corio and Batesford to invite landowners to discuss the draft future urban structure with the project team.

MAY–JUNE 2018

The City invites community feedback via online and written surveys and submissions from 9 May to 22 June 2018. Community engagement includes:

45 DAYS of community engagement

4 OPEN HOUSES held in Corio, Batesford and Central Geelong

250+ open house participants

497 project brochures sent to landowners

14 print adverts in four local newspaper

120,000 *Community Update* newsletters circulated

22,228 Facebook project update views

10,790 YouTube views

AUGUST 2018

The City releases a community engagement summary report outlining the submissions received. Key themes of the 79 submissions received included:

- Concerns from rural living areas relating to rezoning, rates and road connections
- Concerns relating to the protection of environmental values in the growth areas
- Submissions in general opposition of growth area development
- Submissions in general support of growth area development.

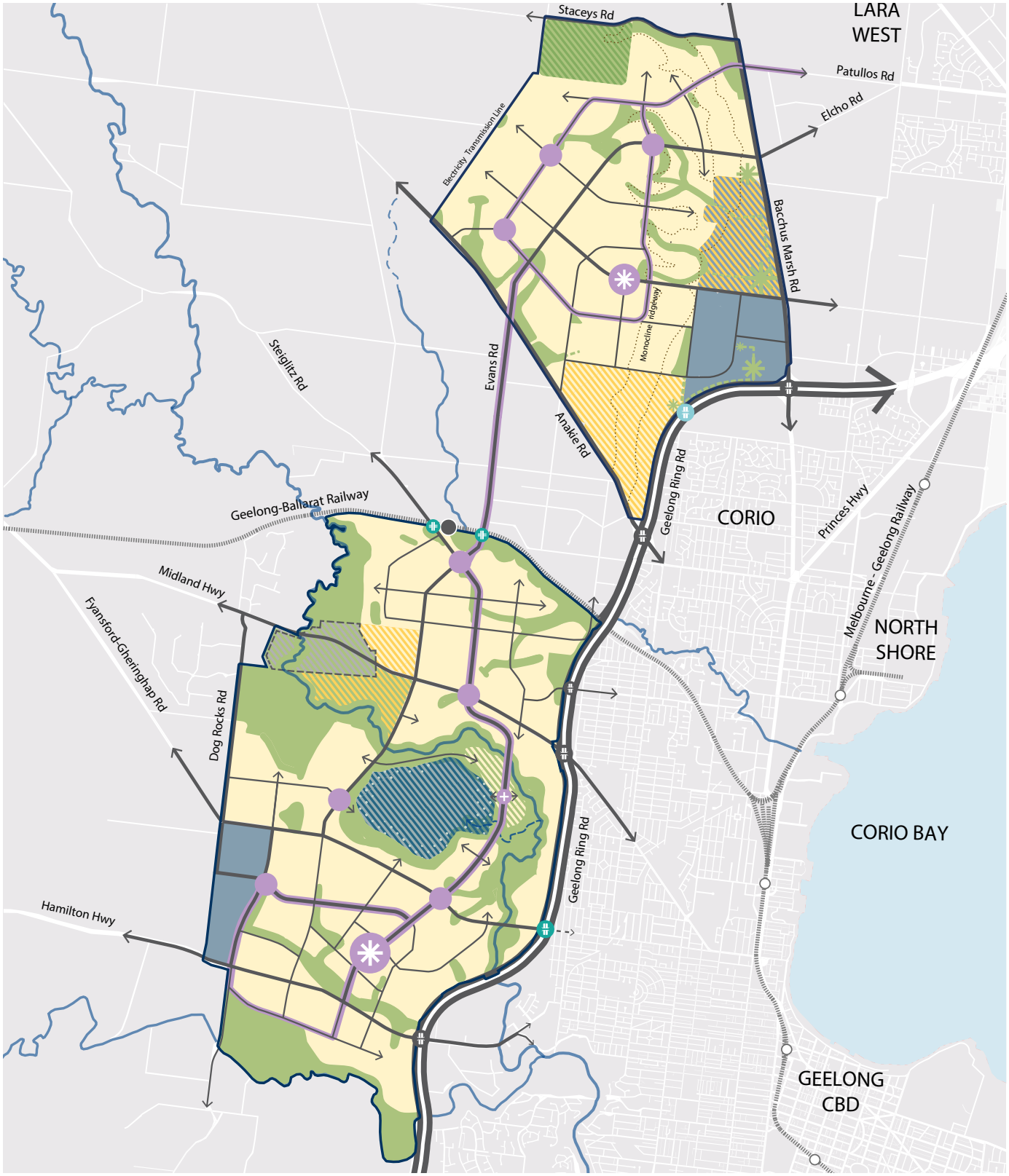
SEPTEMBER 2018

The City commences the preparation of the Northern and Western Geelong Growth Areas Framework Plan. The framework plan responds to submissions by:

- Identifying the vast majority of rural living properties as areas for 'future investigation of residential' development so that rezoning and new road connections do not impact on existing residents
- Committing to undertake a biodiversity conservation strategy for each growth area and master plans for the Barwon River, Moorabool River and Cowies Creek
- Outlining a sequenced and staged approach to development that carefully manages new growth and its infrastructure and service requirements
- Making minor changes to the future urban structure plan that provide for more efficient delivery of infrastructure.

PLAN 02 **FUTURE URBAN STRUCTURE**

NORTHERN AND WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- GEELONG RING ROAD
- ARTERIAL ROAD
- CONNECTOR STREET — INDICATIVE ALIGNMENT
- FUTURE RAILWAY STATION
- PUBLIC TRANSPORT — POTENTIAL CONNECTION
- RESIDENTIAL
- RURAL LIVING — FUTURE INVESTIGATION OF RESIDENTIAL
- RURAL LIVING — FUTURE INVESTIGATION OF EMPLOYMENT
- EMPLOYMENT
- AGRICULTURE — FUTURE INVESTIGATION OF CONSERVATION
- AGRICULTURE — FUTURE INVESTIGATION OF RURAL LIVING
- LAKESIDE RESIDENTIAL — FUTURE INVESTIGATION OF CONSERVATION
- BATESFORD TOWNSHIP
- LAKE WATERBODY
- CLEVER AND CREATIVE CORRIDOR
- ACTIVITY CENTRE — SUB-REGIONAL / SPECIALIZED /NEIGHBOURHOOD
- GEELONG RING ROAD — PEDESTRIAN CONNECTION
- GEELONG RING ROAD — NEW CONNECTION
- GEELONG RING ROAD — UPGRADE CONNECTION
- RAILWAY CROSSING — GRADE SEPERATION
- WATERWAYS
- MAJOR WATERCOURSE
- POTENTIAL WATERWAYS
- MONOCLINE ESCARPMENT

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NORTHERN AND WESTERN GEELONG GROWTH AREAS

ESTIMATED GROWTH POTENTIAL

TOTAL GROWTH AREA	5,331 hectares
TOTAL RESIDENTIAL AREA	3,309 hectares
ANTICIPATED DWELLINGS	40,028
ANTICIPATED POPULATION	112,078*
TOTAL EMPLOYMENT AREA	294 hectares
NON DEVELOPMENT AREA	1,728 hectares
FUTURE RESIDENTIAL POTENTIAL	267 hectares
FUTURE EMPLOYMENT POTENTIAL	125 hectares

Estimates of growth in the Northern Geelong Growth Area assumes a minimum average residential density of 15 dwellings per hectare and an average minimum residential density of 12.5 dwellings per hectare along the monocline escarpment. Estimated population attributes 2.8 persons per dwelling.

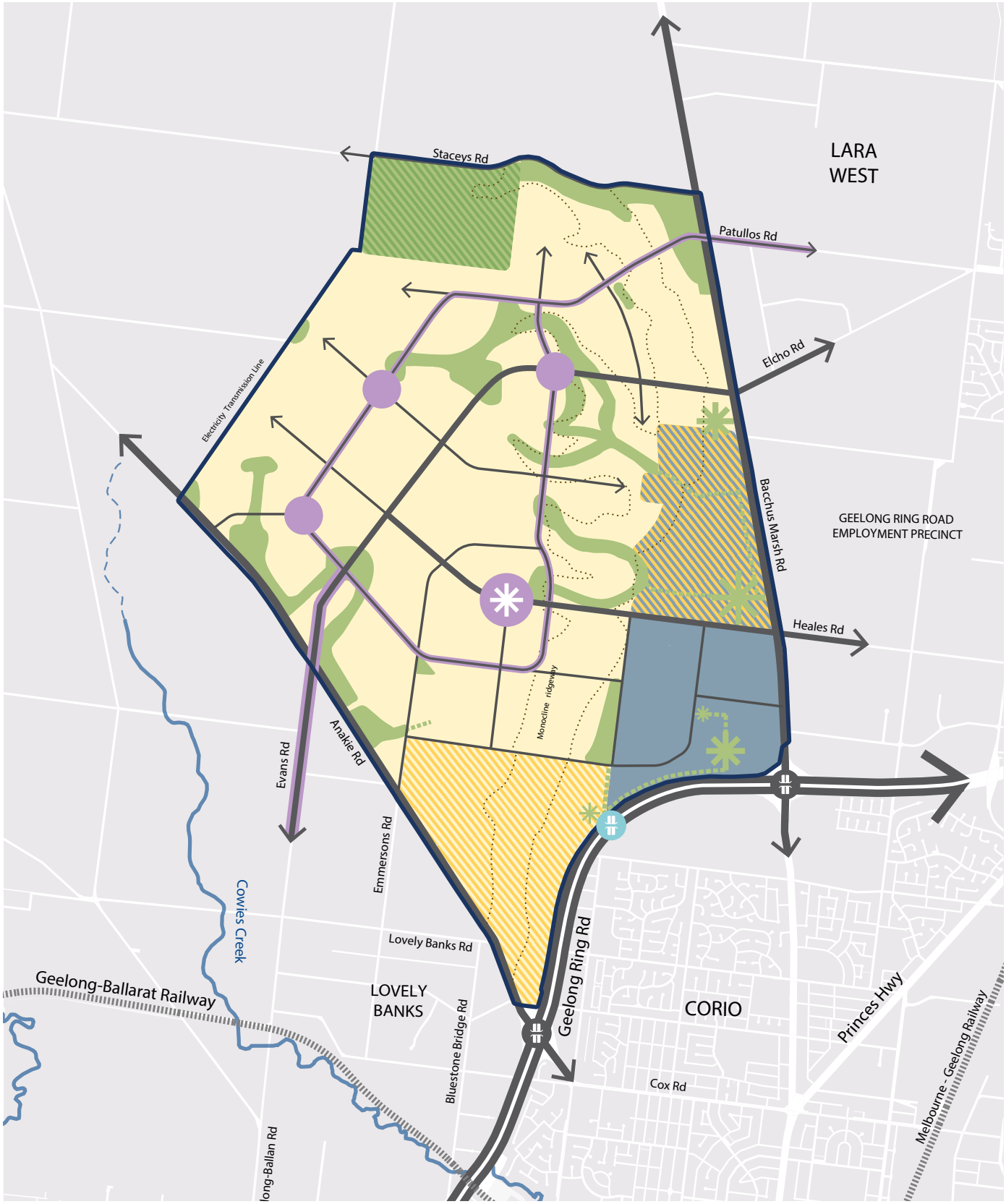
Estimates of growth in the Western Geelong Growth Area assumes a minimum average residential density of 15 dwellings per hectare and an average minimum residential density of 10 dwellings per hectare along the steep slopes. Estimated population attributes 2.8 persons per dwelling.

**Anticipated population includes residential development within areas subject to future investigation of residential to ensure that the framework plan anticipates the transport and social infrastructure needs of the future community at full build-out.*

VISION FOR THE NORTHERN AND WESTERN GEELONG GROWTH AREAS

The Northern and Western Geelong Growth Areas will exemplify Geelong's transformation as a clever and creative city by building diverse, localised and sustainable neighbourhoods that prioritise self-sufficiency whilst maximising connections to the Geelong community, economy and identity.

PLAN 03 **FUTURE URBAN STRUCTURE**
NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- GEELONG RING ROAD
- ARTERIAL ROAD
- CONNECTOR STREET — INDICATIVE ALIGNMENT
- RESIDENTIAL
- RURAL LIVING — FUTURE INVESTIGATION OF RESIDENTIAL
- RURAL LIVING — FUTURE INVESTIGATION OF EMPLOYMENT
- EMPLOYMENT
- AGRICULTURE — FUTURE INVESTIGATION OF CONSERVATION
- CLEVER AND CREATIVE CORRIDOR
- ACTIVITY CENTRE — SUB-REGIONAL
- ACTIVITY CENTRE — NEIGHBOURHOOD
- MONOCLINE ESCARPMENT
- WATERWAYS
- POTENTIAL WATERWAYS
- MAJOR WATERCOURSE
- GEELONG RING ROAD — PEDESTRIAN CONNECTION
- GEELONG RING ROAD — UPGRADE CONNECTION

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NORTHERN GEELONG GROWTH AREA

The Northern Geelong Growth Area is renowned for the Lovely Banks monocline that defines the local landscape and allows stunning views to the You Yangs, Corio Bay and across Geelong.

The growth area is generally bounded by Bacchus Marsh Road to the east, the Geelong Ring Road to the south, Anakie Road and servicing easements to the west and Staceys Road to the north.

ESTIMATED GROWTH POTENTIAL

TOTAL GROWTH AREA	2,090 hectares
TOTAL RESIDENTIAL AREA	1,445 hectares
ANTICIPATED DWELLINGS	17,075
ANTICIPATED POPULATION	47,809*
TOTAL EMPLOYMENT AREA	177 hectares
NON DEVELOPMENT AREA	354 hectares
FUTURE RESIDENTIAL POTENTIAL	202 hectares
FUTURE EMPLOYMENT POTENTIAL	125 hectares

Estimates of growth in the Northern Geelong Growth Area assumes a minimum average residential density of 15 dwellings per hectare and an average minimum residential density of 12.5 dwellings per hectare along the monocline escarpment. Estimated population attributes 2.8 persons per dwelling.

**Anticipated population includes residential development within areas subject to future investigation of residential to ensure that the framework plan anticipates the transport and social infrastructure needs of the future community at full build-out.*

VISION FOR THE NORTHERN GEELONG GROWTH AREA

Northern Geelong will be distinguished by neighbourhoods with panoramic views across the region and built around diverse and accessible employment hubs that epitomise Geelong's creativity, innovation and enterprise.



NORTHERN GEELONG GROWTH AREA

NORTHERN GEELONG GROWTH AREAS URBAN DEVELOPMENT OBJECTIVES:



Create diverse and vibrant new urban communities

Plan for a dynamic mix of residential and commercial neighbourhoods that easily interconnect and identify as part of the established Geelong community.



Integrate transport and land use planning

Deliver a comprehensive public transport network that facilitates convenient access to local employment hubs and central Geelong.



Plan for local employment

Optimise local job creation by establishing a diverse, adaptable employment hub to capitalise on future trends and leverage the growth area's proximity to the Geelong Ring Road Employment Precinct, the Port of Geelong, Avalon Airport and Melbourne.



Create growth areas with high amenity and character

Establish a district of neighbourhoods that exploit the panoramic vistas across the region, deliver an attractive interface to neighbouring precincts and enhance Geelong's local character.



Protect biodiversity, waterways and cultural heritage values

Protect and regenerate biodiversity values of the natural and constructed waterways along the Lovely Banks monocline and heritage values of the Elcho Homestead.



Create integrated open space networks

Cultivate a stunning trail along the ridgeline of the Lovely Banks monocline and substantial green links along infrastructure easements with an adjoining network of recreation reserves and local parks.



Plan for environmental sustainability

Create a carbon positive community that implements ecologically sustainable development principles by prioritising renewable energy production and minimising resource use.

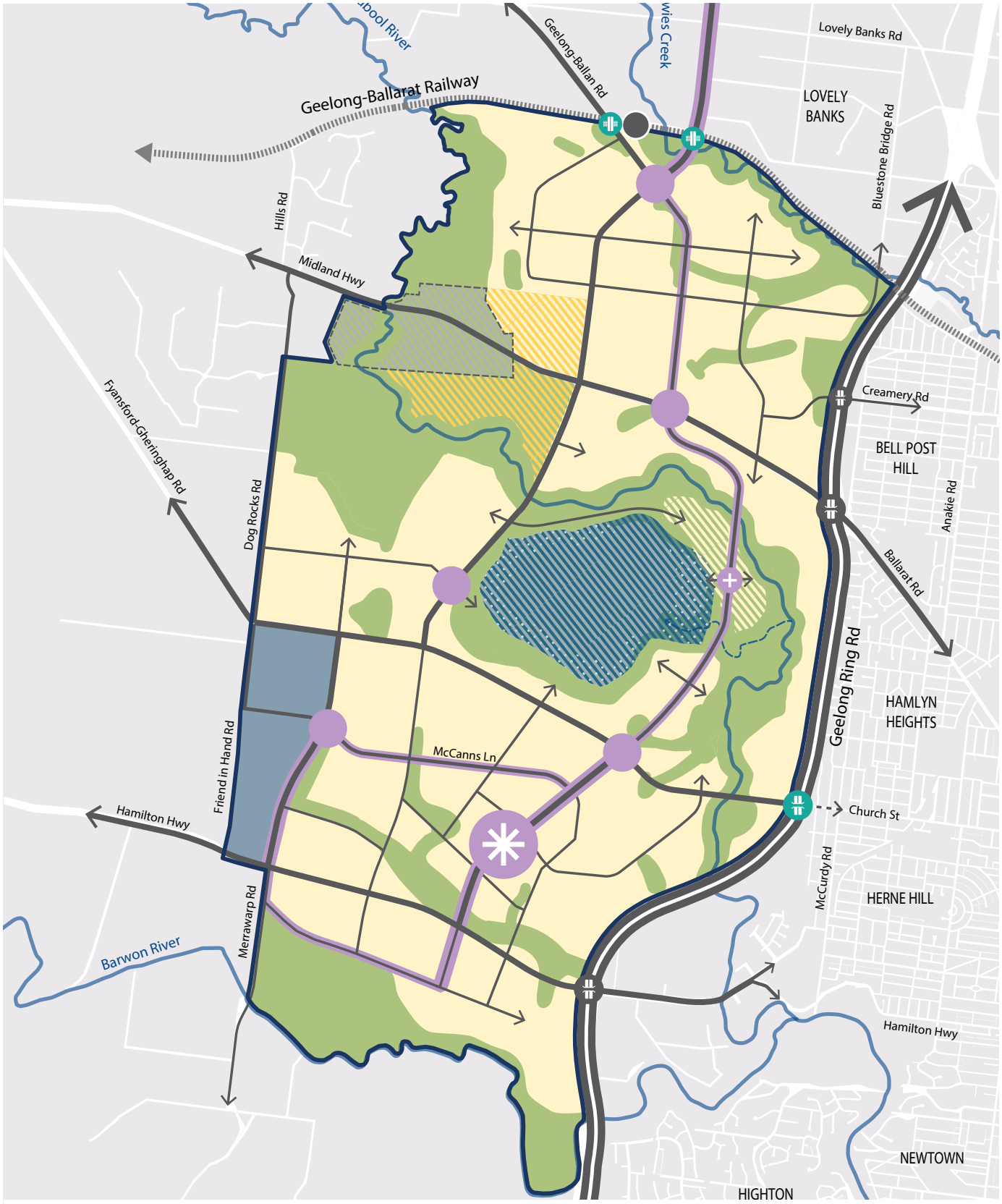


Stage development to ensure the efficient and orderly provision of infrastructure and services

Ensure that staging of development creates early provision of public transport to central Geelong and facilitates coordinated delivery of employment precincts to support job growth in Northern Geelong.

PLAN 04 **FUTURE URBAN STRUCTURE**

WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- GEELONG RING ROAD
- ARTERIAL ROAD
- CONNECTOR STREET — INDICATIVE ALIGNMENT
- MAJOR WATERCOURSE
- RESIDENTIAL
- RURAL LIVING — FUTURE INVESTIGATION OF RESIDENTIAL
- LAKE WATERBODY
- EMPLOYMENT
- AGRICULTURE — FUTURE INVESTIGATION OF RURAL LIVING
- BATESFORD TOWNSHIP
- LAKESIDE RESIDENTIAL — FUTURE INVESTIGATION OF CONSERVATION
- WATERWAYS
- CLEVER AND CREATIVE CORRIDOR
- ACTIVITY CENTRE — SUB-REGIONAL / SPECIALIZED
- ACTIVITY CENTRE — NEIGHBOURHOOD
- GEELONG RING ROAD — NEW CONNECTION
- GEELONG RING ROAD — UPGRADE CONNECTION
- RAILWAY CROSSING — GRADE SEPERATION
- FUTURE RAILWAY STATION
- PUBLIC TRANSPORT — POTENTIAL CONNECTION

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WESTERN GEELONG GROWTH AREA

The Western Geelong Growth Area is an iconic landscape characterised by the Barwon and Moorabool Rivers with views across the Barrabool Hills and the Batesford Quarry as its centrepiece.

The growth area is generally bounded by the Geelong Ring Road to the east, the Barwon River to the south, the Geelong-Ballarat rail line to the north and Batesford township to the west.

ESTIMATED GROWTH POTENTIAL

TOTAL GROWTH AREA	3,241 hectares
TOTAL RESIDENTIAL AREA	1,864 hectares
ANTICIPATED DWELLINGS	22,953
ANTICIPATED POPULATION	64,269*
TOTAL EMPLOYMENT AREA	117 hectares
NON DEVELOPMENT AREA	1,377 hectares
FUTURE RESIDENTIAL POTENTIAL	65 hectares

Estimates of growth in the Western Geelong Growth Area assumes a minimum average residential density of 15 dwellings per hectare and an average minimum residential density of 10 dwellings per hectare along the steep slopes. Estimated population attributes 2.8 persons per dwelling.

**Anticipated population includes residential development within areas subject to future investigation of residential to ensure that the framework plan anticipates the transport and social infrastructure needs of the future community at full build-out.*

VISION FOR THE WESTERN GEELONG GROWTH AREA

The Northern and Western Geelong Growth Areas will exemplify Geelong's transformation as a clever and creative city by building diverse, localised and sustainable neighbourhoods that prioritise self-sufficiency whilst maximising connections to the Geelong community, economy and identity.



WESTERN GEELONG GROWTH AREAS URBAN DEVELOPMENT OBJECTIVES:

Create diverse and vibrant new urban communities

Plan for neighbourhoods that encourage community interaction by maximising public access and activity in high amenity destinations throughout the growth area.

Integrate transport and land use planning

Deliver a comprehensive active transport network utilising the substantial river corridors and acknowledge the future potential of the rail corridor.

Plan for local employment

Optimise local employment by establishing a network of activity centres positioned to profit from the natural splendour of the area.

Create growth areas with high amenity and character

Establish a district of lakeside and riverside neighbourhoods recognised for their healthy waterways and attractive open spaces that will enhance Geelong's local character.

Protect biodiversity

Protect and regenerate biodiversity and cultural heritage values along the Barwon and Moorabool Rivers, Cowies Creek and the Dog Rocks Sanctuary and establish vegetated constructed waterways.

Create integrated open space networks

Cultivate an exemplary open space network that links the Barwon and Moorabool Rivers to an iconic lake at the Batesford quarry and supports a network of recreation reserves and local parks.

Plan for environmental sustainability

Create an integrated water management system based around the major catchments and prioritise active and public transport networks.

Stage development to ensure the efficient and orderly provision of infrastructure and services

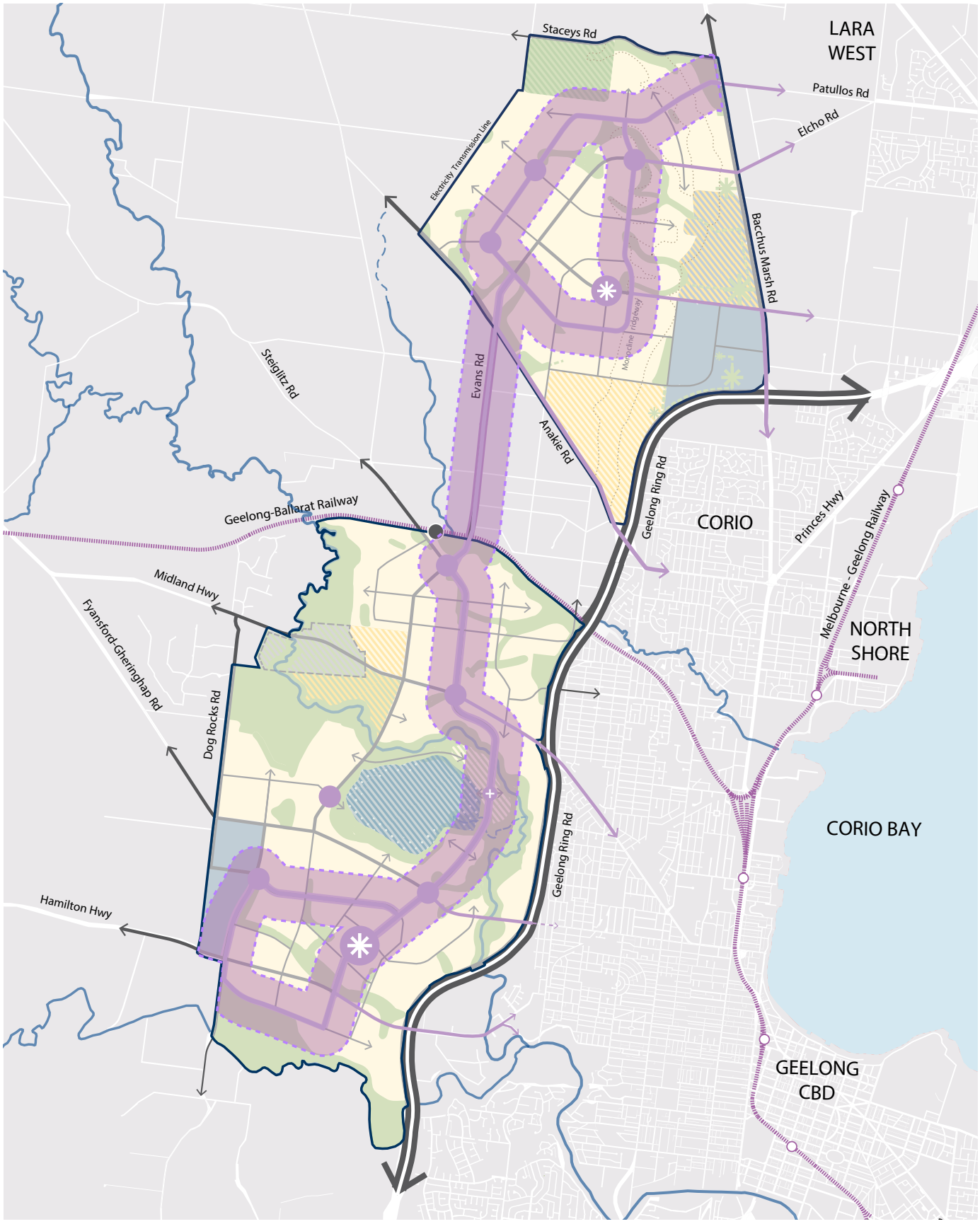
Ensure that staging of development creates early provision of public transport to central Geelong and preserves long term development aspirations adjoining the Batesford quarry.


REAL
MUSIC



CLEVER AND CREATIVE

PLAN 05 **CLEVER AND CREATIVE CORRIDOR**
NORTHERN AND WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- MAJOR WATERCOURSE
- CLEVER AND CREATIVE CORRIDOR ROAD NETWORK
- ACTIVITY CENTRE NETWORK
- 400 METRE CATCHMENT
- POTENTIAL CONNECTIONS TO URBAN GEELONG

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CLEVER and CREATIVE CORRIDOR

The Clever and Creative Corridor is a key design concept that implements *A Clever and Creative Future* in the planning and design of the Northern and Western Geelong Growth Areas.

The Clever and Creative Corridor illustrated on Plan 5, is fundamental to the success of Geelong's new neighbourhoods and is envisaged as a tree-lined, boulevard style transit corridor that prioritises public transport, walking and cycling between the activity centres, schools and community facilities, sports reserves and local parks in each neighbourhood. The Clever and Creative Corridor will also provide a focal point for the design of liveable neighbourhoods that are interconnected and centred around the corridor.

The implementation of the Clever and Creative Corridor seeks to encourage the highest standard of urban design and achieve excellence in the successful community elements defined in by Geelong's community-led vision that identified successful communities as **SUSTAINABLE AND RESILIENT, DESIGNED FOR PEOPLE, CREATIVE AND PROSPEROUS** and **CONNECTED**.

CLEVER AND CREATIVE SUCCESSFUL COMMUNITY ELEMENTS

- SUSTAINABLE AND RESILIENT
- DESIGNED FOR PEOPLE
- CREATIVE AND PROSPEROUS
- CONNECTED

THE CORRIDOR: A LONG TERM COMMITMENT

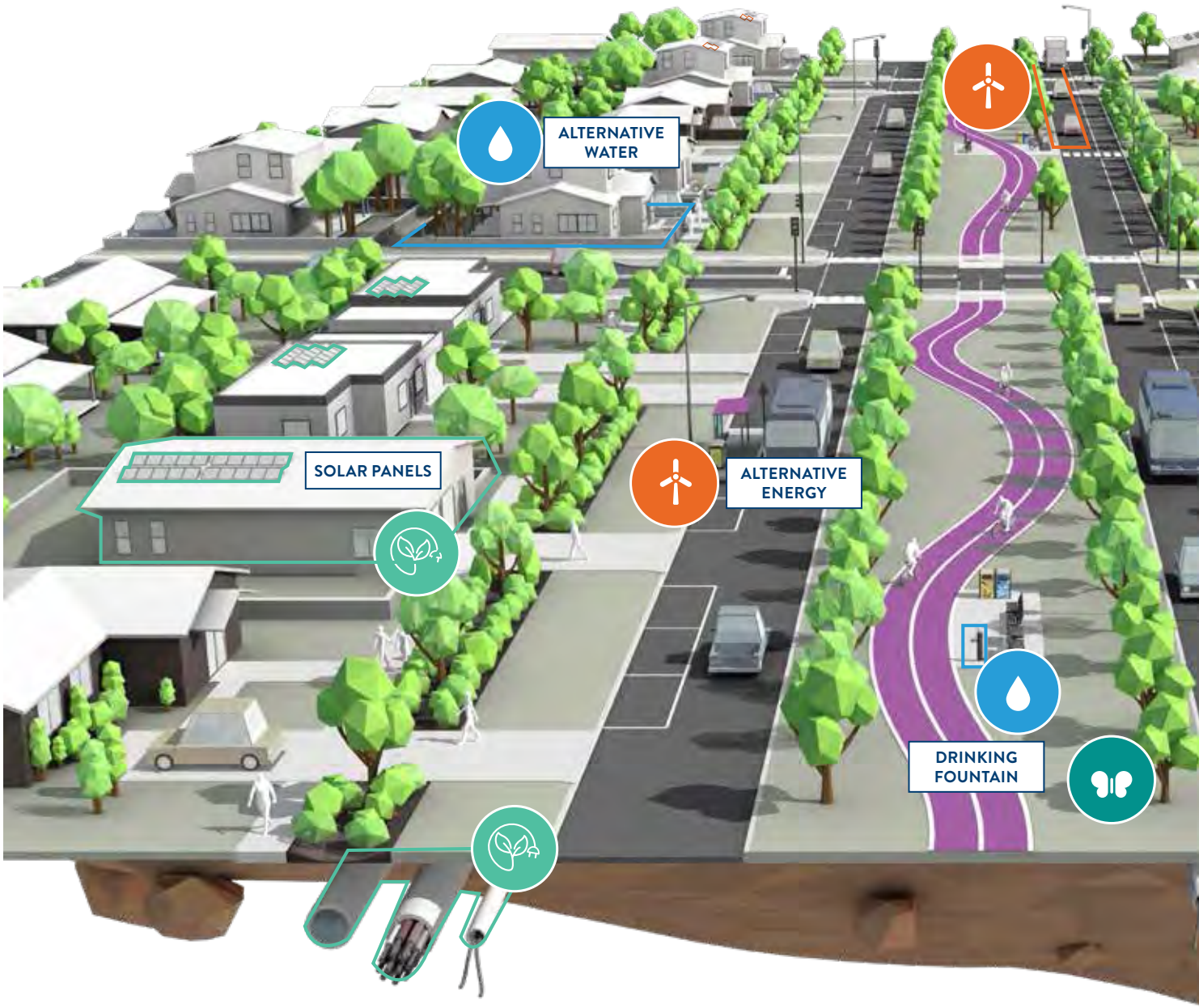
The Clever and Creative Corridor is a long term commitment to establishing sustainable transport within new neighbourhoods. The corridor will be delivered within nine precincts over the extensive life of the project. Securing land to accommodate the corridor at each stage of development is fundamental to safeguarding the ability to deliver major public transport infrastructure required to support Geelong's new communities.

Acknowledging the timeframe, the corridor will be designed with 'interim' and 'ultimate' configurations. The interim configuration allows for a dedicated, separated, commuter-style shared path and landscaping within the median reserve. Active transport movements will be encouraged and prioritised to promote 'mode shift' from private vehicles at the outset. Public transport movements will be catered for via 'bus capable' carriageways shared by all vehicles.

The ultimate configuration allows for dedicated, separated, public transport and landscaping within the median reserve. Land reserved for public transport will allow for future rail and road-based modes to be considered as part of this long-term transition. Active transport movements will be catered for via off-road shared paths when dedicated public transport infrastructure is constructed.

Social and technological advancements may change the way that communities utilise transport throughout the development life of the growth areas. Should these advancements replace the need for a dedicated public transport corridor, the interim configuration can be maintained and improved with landscaping and public amenities; however, that decision should not be taken prior to the full development of both growth areas.

SUSTAINABLE AND RESILIENT



The Clever and Creative Corridor will deliver SUSTAINABLE AND RESILIENT neighbourhoods using a systems-based approach in the planning and design of landscape, environmental, stormwater, transport and social systems.

Each system integrates with the next to benefit the overall social, environmental and economic outcomes achieved in the community.

The corridor will incorporate environmentally sustainable design, integrated water management and water sensitive urban design, 'complete streets', smart city infrastructure and connections to social infrastructure, integrated transport and land use.

The unification of these systems is fundamental to creating a sustainable and resilient urban landscape in the growth areas. Early investment in infrastructure to support these systems will create long-term benefits for a Greater Geelong community that must manage the social, economic and environmental impacts of climate change.

The Clever and Creative Corridor, connecting to conventional density housing, community facilities and open space within a neighbourhood, in its interim configuration.



CLEVER AND CREATIVE CORRIDOR – INTERIM CONFIGURATION

Design features

- Median reserve* for dedicated commuter-style shared path, planting, furniture and place making (14 metres)
- Bus capable road carriageways (3.5 metres)
- Parking bays (2.1 metres)
- Pedestrian paths (1.5 metres)
- Tree outstands
- Large nature strips
- Planting for large tree canopy

** side-running reserve where appropriate*

TREE CANOPY COVER

A creative approach to maximise tree canopy cover and create a sense of place, reduce sun exposure and urban heat, generate visual interest, provide habitat to support biodiversity, and support active transport and healthy living.

INTEGRATED WATER MANAGEMENT

A clever approach to water management that brings together waterways, land use and open space and conveys alternative water, drinking water and wastewater within an interconnected, synergetic system.

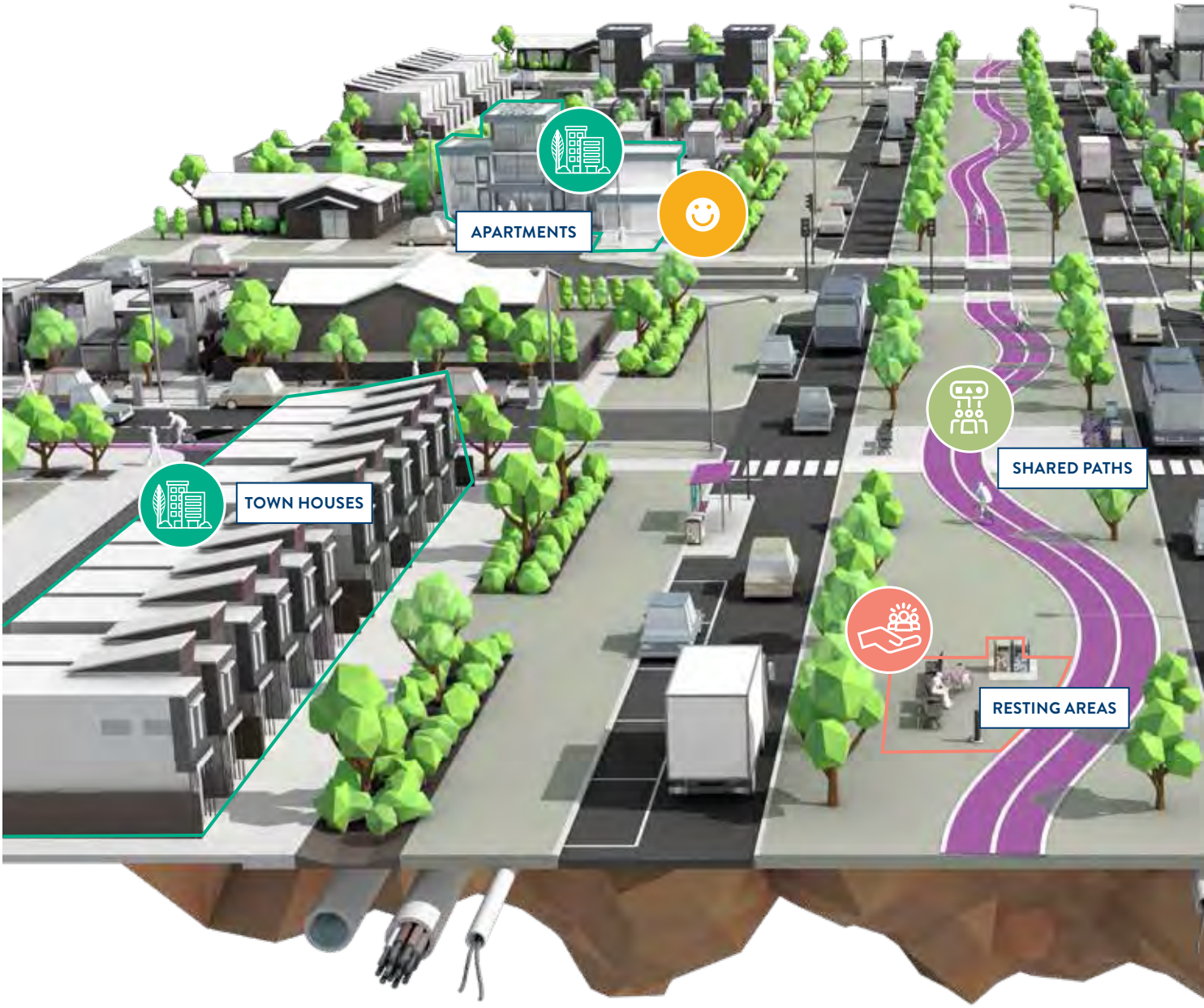
ZERO CARBON

A clever approach that leads communities to be energy and resource efficient and make use of renewable energy sources to maintain a net zero carbon footprint.

BUILDING AND INFRASTRUCTURE

A clever approach to buildings and infrastructure that increases energy and resource efficiency, minimises impacts on the environment and improves community health through environmentally sustainable design.

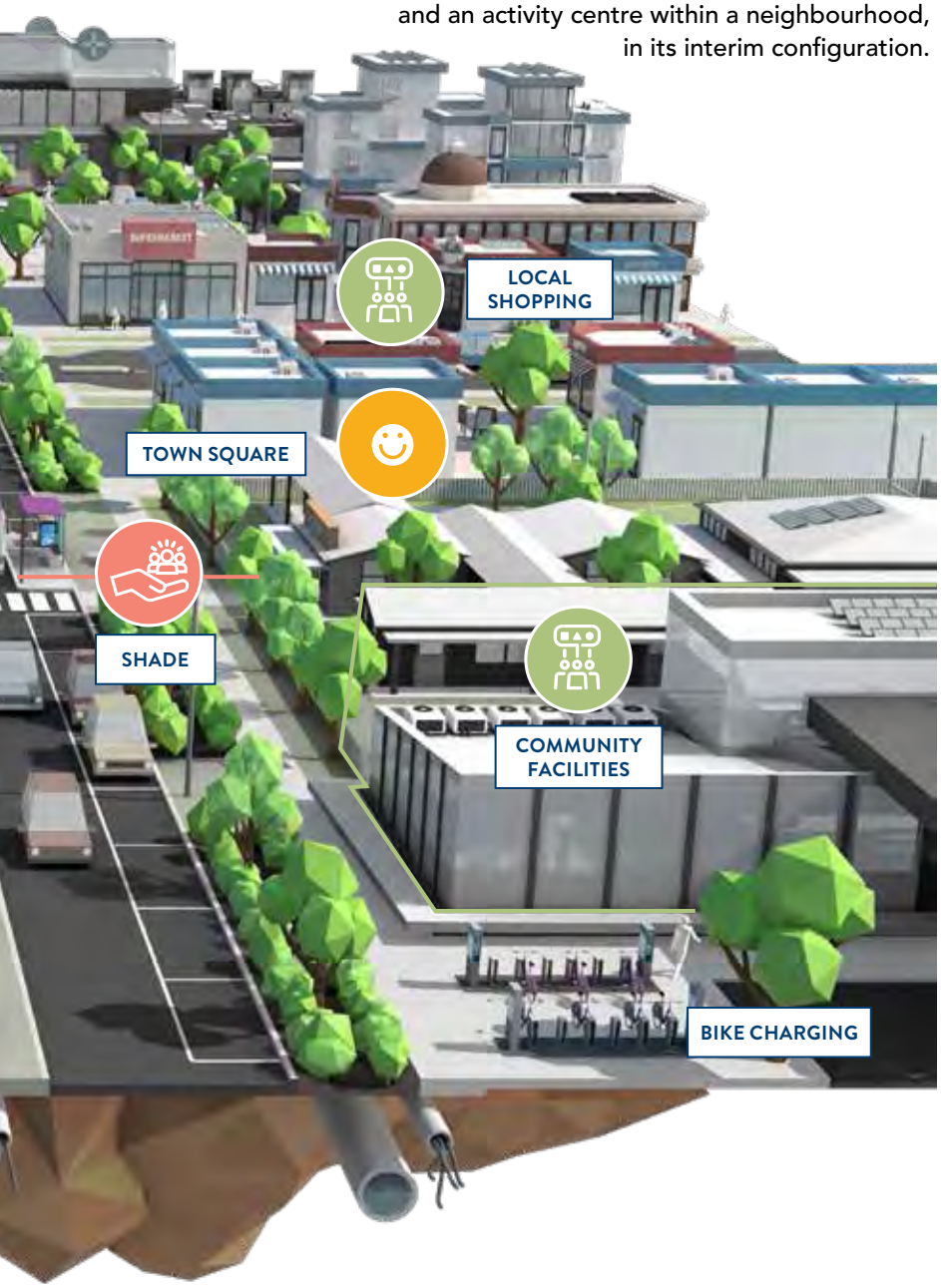
DESIGNED FOR PEOPLE



The Clever and Creative Corridor will be DESIGNED FOR PEOPLE by planning for spaces, buildings and infrastructure at the human scale: places that are comfortable, walkable, interesting and occupied.

Housing that adjoins the corridor will seek to address the "missing middle" housing options that are rarely offered in greenfield areas. A mix of housing options will permit a broad cross-section of the wider community to live within the neighbourhood and occupy it throughout the day and night. Residents will live locally by accessing services and public transport within easy walking distance of their home.

The Clever and Creative Corridor, connecting to 'missing middle' medium density housing and an activity centre within a neighbourhood, in its interim configuration.



CLEVER AND CREATIVE CORRIDOR – INTERIM CONFIGURATION

Design features

- Median reserve* for dedicated active transport, planting and place making furniture (14 metres)
- Bus capable road carriageways (3.5 metres)
- Parking bays (2.1 metres)
- Pedestrian paths (1.5 metres)
- Tree outstands
- Large nature strips
- Planting for large tree canopy

** side-running reserve where appropriate*

MISSING MIDDLE

A creative approach that offers a range of medium density housing types and achieves the critical mass to support outstanding infrastructure for a vibrant and diverse community.

AMENITY

A creative approach that grows social capital by building attractive places to generate pride and comfort in the neighbourhood.

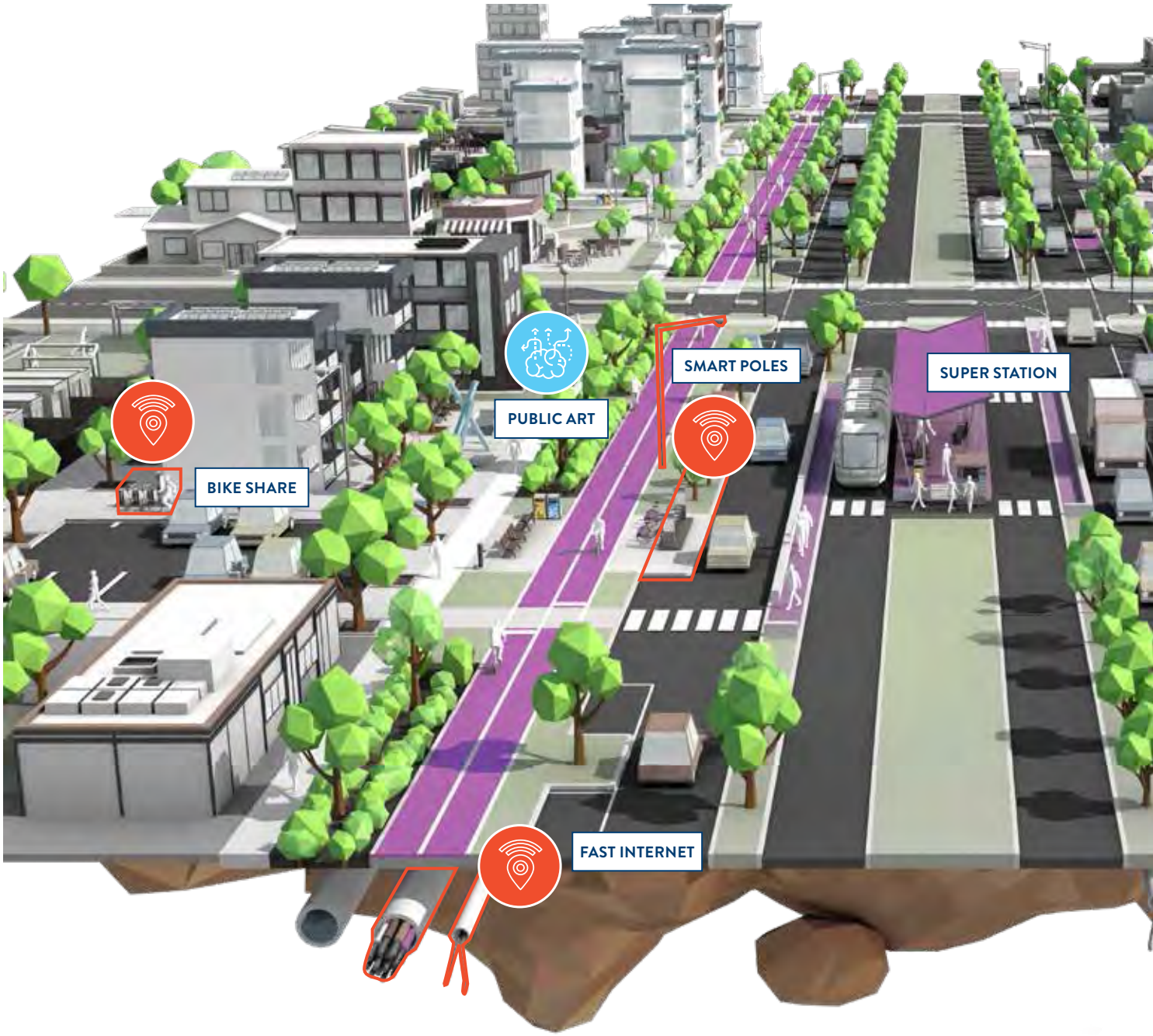
LIVING LOCAL

A clever approach that locates community places and spaces within local neighbourhoods to allow residents to be socially connected and inclusive.

HUMAN SCALE

A clever approach to the design of buildings, infrastructure and public spaces that encourages people to engage within their surroundings and lead healthy, sociable lives.

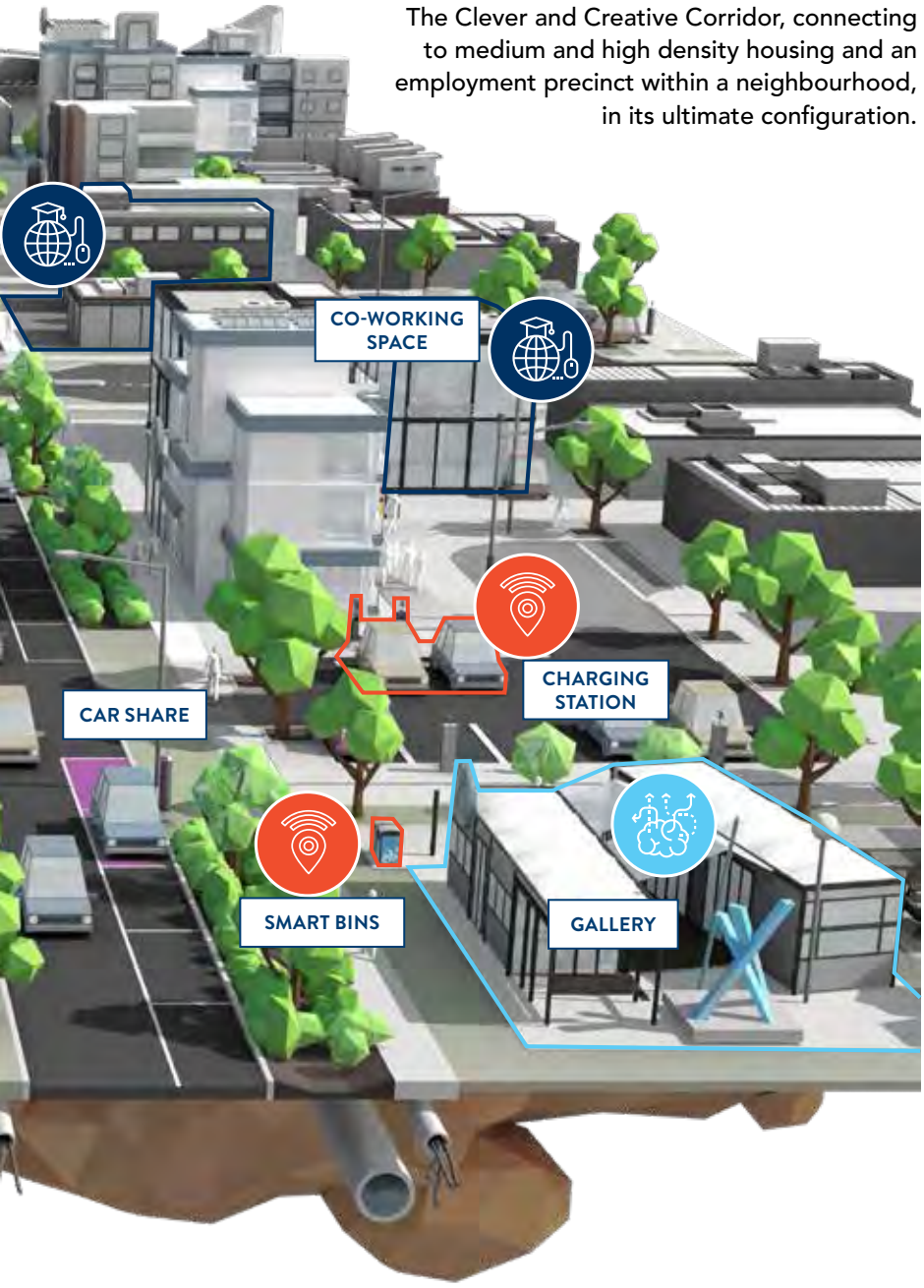
CREATIVE AND PROSPEROUS



The Clever and Creative Corridor will support a CREATIVE AND PROSPEROUS local community that contributes to Geelong's broader economic growth and reflects its status as a cultural city of design.

The corridor will adopt technologies within the public realm that enable and support new ways to contribute to the local economy and sustain community prosperity. The corridor will be a focal point for investment in festivals and events at locations with outstanding natural amenity. Creative industries and start-ups will be encouraged to occupy the corridor with supporting amenities, utilities and a facilitation of economic development.

The Clever and Creative Corridor has the capacity to trial and implement emerging technologies that may improve daily life within the neighbourhood. Application of smart city infrastructure to manage the local assets and services in new neighbourhoods may have a broader application within Geelong's established suburbs – now and into the future.



The Clever and Creative Corridor, connecting to medium and high density housing and an employment precinct within a neighbourhood, in its ultimate configuration.

SMART CITY

A clever approach to investment in technologies that monitor and manage services to inform future innovation and decision-making that improves and adapts the neighbourhood.

ARTS AND CULTURE

A creative approach that enables the community to develop and express its own identity through arts and culture events and public art.

LOCAL JOBS AND INNOVATIVE START-UPS

A clever approach that supports local businesses and jobs growth with enabling technology.

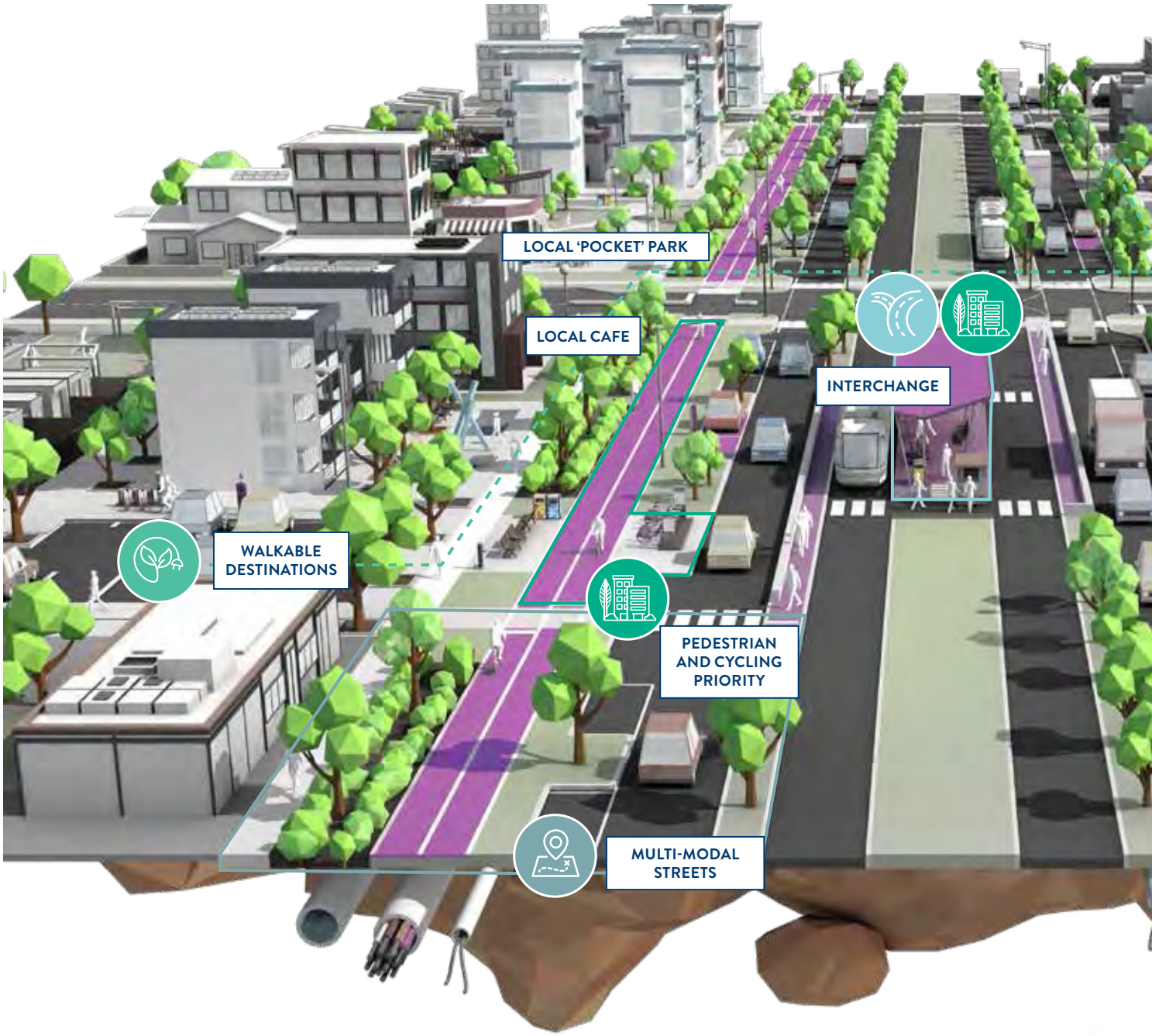
CLEVER AND CREATIVE CORRIDOR – ULTIMATE CONFIGURATION

Design features

- Median reserve* for dedicated public transport (14 metres)*
- Bus capable road carriageways (3.5 metres)
- Parking bays (2.1 metres)
- Pedestrian paths (1.5 metres)
- Off-road shared path (3.0 metres)
- Tree outstands
- Large nature strips
- Large tree canopy

** side-running reserve where appropriate*

CONNECTED

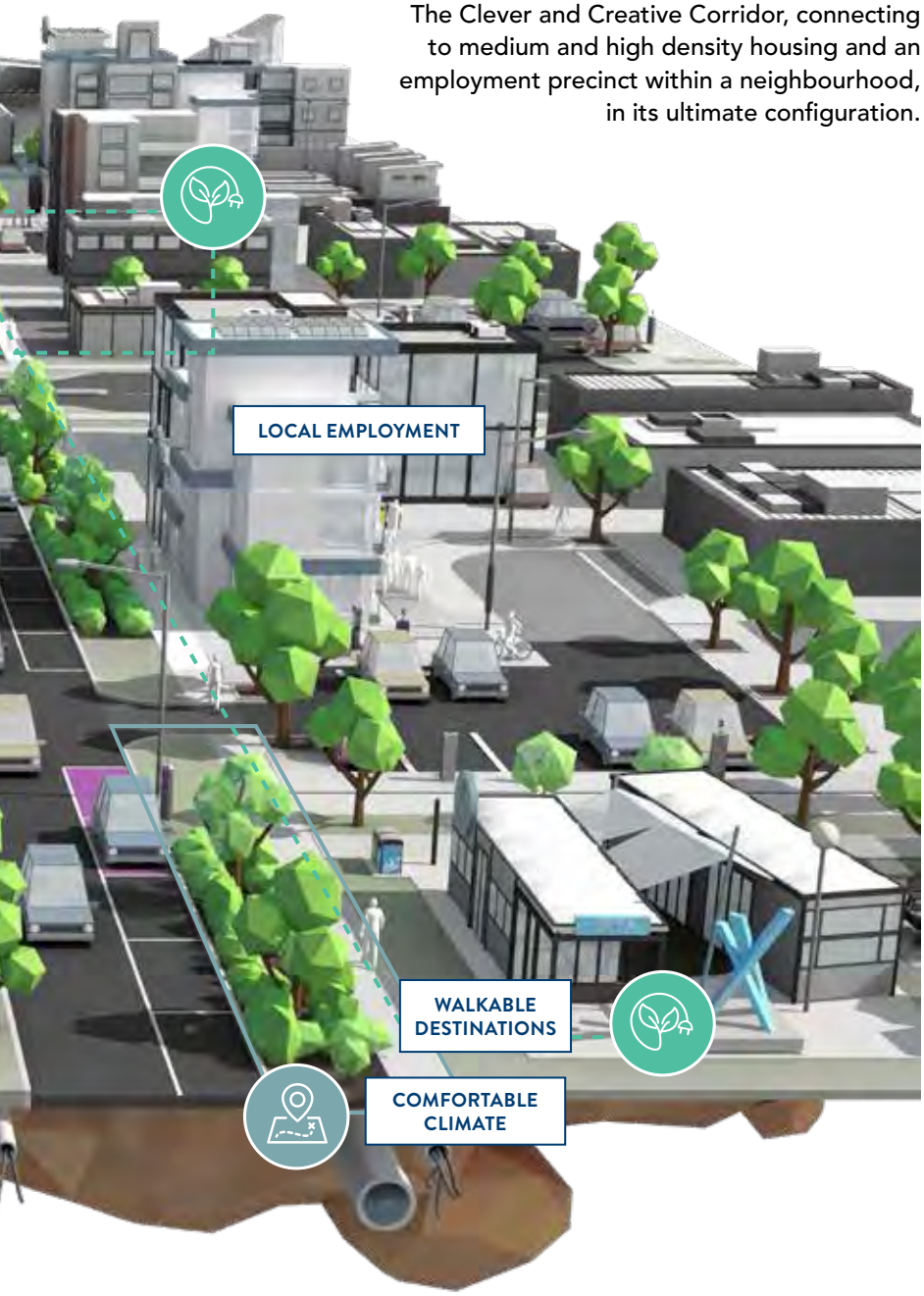


The Clever and Creative Corridor will achieve the benchmarks of the 20-minute neighbourhood.

As a tree-lined boulevard street that prioritises active and public transport movements and links activity centres, community facilities and open space, the corridor promotes easy access to destinations throughout each neighbourhood with convenience and amenity. As a magnet for diverse housing types and compact neighbourhoods, the corridor will address the challenges of contemporary greenfield development and replace their repetitive, "cookie cutter" built form and sameness of streetscapes with new neighbourhoods that encourage diversity, address heat island effect and climate change, and cater to the adoption of new technology.

By delivering compact new neighbourhoods that will be home to 110,000 residents, the size and scale of the growth areas demands that solutions to enable personal mobility are established outside of the private vehicle. Focusing investment in alternative, forward-looking infrastructure will have a broader positive impact on the communities that they connect.

The Clever and Creative Corridor sets a vision for Geelong's growth that enables large-scale and long-term investment into sustainable transport initiatives and reflects the city's clever and creative aspirations.



The Clever and Creative Corridor, connecting to medium and high density housing and an employment precinct within a neighbourhood, in its ultimate configuration.

CLEVER AND CREATIVE CORRIDOR – ULTIMATE CONFIGURATION

Design features

- Median reserve* for dedicated public transport (14 metres)*
- Bus capable road carriageways (3.5 metres)
- Parking bays (2.1 metres)
- Pedestrian paths (1.5 metres)
- Off-road shared path (3.0 metres)
- Tree outstands
- Large nature strips
- Large tree canopy

** side-running reserve where appropriate*

STREETS FOR PEOPLE

A creative approach that returns streets to people by creating healthy and well-vegetated streetscapes that are supported by local water sources and maintain a low-speed traffic environment.

INTEGRATED TRANSPORT

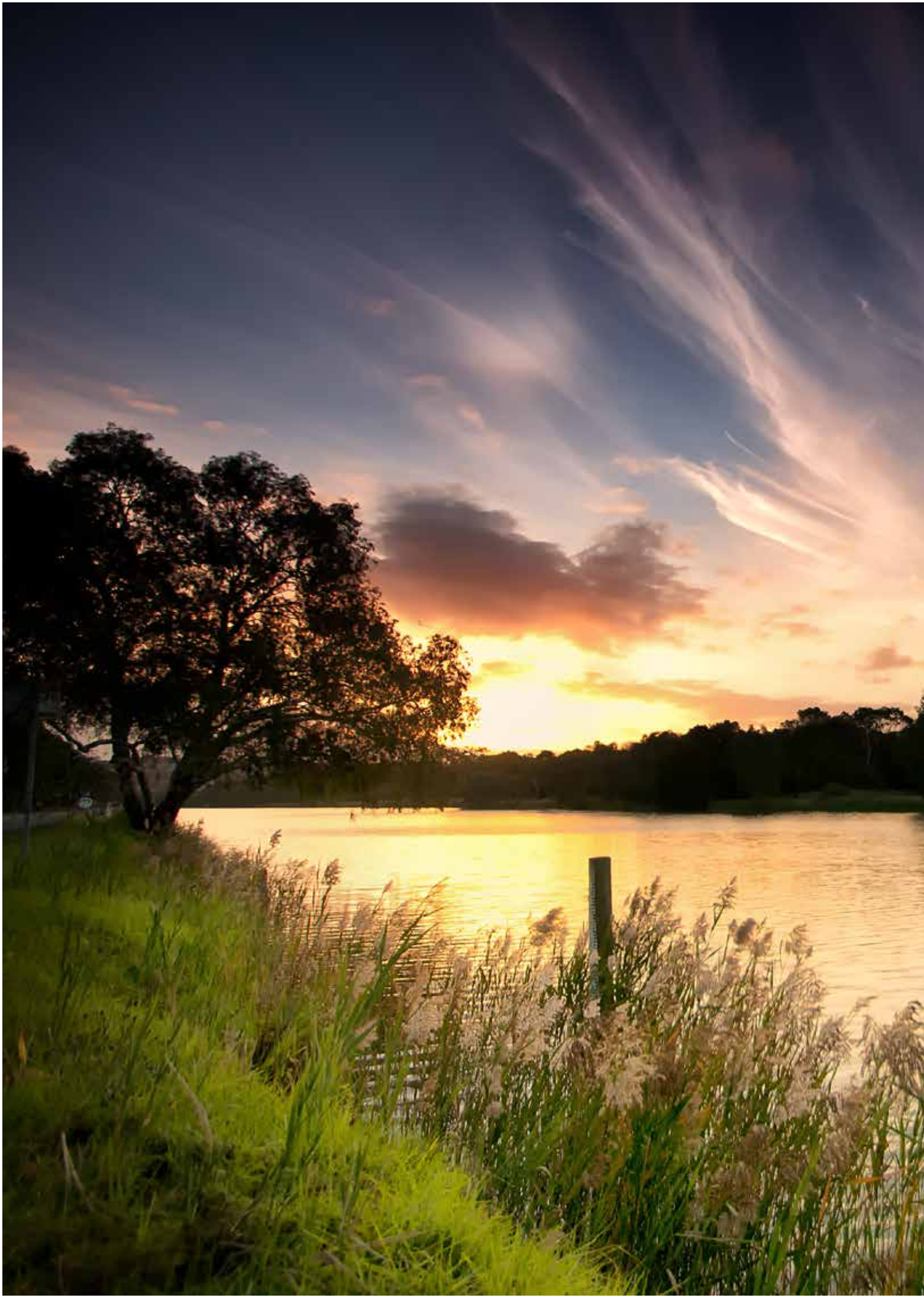
A clever approach that delivers sustainable, connected and networked walking, cycling and public transport services within each neighbourhood and across the broader city-region.

20-MINUTE NEIGHBOURHOODS

A clever design approach that allows people to meet most of their everyday needs within a 20-minute walk from their home, making communities self-sufficent and sustainable.

PUBLIC TRANSPORT

A clever and creative approach that designates space for the future provision of a fast, reliable and connected mass public transport service that connects the growth areas to Geelong and beyond.





ENVIRONMENT

ENVIRONMENT

ENVIRONMENT is the element that distinguishes Geelong's growth areas and provides the canvas for creating our new neighbourhoods.

A distance of less than two kilometres separates the Northern Geelong Growth Area from the Western Geelong Growth Area; despite their proximity, the areas have distinct environments with unique features and character, opportunities and constraints.

The environment in the Northern Geelong Growth Area will capitalise on the undulating Lovely Banks monocline and focus on cultivating great amenity and biodiversity throughout its grassland plateau.

The Western Geelong Growth Area will protect and enhance its signature environmental and cultural features – the Barwon and Moorabool river corridors, Cowies Creek and Dog Rocks Flora and Fauna Sanctuary – and create a new regional asset with the transition of the Batesford quarry.

ENVIRONMENT considers the existing conditions and future landscape of the Northern and Western Geelong Growth Areas including landform and view lines, water, biodiversity, heritage, built environment and surrounding areas.



PREVIOUS PAGE: CLEVER AND CREATIVE ENVIRONMENT – BARWON RIVER PARKLANDS

ENVIRONMENT in the Northern and Western Geelong Growth Areas will be guided by community aspirations, one planet principles and project objectives.

COMMUNITY ASPIRATIONS



Sustainable development that supports population growth and protects the natural environment



Development and implementation of sustainable solutions



A destination that attracts local and international visitors

ONE PLANET PRINCIPLES



Culture and community

Nurturing local identity and heritage, empowering communities and promoting a culture of sustainable living.



Land and nature

Protecting and restoring land for the benefit of people and wildlife.



Sustainable water

Using water efficiently, protecting local water sources and reducing flooding and drought.



Local and sustainable food

Promoting sustainable humane farming and healthy diets in local, seasonal organic food and vegetable protein.

URBAN DEVELOPMENT OBJECTIVES



Create growth areas with high amenity and character in North Geelong

Establish a district of neighbourhoods that exploit the panoramic vistas across the region, deliver an attractive interface to neighbouring precincts and enhance Geelong's local character.



Protect biodiversity, waterways and cultural heritage values in North Geelong

Protect and regenerate biodiversity values of the natural and constructed waterways along the Lovely Banks monocline and heritage values of the Elcho Homestead.



Create integrated open space networks in North Geelong

Cultivate a stunning trail along the ridgeline of the Lovely Banks monocline and substantial green links along infrastructure easements with an adjoining network of recreation reserves and local parks.



Create growth areas with high amenity and character in Western Geelong

Establish a district of lakeside and riverside neighbourhoods recognised for their healthy waterways and attractive open spaces that will enhance Geelong's local character.



Protect biodiversity, waterways and cultural heritage values in Western Geelong

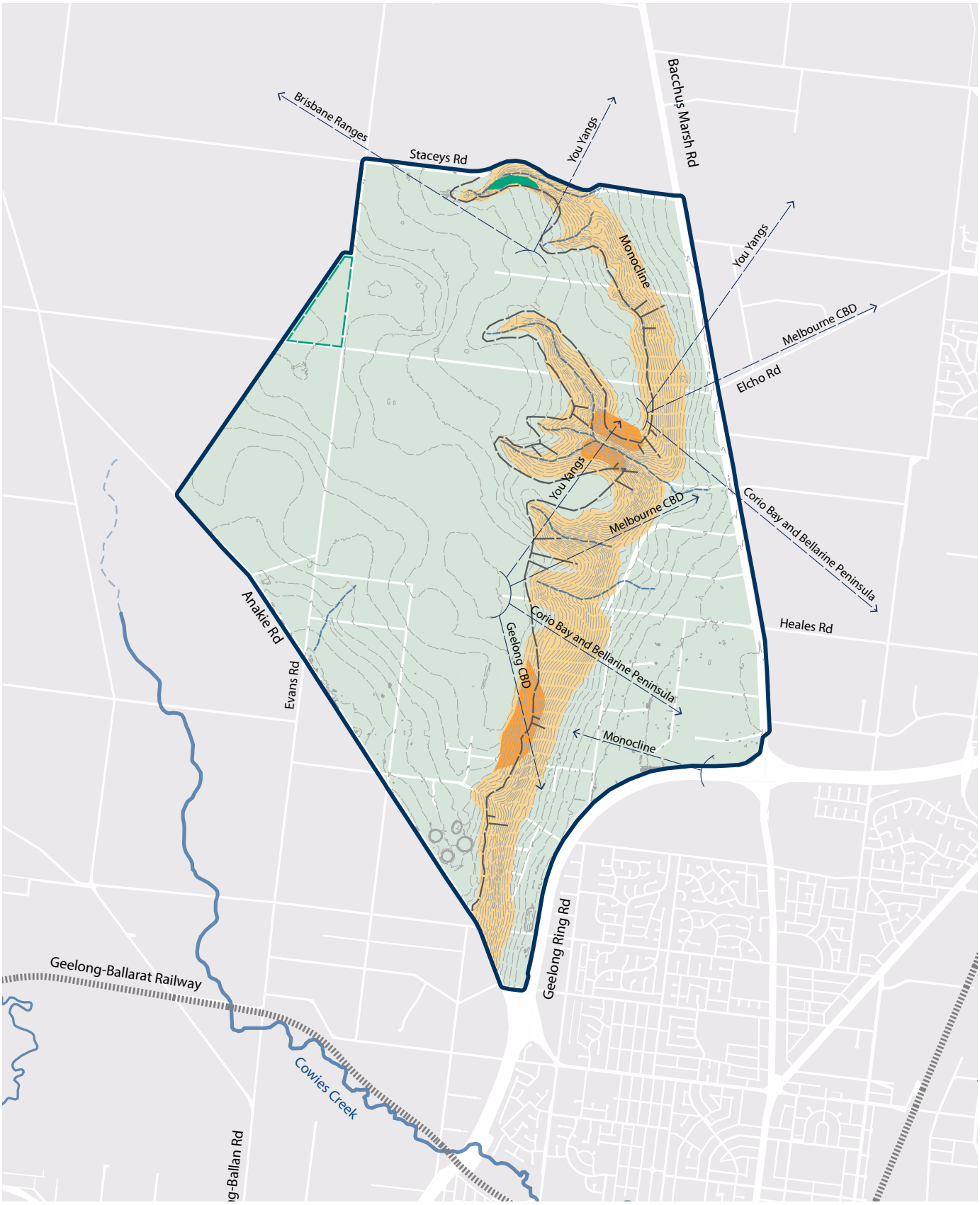
Protect and regenerate biodiversity and cultural heritage values along the Barwon and Moorabool Rivers, Cowies Creek and the Dog Rocks Sanctuary and establish vegetated constructed waterways.



Create integrated open space networks in Western Geelong

Cultivate an exemplary open space network that links the Barwon and Moorabool Rivers to an iconic lake at the Batsford quarry and supports a network of recreation reserves and local parks.

PLAN 06 **LANDFORM AND VIEWLINE**
NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- MAJOR WATERCOURSE
- MINOR WATERCOURSE
  EPHEMERAL FLOWS
- CONTOURS
- LANDFORM STABILITY
  COMPLEX GEOTECHNICAL INVESTIGATION REQUIRED
- LANDFORM STABILITY
  DETAILED COMPLEX GEOTECHNICAL INVESTIGATION REQUIRED
- MONOCLINE CREST
- SIGNIFICANT VIEWLINE
- GEOLOGICAL FEATURE
  SIGNIFICANT SITE
- SHALLOW ROCK
  INDICATIVE EXTENT 0.5M DEPTH

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LANDFORM AND VIEW LINE

NORTHERN GEELONG GROWTH AREA

CONTEXT

Land in the Northern Geelong Growth Area consists of largely open, treeless agricultural land primarily utilised for grazing and cropping activities with adjoining areas of rural living.

The dominant feature in the landform of the area is the Lovely Banks monocline, a bend in the Earth's crust that uniformly dips rock strata and defines the western boundary of the Port Philip Sunklands.

The Lovely Banks monocline runs north-south along the eastern extent of the growth area, dividing the high, gently sloping plateau in the west and low, relatively flat land in the east.

The monocline escarpment allows panoramic views across the region and its varied landform creates valleys and natural amphitheatres that will inform the urban landscape.

Significant view lines to landmarks include:

- Lovely Banks monocline escarpment, in proximity to Heales Road, with views to central Geelong, Corio Bay and the Bellarine Peninsula, metropolitan Melbourne and the You Yangs
- Lovely Banks monocline escarpment, in proximity to Elcho Road, with views to Corio Bay and the Bellarine Peninsula, metropolitan Melbourne and the You Yangs
- Lovely Banks monocline escarpment, in proximity to Staceys Road, with views to the You Yangs and Brisbane Ranges
- Plateau, in proximity to Evans Road, with views to the Brisbane Ranges.
- Geelong Ring Road, with views to the Lovely Banks monocline
- Localised views to the waterways and open space network.

Landforms and view lines are illustrated on Plan 6.

ACTION N1.1.1

The transition of the monocline escarpment to an urban landscape will be subject to detailed investigation of land stability as part of the relevant precinct structure plans.

Detailed investigation of the landform of the monocline escarpment will assess its land capability for urban development including land stability, erosion, rock fall, hazard and landslide susceptibility and mitigation including buffers.

ACTION N1.1.2

Landform of the monocline escarpment will be maintained as part of urban development.

Land that is characterised by significant slope gradient will minimise landscape scarring and avoid the need for large amounts of cut and fill as part of urban development.

ACTION N1.1.3

Design and construction of public infrastructure will account for shallow bedrock.

The impact of shallow rock will be factored into detailed design and costing of essential public infrastructure.

ACTION N1.1.4

The crest of the Lovely Banks monocline, the monocline ridgeway, will deliver a continuous linear public realm that provides public access to view lines along its entire length.

The monocline ridgeway will integrate the Clever and Creative Corridor, linear and local parks, activity centres, waterways and the integrated transport network to retain views to the Geelong region within the public realm.

ACTION N1.1.5

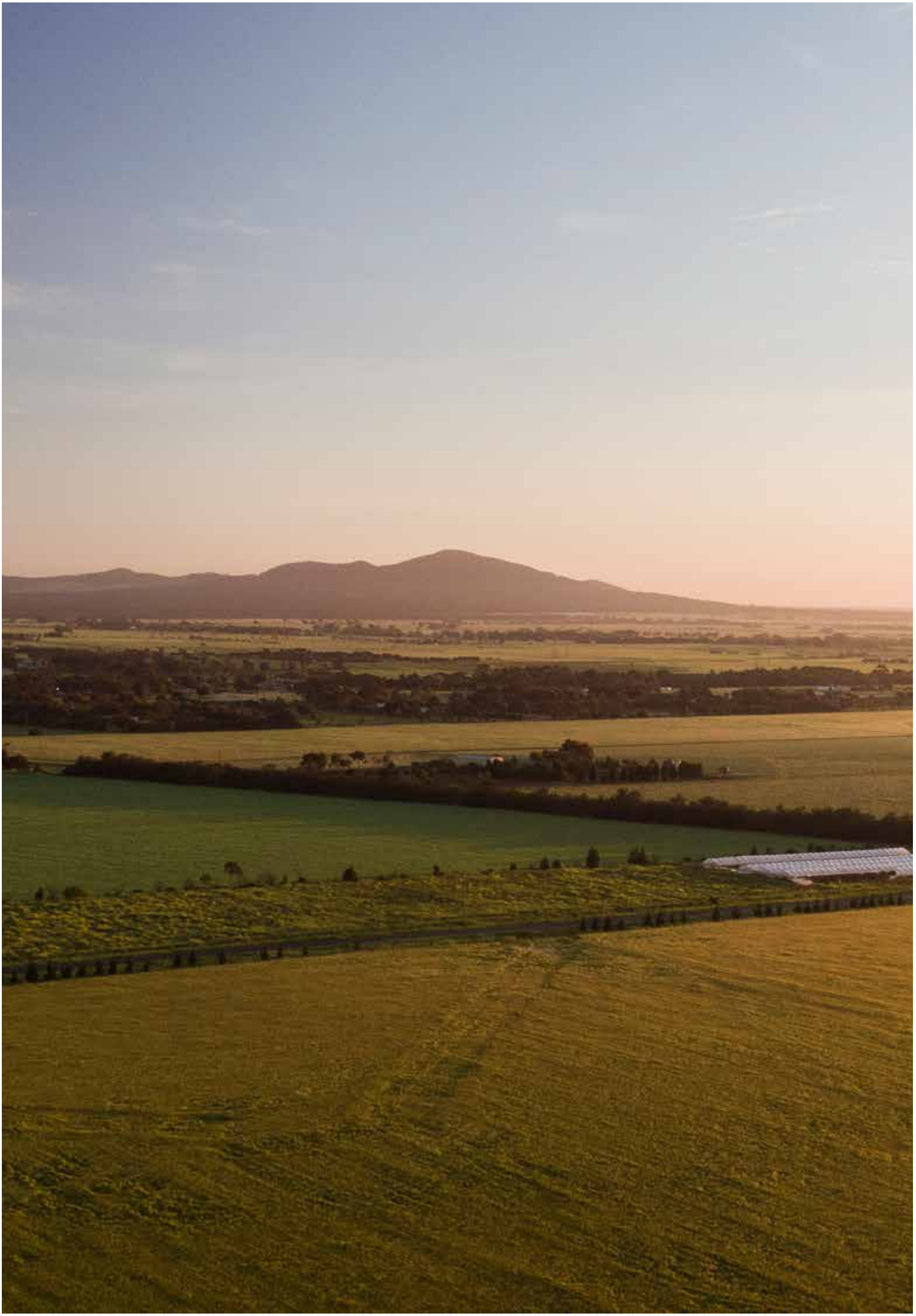
Key views will be protected and maximise using a street grid network that allows views to landmarks and is responsive to the sloping topography.

Key view lines identified in Plan 6 will be protected by incorporating fields of view that prevent visual intrusion into the urban landscape through key open space nodes and the orientation and design of the street network.

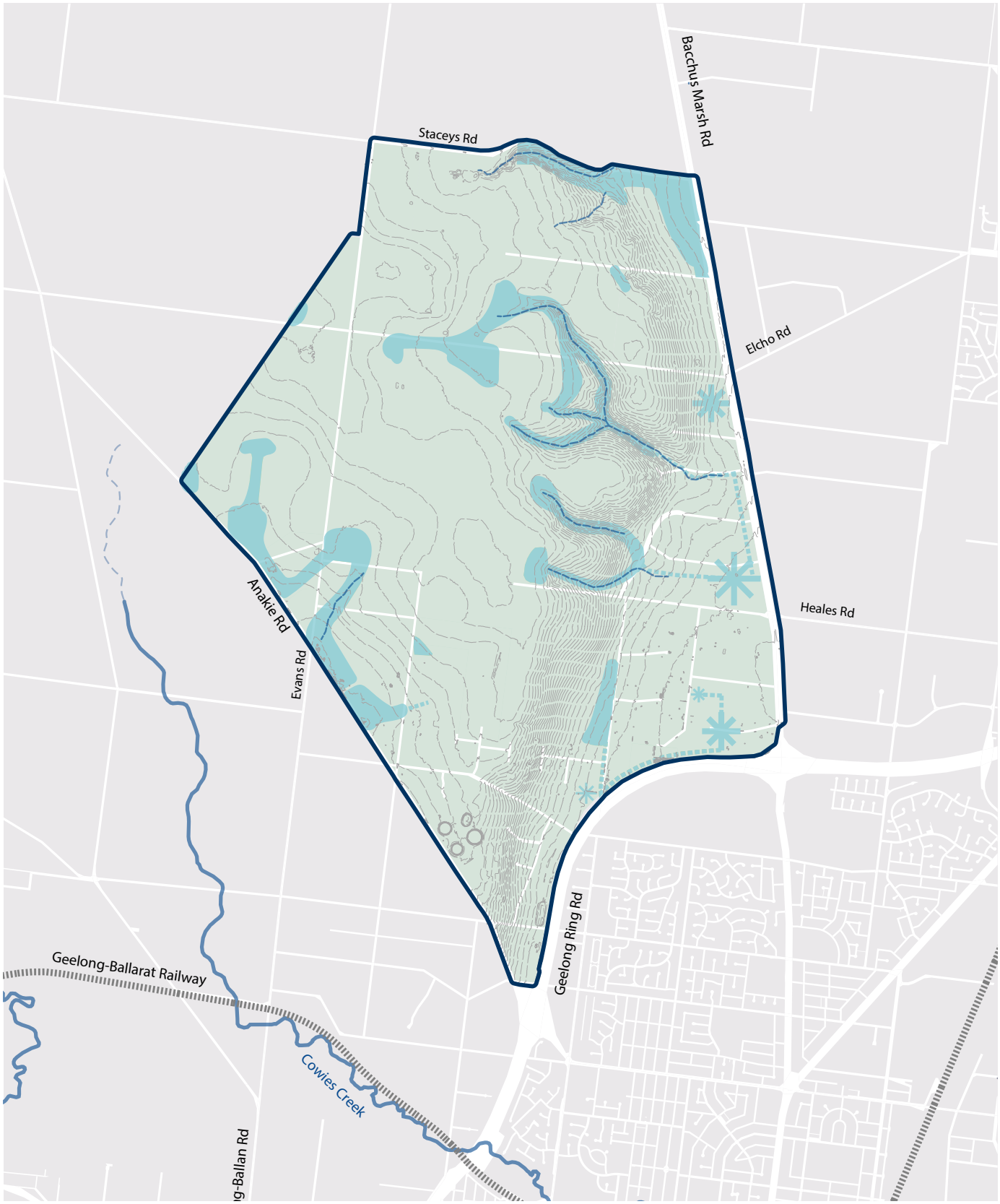
ACTION N1.1.6

View lines to significant landmarks and site features will be protected and maximised through consideration of development siting, height and visual bulk.

Reasonable sharing of views to landmarks will be achieved through careful consideration of development siting, height and visual bulk.



PLAN 07 **WATER**
NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- MAJOR WATERCOURSE
- MINOR WATERCOURSE
  EPHEMERAL FLOWS
- CONTOURS
- INDICATIVE WATERWAYS AND BASINS
  SUBJECT TO DETAILED DESIGN
- WATERWAYS
  RIVER AND CREEK CORRIDORS, FLOODPLAINS, CONSTRUCTED WATERWAYS, WETLANDS AND RETARDING BASINS

0 250 500 750 1000
1:40000m at A4

WATER

NORTHERN GEELONG GROWTH AREA

CONTEXT

Water is central to the quality of community life and nurturing the natural environment.

The Northern Geelong Growth Area is a relatively dry landscape that must manage flooding and stormwater drainage, protect downstream systems, and adapt to climate change effects including reduced water availability, higher temperatures and increased frequency of extreme weather events.

Stormwater in the growth area will outlet to existing infrastructure and waterways via a series of drainage catchments:

- Hovells Creek catchment
  - The north-east of the growth area is located within the Hovells Creek catchment and outfalls into the Lara West Precinct at Bacchus Marsh Road
- Elcho Road catchment
  - The catchment is located in the east of the growth area and outfalls into the Elcho Drain at via Bacchus Marsh Road
- Wharf Road catchment
  - The catchment is located in the south-east of the growth area and outfalls at Bacchus Marsh Road, south of the Geelong Ring Road.
- St Georges Drain catchment
  - The catchment is located in the south of the growth area and outfalls at the Geelong Ring Road.
- Cowies Creek catchment
  - The south-west of the growth area is located in the Cowies Creek catchment and outfalls at Anakie Road.

Flooding and stormwater drainage management is a key element of the broader integrated water management plan for the growth area.

Each neighbourhood will utilise its water and interact with healthy waterways to contribute to a cooler, greener city and healthier environment. Integrated water management actions are outlined in **NEIGHBOURHOOD.**

ACTION N1.2.1

Waterways will be designed and constructed to retain natural characteristics and support the establishment of viable riparian vegetation that improves habitat and water quality.

Natural waterways are critical to the amenity of neighbourhoods and provide key linkages for biodiversity and passive recreation. Waterways should be delivered in accordance with the Melbourne Water *Constructed Waterways in Urban Developments Guidelines.*

ACTION N1.2.2

Flooding and stormwater management will maintain and enhance the predevelopment hydrology of the area and minimise downstream impacts.

Stormwater runoff quantity generated by urban development will be managed to minimise adverse impacts. Stormwater runoff quality will meet or exceed the water quality performance objectives of the CSIRO *Best Practice Environmental Management Guidelines for Urban Stormwater* prior to discharge to receiving waterways.

ACTION N1.2.3

Drainage schemes that outline the detailed design of stormwater management infrastructure and flood impact assessment will be undertaken as part of the precinct structure planning process in collaboration with Barwon Water and the Corangamite Catchment Management Authority.

Stormwater management will be designed to minimise downstream impacts in accordance with the relevant drainage scheme and delivered with regard to relevant standards, policies and strategies including:

- *Infrastructure Design Manual*
- City of Greater Geelong *Stormwater Standard Drawings and Design Notes*
- City of Greater Geelong *Stormwater Services Strategy*
- Melbourne Water *Waterway Corridor Guidelines*
- Melbourne Water *Wetland Design Guidelines*
- Melbourne Water *Constructed Waterways in Urban Developments Guidelines*
- CSIRO *Best Practice Environmental Management Guidelines for Urban Stormwater.*

ACTION N1.2.4

Stormwater will enhance the urban landscape.

Stormwater management will utilise open waterways that connect the broader open space network and deliver significant multifunctional values that enhance community access to water and the natural environment. Distribution of stormwater retardation, treatment and infiltration at the precinct, streetscape and property scale will contribute to water sensitive urban design within neighbourhoods.

ACTION N1.2.5

Flooding and stormwater management will respond to the natural landscape.

Design of stormwater management infrastructure will deliver extensive green-blue links and partially distributed assets that reduce the extent of end of line wetlands. Major drains may be required to be piped in areas of high complexity such as the monocline escarpment and rural living properties.

ACTION N1.2.6

The transition of the monocline escarpment to an urban landscape will be subject to detailed investigation of flooding and stormwater drainage as part of the relevant precinct structure plans.

Detailed investigation of waterways and stormwater management infrastructure that interface with the monocline escarpment will assess impacts on land stability, erosion and landslide susceptibility and mitigation.

ACTION N1.2.7

Water will be distributed and integrated into the urban landscape in a manner that is sustainable over time.

The design of stormwater management infrastructure will balance amenity, efficiency and safety with practicality of its construction and maintenance and will be informed by the outcome of the intergrated water management strategy

ACTION N1.2.8

Staging of urban development will provide for delivery of ultimate waterway and stormwater management infrastructure including stormwater quality treatment.

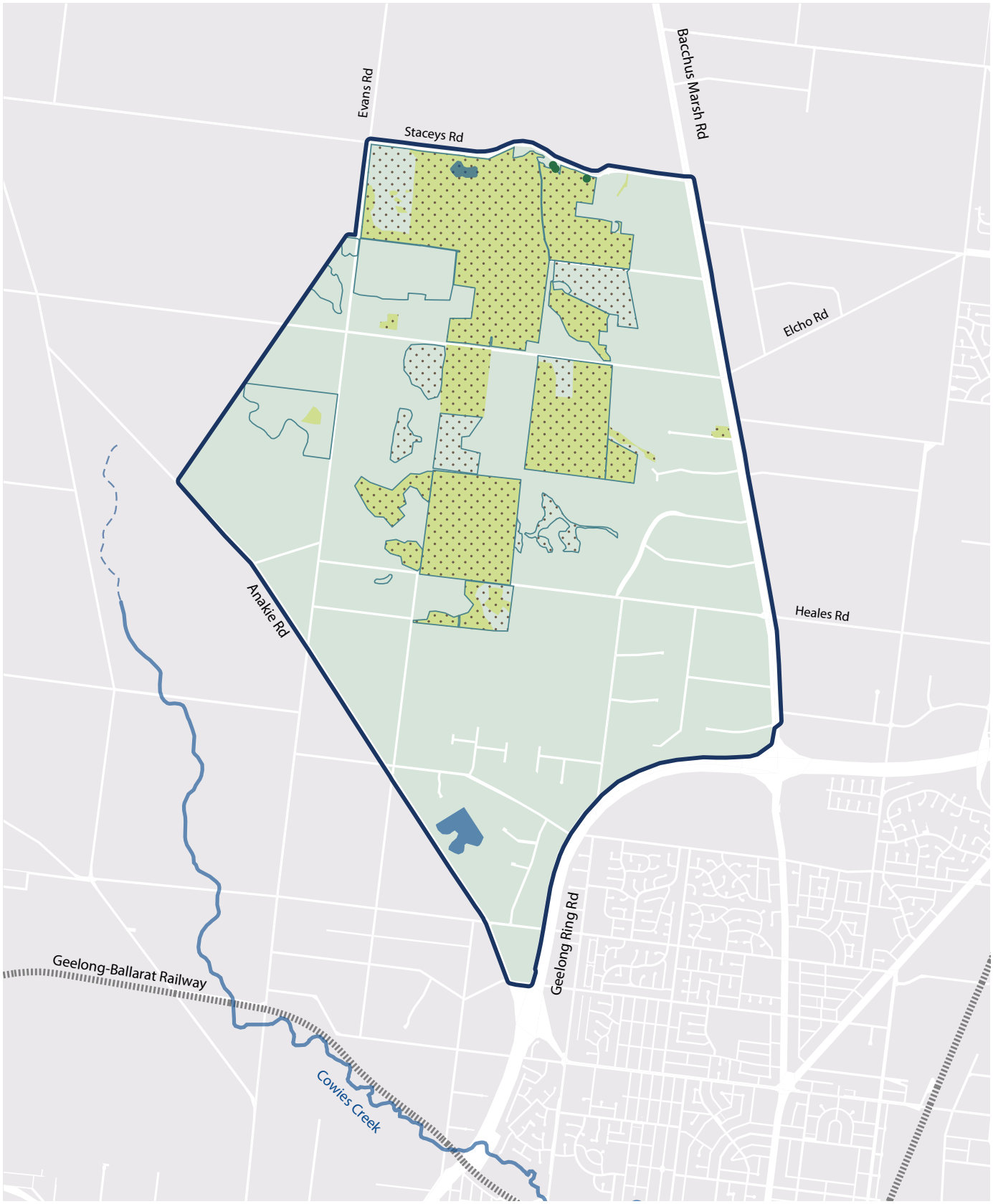
Where delivery of the ultimate infrastructure is not possible, alternative proposals will demonstrate how any interim infrastructure adequately manages stormwater generated from urban development and how the infrastructure will enable delivery of the ultimate stormwater drainage scheme.

ACTION N1.2.9

Innovation in the design of the ultimate waterway network and stormwater management infrastructure will be considered in relation to net community benefit.

The waterway network and stormwater management infrastructure illustrated on Plan 7 is designed to balance cost and performance. An alternative drainage scheme that delivers innovative management of stormwater may be considered if the proposal reduces cost, increases amenity and creates better integration with the public realm including activity centres, social infrastructure and the open space network.

PLAN 08 **BIODIVERSITY**
NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- MAJOR WATERCOURSE
- MINOR WATERCOURSE — EPHEMERAL FLOWS
- STRIPED LEGLESS LIZARD — POTENTIAL HABITAT
- GOLDEN SUN MOTH — POTENTIAL HABITAT
- PLAINS GRASSLAND — ECOLOGICAL VEGETATION CLASS
- SCATTERED TREES
- WATERBODIES

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1:40000m at A4

BIODIVERSITY

NORTHERN GEELONG GROWTH AREA

CONTEXT

Ecological values* on the land include:

- Approximately 408 hectares of remnant native vegetation patches, Plains Grassland, a critically endangered ecological community
- Three scattered trees
- Two wetlands
- Potential habitat for:
  - Commonwealth-listed significant flora species including Spiny Rice-flower and Large-headed Fireweed
  - State-listed significant flora species including Leafless Bluebush
  - Commonwealth-listed significant fauna species including namely Golden Sun Moth and Striped Legless Lizard
  - State-listed significant fauna species comprising predominately bird species that may disperse to more suitable breeding and foraging habitats.

Land in the area forms part of the Hovells Creek drainage catchment that outfalls into Limeburners Bay; this location (Point Wilson/Limeburners Bay) is one of six distinct areas that form the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar Site, a complex of wetlands of international importance.

Several ephemeral drainage lines and farm dams occur throughout the area although none are considered to be of national biodiversity significance.

Known biodiversity values are illustrated on Plan 8.

** Ecological values based on field assessments of 53% of study area.*

ACTION N1.3.1

An overarching biodiversity conservation strategy will be prepared for the growth area that provides high level guidance for the management of nationally and state significant biodiversity values.

The strategy will spatially identify how outcomes for matters of national environmental significance will be delivered and must be approved by the Commonwealth Government prior to the finalisation of the initial precinct structure plan in the growth area.

ACTION N1.3.2

A network of linear corridors will be created to promote biodiversity linkages within neighbourhoods that connect between conservation areas, waterways and the open space network.

Corridors will be located as illustrated in Plan 9 to promote, retain and link a variety of flora and fauna habitats and allow the passive movement and long-term resilience of species throughout neighbourhoods. Corridors may be composed of a mixture of land uses including conservation areas, open space and waterways, social infrastructure and transport corridors.

ACTION N1.3.3

Any conservation areas that are identified will prioritise the protection and enhancement of local indigenous flora and fauna species.

Conservation areas will be retained to ensure their sustainability in relation to scale and connectivity to other natural assets. Conservation areas will be designed and managed with a focus on the protection and enhancement of biodiversity values including the management of public access and pests and the exclusion of hard surfaces and incompatible neighbouring land uses.

ACTION N1.3.4

The integrated transport network will protect, minimise impacts and revegetate roadside vegetation.

Upgrade, widening and extension of the integrated transport network will retain and enhance native vegetation within existing road reserves and utilise existing road networks to limit the crossing of waterways and significant vegetation in road reserves.

ACTION N1.3.5

Large-scale revegetation utilising indigenous species will be undertaken at key rural-urban interfaces.

Green belts will be utilised to signify land use changes and provide a natural buffer between these areas.

ACTION N1.3.6

Stormwater drainage management will minimise the downstream impacts on the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar Site.

The Hovells Creek drainage catchment outfalls into the Ramsar-listed Point Wilson/Limeburners Bay wetlands.

ACTION N1.3.7

A Native Vegetation Precinct Plan will be prepared for each precinct to determine the presence and management of significant flora, fauna and ecological communities.

Native Vegetation Precinct Plans will provide recommendations that include no net loss of native vegetation, securing offsets within the growth area, retention of remnant scattered trees and the application of appropriate planning controls to protect and manage native vegetation.

ACTION N1.3.8

'Green-blue' connections will be designed to promote flora and fauna by distributing water to soil through natural infiltration and irrigation.

Stormwater treatment will be located and designed to successfully incorporate natural systems and provide habitat for significant flora and fauna species. Waterways illustrated on Plan 7 will be designed to provide sufficient corridor width to establish continuous riparian reserves that allow for biodiversity values to thrive.

ACTION N1.3.9

Biodiversity will be integrated into the public realm and areas of high activity to ensure that all neighbourhoods have access to nature.

Public land will be located and designed to promote access to nature including the protection of view lines to open space, the use of interpretative signage, and the creation of multi-use spaces that retain, integrate and celebrate biodiversity values.

ACTION N1.3.10

Active regeneration of vegetation in conservation areas and the open space network will use indigenous species and regeneration methods.

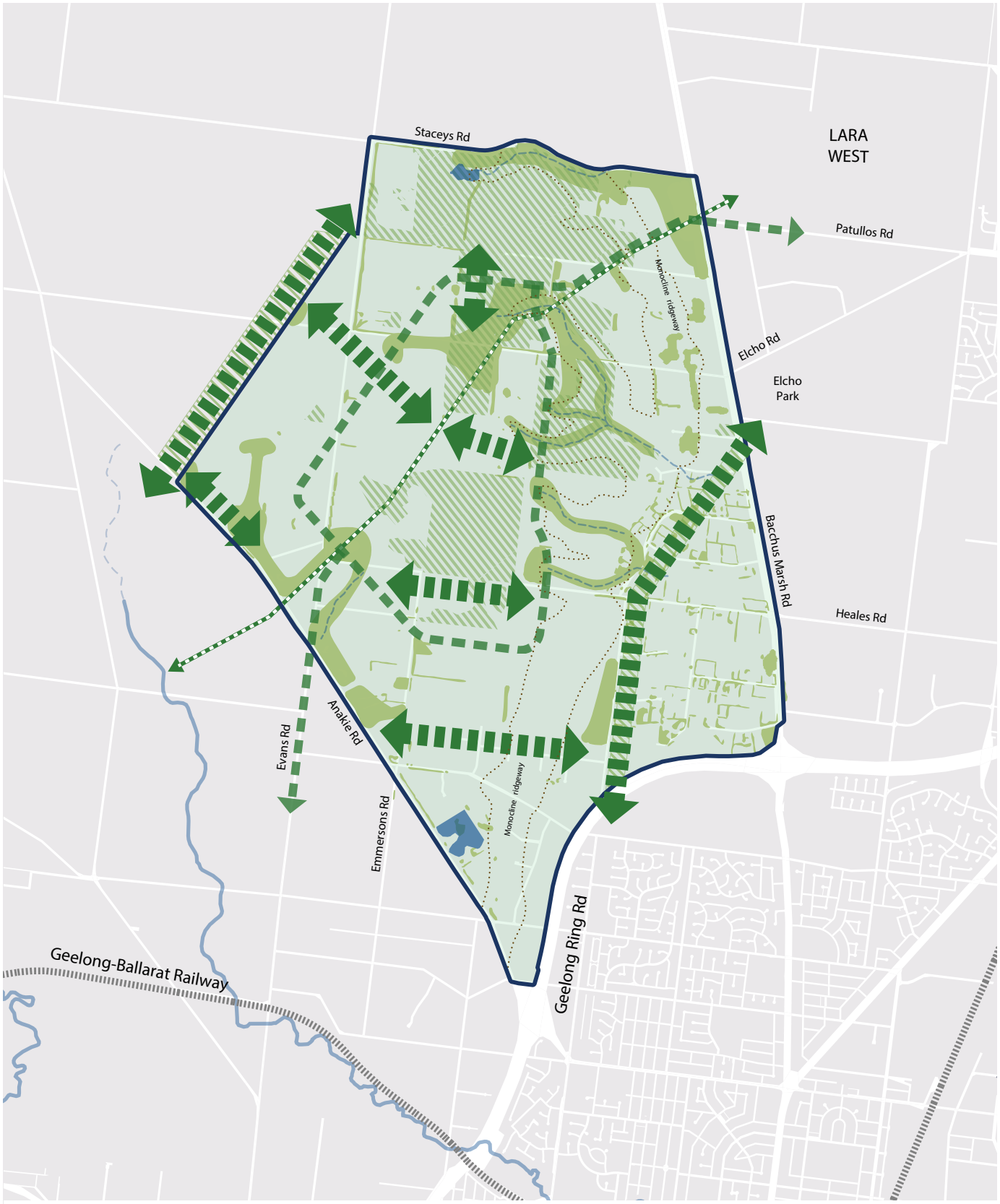
Native vegetation in the growth area will be regenerated to represent at least 30% of the original vegetation diversity and reflect benchmark planting densities.

ACTION N1.3.11

The Clever and Creative Corridor will incorporate local native tree planting to strengthen connections between urban and natural systems.

The Clever and Creative Corridor illustrated on Plan 5 is the focal point for integrating a diverse mixture of land uses within each neighbourhood. Incorporating native vegetation within the corridor, particularly in locations that connect with the open space network, will maximise the community's daily access to nature.

PLAN 09 **BIODIVERSITY LINKAGE**
NORTHERN GEELONG GROWTH AREA



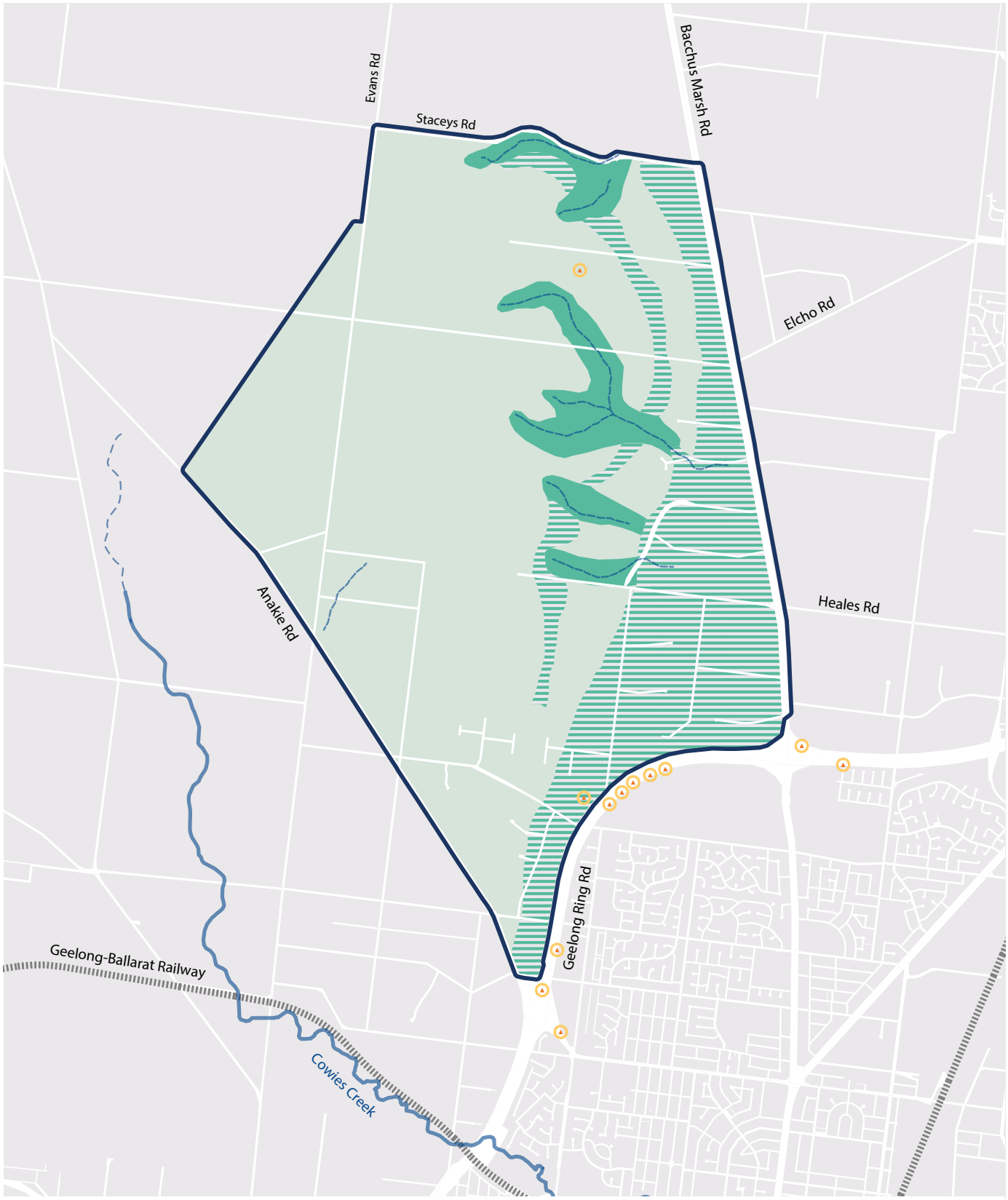
DRAWING KEY

- STUDY AREA
- MAJOR WATERCOURSE
- MINOR WATERCOURSE
  EPHEMERAL FLOWS
- WATERBODIES
- AREAS OF LARGE TREE CANOPY
  EXISTING AND PROPOSED
- EXISTING NATIVE VEGETATION
- CLEVER AND CREATIVE CORRIDOR
  EXTENSIVE TREE CANOPY
- BIODIVERSITY LINKAGE
  OPPERTUNITIES TO CONNECT BIODIVERSITY VALUES IN THE URBAN LANDSCAPE

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1:40000m at A4



PLAN 10 **ABORIGINAL CULTURAL HERITAGE**
NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- MAJOR WATERCOURSE
- MINOR WATERCOURSE
  EPHEMERAL FLOWS
- ARCHELOGICAL POTENTIAL
  HIGH ABORIGINAL POTENTIAL
- ARCHELOGICAL POTENTIAL
  MODERATE ABORIGINAL POTENTIAL
- REGISTERED ABORIGINAL PLACES
- AREAS OF CULTURAL HERITAGE SENSITIVITY

0 250 500 750 1000
1:40000m at A4

ABORIGINAL CULTURAL HERITAGE

NORTHERN GEELONG GROWTH AREA

CONTEXT

Land in the Northern Geelong Growth Area falls within Wadawurrung country that occupied the lands between Geelong and the You Yangs, centred around Hovells Creek.

There are two registered Aboriginal places in the area:

- A single stone (silcrete) artefact in the northern section of the growth area on top of the escarpment on flat plains landform
- A single stone (silcrete) artefact in the Tower Hill Drive road reserve.

Additional registered Aboriginal places are recorded directly adjacent to the growth area within the Geelong Ring Road reserve. The lack of registered Aboriginal places within the growth area is unlikely to be the limited use of the land by the Wadawurrung but more likely a result of limited archaeological investigations to date.

Preliminary Aboriginal site sensitivity mapping indicates:

- One area of high archaeological potential, the area of cultural heritage sensitivity within 50 metres of the northernmost single stone artefact
- Five areas of moderate archaeological potential
- Two areas of low to moderate archaeological potential
- Low archaeological potential within all remaining areas.

The nature of the land suggests that Wadawurrung people would have used the land for ephemeral activities such as hunting and gathering rather than long term occupation.

ACTION N1.4.1

Aboriginal cultural heritage will be protected.

It is an offence to harm any Aboriginal cultural heritage in Victoria under the *Aboriginal Heritage Act 2006* and areas that are considered to have Aboriginal archaeological potential will be subject to further investigation prior to disturbance as part of urban development.

ACTION N1.4.2

The Wathaurung Aboriginal Corporation (trading as Wadawurrung) will be engaged as the Registered Aboriginal Party in relation to Aboriginal cultural and heritage matters and requirements of the *Aboriginal Heritage Act 2006* and *Aboriginal Heritage Regulations 2018*, namely through the preparation of Cultural Heritage Management Plans.

The Cultural Heritage Management Plan process will recognise and protect sites that are culturally significant as required by *Aboriginal Heritage Act 2006* with respect to the dignity and protocols of the Wadawurrung. The use of voluntary Cultural Heritage Agreements may also assist the management or protection of Aboriginal cultural heritage.

ACTION N1.4.3

An Aboriginal Heritage Impact Assessment will be prepared for each precinct to determine the presence of Aboriginal cultural heritage that may influence the design of the urban landscape.

Aboriginal Heritage Impact Assessments will undertake archaeological field surveys with the Wadawurrung as the Registered Aboriginal Party to identify Aboriginal places and areas or landforms that may influence the design of the open space network within neighbourhoods.

ACTION N1.4.4

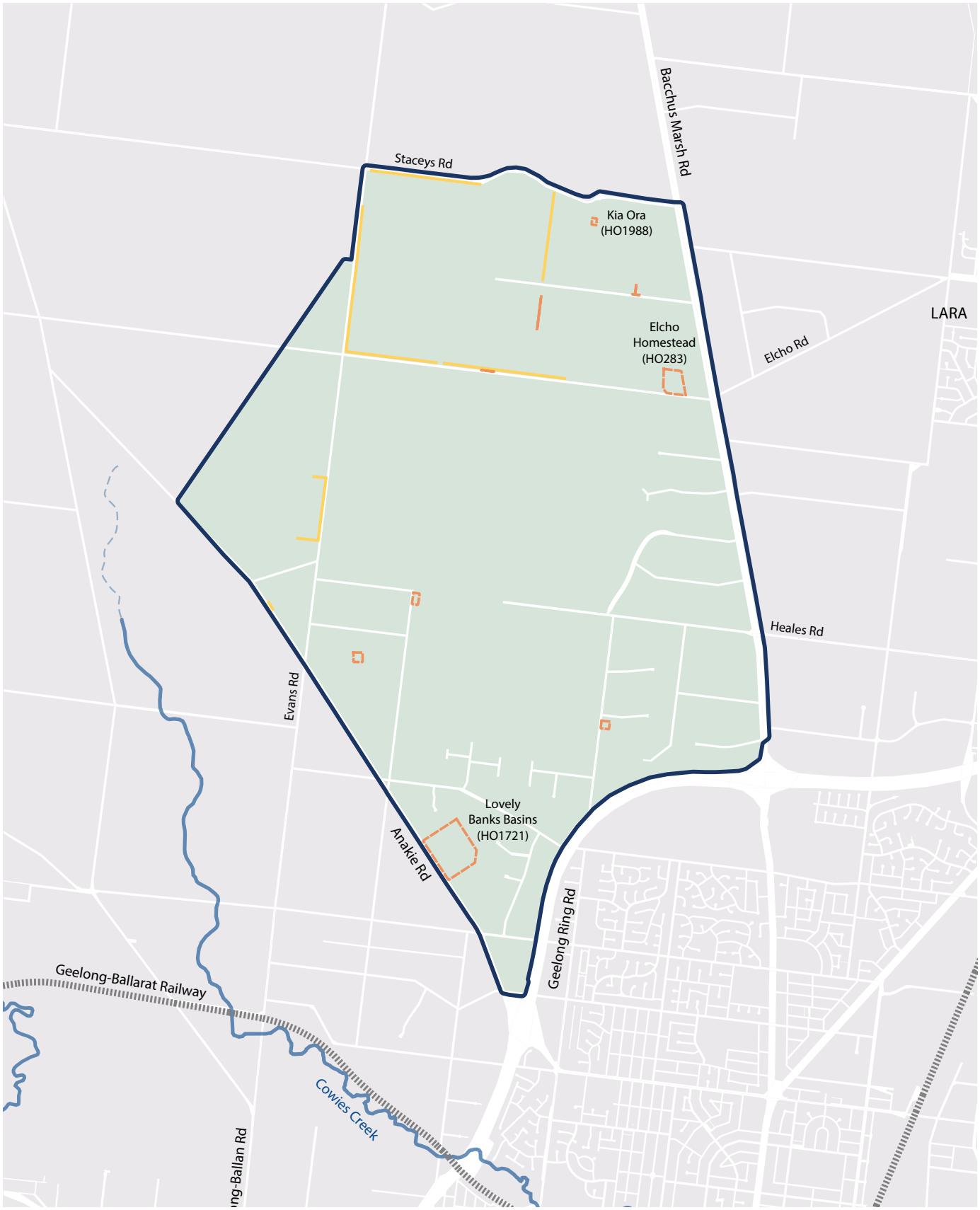
Visibility of Aboriginal history and culture will be promoted within the urban landscape including:

- **Using Aboriginal names for places, streets and major new public infrastructure**
- **Encouraging the use of Aboriginal public art in the public realm including areas of high activity and within the open space network**
- **Promoting site interpretation through signage or other mechanisms to promote awareness and appreciation of local Aboriginal cultural heritage**
- **Encouraging the use of indigenous plants and traditional materials that have significance to the Aboriginal community in landscaping public and open spaces.**

The Wadawurrung people bestow a significant cultural, social, economic and spiritual contribution that is crucial to the character and nature of Geelong and its surroundings.



PLAN 11 **POST CONTACT HERITAGE**
NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- MAJOR WATERCOURSE
- HERITAGE PLACE
- DRY STONE WALL

0 250 500 750 1000
1:40000m at A4

POST CONTACT HERITAGE

NORTHERN GEELONG GROWTH AREA

CONTEXT

Post contact heritage of the area relates generally to the early settlement of large pastoral estates and eventual subdivision to small-scale freehold agricultural enterprises as Geelong's population expanded over time.

Three heritage places are registered within the growth area:

- Elcho Homestead
  - Elcho Homestead, constructed in 1867, is one of the most picturesque Gothic homesteads in Victoria and is of architectural and historical significance to the State of Victoria.
- Lovely Banks Basin
  - Lovely Banks Basin illustrates nineteenth century technologies of the water supply process and its basins and associated buildings are regionally-significant.
- Kia Ora
  - 'Kia Ora' residence is a largely intact Federation dwelling of local historical significance.

Several additional sites with potential heritage significance, including dry stone walls, are located within the growth area.

Known post contact heritage values are illustrated on Plan 11.

ACTION N1.5.1

The curtilage of registered heritage places will be protected and incorporated into the urban landscape.

Registered heritage places illustrated in Plan 11 will be subject to a heritage impact assessment that considers any impact to their fabric and heritage values as part of the detailed design of the surrounding area. The curtilage of these places, including driveways and vegetation, should be integrated into the urban landscape to contribute to the local character and sense of place.

ACTION N1.5.2

Detailed investigations of potential heritage places will be undertaken prior to urban development.

Locations of potential heritage places illustrated in Plan 11 will be subject to detailed assessment to determine any heritage values and potential protection and incorporation into the urban landscape.

ACTION N1.5.3

Dry stone walls will be protected and incorporated into the urban landscape to contribute to the understanding of historical farming practices in the region.

Dry stone walls illustrated in Plan 11 will be subject to detailed assessment to determine any heritage values and potential protection and incorporation into the urban landscape and should be incorporated into the design of integrated transport network using appropriate buffers.

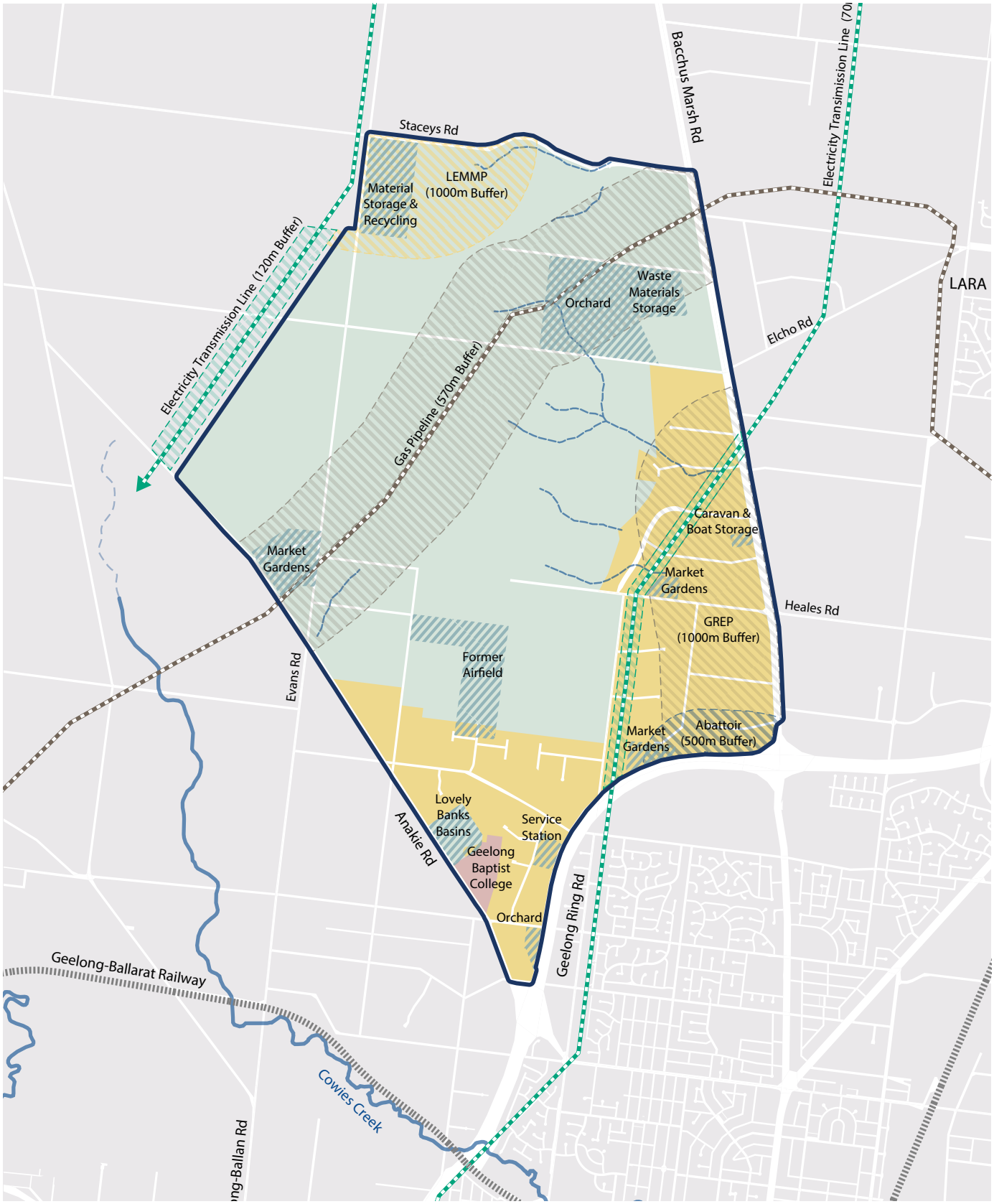
ACTION N1.5.4

Major upgrades to the integrated transport network will be designed to protect adjacent registered heritage places.

Bacchus Marsh Road, Anakie Road and Elcho Road have a number of registered heritage places in their direct vicinity that will be incorporated into the design and development of road upgrades and widening.



PLAN 12 **BUILT ENVIRONMENT**
NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- MAJOR WATERCOURSE
- MINOR WATERCOURSE
  EPHEMERAL FLOWS
- SCHOOL
- AGRICULTURE
- RURAL LIVING
- POTENTIAL LAND CONTAMINATION
  ENVIRONMENTAL INVESTIGATION REQUIRED
- GAS PIPELINE BUFFER
- BUFFER
- EASEMENT
- GAS PIPELINE

0 250 500 750 1000
1:40000m at A4

BUILT ENVIRONMENT

NORTHERN GEELONG GROWTH AREA

CONTEXT

Urbanisation of the land will change the majority of its existing use. It is anticipated that some existing land uses including residences, schools and utility easements will be retained as part of the urban landscape.

Existing land uses to be considered in the context of the urban landscape are illustrated on Plan 12 and include:

- Gas pipeline
  - The T92 Lara to Iona Gas Transmission Pipeline diagonally bisects the growth area between Patullos Road and Evans Road.
- Electricity transmission lines
  - An overhead electricity transmission power line forms the north-western boundary of the growth area.
  - An overhead electricity transmission power line between Geelong Ring Road and Bacchus Marsh Road.
- Rural living
  - There are 297 properties in the growth area that support uses associated with rural living.
- Geelong Baptist College, an independent P-12 school located on Anakie Road, directly to the south of the Lovely Banks Basin
- Service station, adjoining the Geelong Ring Road.
- Material storage and recycling centre, located to the south of Stacey Road
- Former airfield, to the east of Emmersons Road
- Market gardens and orchards.

ACTION N1.6.1

Potential adverse amenity impacts of new neighbourhoods on rural living properties in the growth area will be identified and managed as part of urban development.

New neighbourhoods that directly interface with existing rural living properties within the growth area will minimise amenity impacts including light pollution. Interface management may include landscape buffers and screening, linear and local parks, sports reserves and local roads.

ACTION N1.6.2

Rural living properties will be permitted to subdivide to a conventional residential density as part of urban development.

Areas of rural living illustrated as 'residential' on Plan 3 will be permitted to subdivide to a conventional density residential as part of urban development.

ACTION N1.6.3

Rural living properties will be permitted to transition to employment land uses as part of urban development.

Areas of rural living illustrated as 'employment' on Plan 3 will be permitted to subdivide to employment land uses as part of urban development such as service industries and urban support, light manufacturing, freight and logistics.

ACTION N1.6.4

Rural living properties will be permitted to subdivide to a low or conventional residential density as part of urban development, subject to future investigation.

Areas of rural living illustrated as 'future investigation of residential' on Plan 3 may be permitted to subdivide to a low or conventional residential density as part of urban development. The timing for potential development of this land is long term. Detailed assessment of its capacity to deliver future residential land use will occur as part of the relevant precinct structure planning process.

ACTION N1.6.5

Rural living properties will be permitted to transition to employment land uses as part of urban development, subject to future investigation.

Areas of rural living illustrated as 'future investigation of employment' on Plan 3 may be permitted to subdivide to employment land uses as part of urban development such as service industries and urban support, light manufacturing, freight and logistics. The timing for potential development of this land is long term. Detailed assessment of the need for employment land will occur as part of the relevant precinct structure planning process.

ACTION N1.6.6

Land uses within the high voltage electricity transmission line easement that forms the north-western boundary of the growth area will minimise risks to community safety.

Easements illustrated on Plan 12 should be utilised as part of the open space network with potential land uses including fire breaks, linear shared paths, local parks and off-leash areas, recreation, stormwater management and local roads.

ACTION N1.6.7

Land uses within the high voltage electricity transmission line easement between Geelong Ring Road and Bacchus Marsh Road will minimise risks to community safety.

Easements illustrated on Plan 12 should be utilised as part of the open space network with potential land uses including linear shared paths, local parks and off-leash areas, stormwater management and local roads. Employment land use opportunities within the easement may include car parking, plant nurseries and hardstand areas for community markets (no buildings).

ACTION N1.6.8

Land uses within 570 metres of the gas pipeline easement must be planned carefully to minimise risk to community safety.

Sensitive land uses will be minimised within the buffer (measurement length) to the gas pipeline illustrated on Plan 12 with nearby construction to be managed to minimise risk of any adverse impacts. Acceptable land use within measurement lengths include:

- Conventional density residential, sports reserves (excluding pavilions) and local parks located directly adjoining the easement
- Pavilions, local convenience centres and office and commercial buildings located a minimum of 65 metres from the easement
- Local and major activity centres located a minimum of 350 metres from the easement
- Schools and community facilities (and all other sensitive uses) located a minimum of 570 metres from the easement.

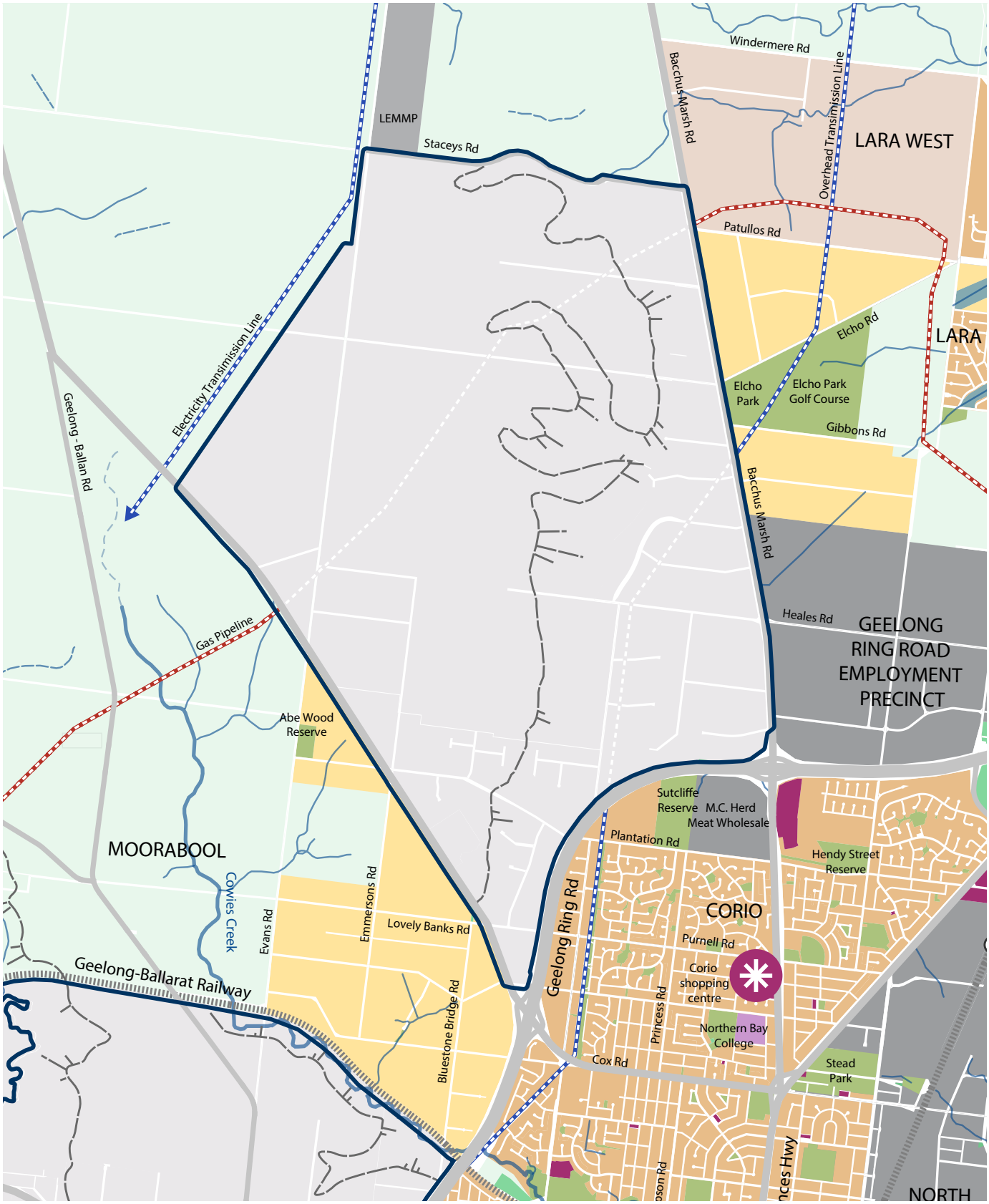
ACTION N1.6.9

Potential areas of land contamination should be investigated and remediated as part of urban development including:

- **High potential areas at the Lovely Banks Basins, service station and a material storage and recycling centre**
- **Medium potential areas at the former airfield, market gardens and orchards, and additional areas of scrap and vehicle storage**
- **Low potential areas throughout the remainder of the growth area.**

Urban development in potential areas of high and medium land contamination illustrated on Plan 12 will need to be undertaken following conventional planning, assessment and remediation methods in accordance with EPA Victoria guidelines and local policy.

PLAN 13 **SURROUNDING AREAS**
NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- MAJOR WATERCOURSE
- MINOR WATERCOURSE (EPHEMERAL FLOWS)
- ACTIVITY CENTRE (SUBREGIONAL)
- URBAN DENSITY
- RECREATION
- AGRICULTURAL
- SCHOOL
- RURAL LIVING
- INDUSTRY
- FUTURE GROWTH
- COMMERCIAL
- SPECIAL USE

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1:40000m at A4

SURROUNDING AREAS

NORTHERN GEELONG GROWTH AREA

CONTEXT

New neighbourhoods will connect Geelong's northern suburbs to Lara and need to consider the surrounding areas, particularly the Geelong Ring Road Employment Precinct and Lovely Banks.

Surrounding land uses to be considered in the context of the urban landscape are illustrated on Plan 15 and include:

- Geelong Ring Road Employment Precinct (GREP)
  - Geelong's largest designated employment precinct for industrial development, GREP includes 500 hectares of land zoned for heavy industrial purposes and established development guidelines.
- Local industry
  - Lara Energetic Material Manufacturing Plant (LEMMP), trading as Chemring, is located to the north of Staceys Road
  - M.C. Herd, an abattoir located to the south of Geelong Ring Road.
- Elcho Park, an 80-hectare park including a golf course, a soccer club and an equestrian centre
- Rural living properties, located to the south of Anakie Road and to the east of Bacchus Marsh Road
- Residential neighbourhoods in the Lara West precinct
- Farm land located to the north of Staceys Road and north-west of the electricity easement
- Geelong Ring Road and the adjoining existing neighbourhoods of Geelong.

ACTION N1.7.1

Noise and amenity impacts of the Geelong Ring Road will be identified and managed as part of urban development.

Noise attenuation and screening of the Geelong Ring Road will be provided in locations that interface with sensitive uses including residential development and social infrastructure.

ACTION N1.7.2

Potential fire risks associated with non-urban interfaces to new neighbourhoods will be identified and managed as part of urban development.

Interfaces with non-urban land uses that present grassfire or bushfire risks as part of the interim and ultimate development of new communities will be undertaken:

- Assessment of fuel loads (agricultural land and grasslands) and vegetation, slope and prevailing wind directions in urban design of subdivisions
- Creation of fire breaks and fuel reduction and minimisation using appropriate planting and management guidelines.

ACTION N1.7.3

Potential amenity and health risks associated with non-urban interfaces to new neighbourhoods will be identified and managed as part of urban development.

Interfaces with non-urban land uses that present amenity and health risks as part of the interim and ultimate development of new communities include:

- Buffers to agricultural practices that may contribute odour and noise impacts
- Buffers to agricultural practices that may use chemicals such as pesticides and weed killers
- Passive surveillance that minimises rubbish dumping and vegetation clearing
- Protection of native fauna species from domestic and feral animals.

ACTION N1.7.4

Potential adverse amenity impacts of new neighbourhoods on adjacent residential and rural living areas will be identified and managed as part of urban development.

New neighbourhoods that directly interface with rural living properties to the south of Anakie Road and to the east of Bacchus Marsh Road and residences in the Lara West precinct will minimise amenity impacts using landscape buffers and setbacks.

ACTION N1.7.5

Housing densities and upgrades to the integrated transport network along the northern and north-western boundary of the growth area will consider and respond to the adjoining rural interface.

Subdivision of land in direct proximity to Staceys Road and the westernmost electricity transmission line will deliver lower densities of residential development to provide a gradual transition between urban and rural land uses. Future upgrade of Staceys Road should maintain elements of its existing rural character, particularly in proximity to areas of potential conservation.

ACTION N1.7.6

Geelong Ring Road Employment Precinct (GREP) will be protected by maintaining its existing 1,000-metre industrial buffer zone.

Geelong Ring Road Employment Precinct is protected by a 1,000-metre industry buffer that extends into the growth area and largely affects the rural living properties adjoining Bacchus Marsh Road. No additional sensitive land uses, including residential development and community facilities, will be permitted within the buffer to maintain the economic and employment potential of the GREP.

ACTION N1.7.7

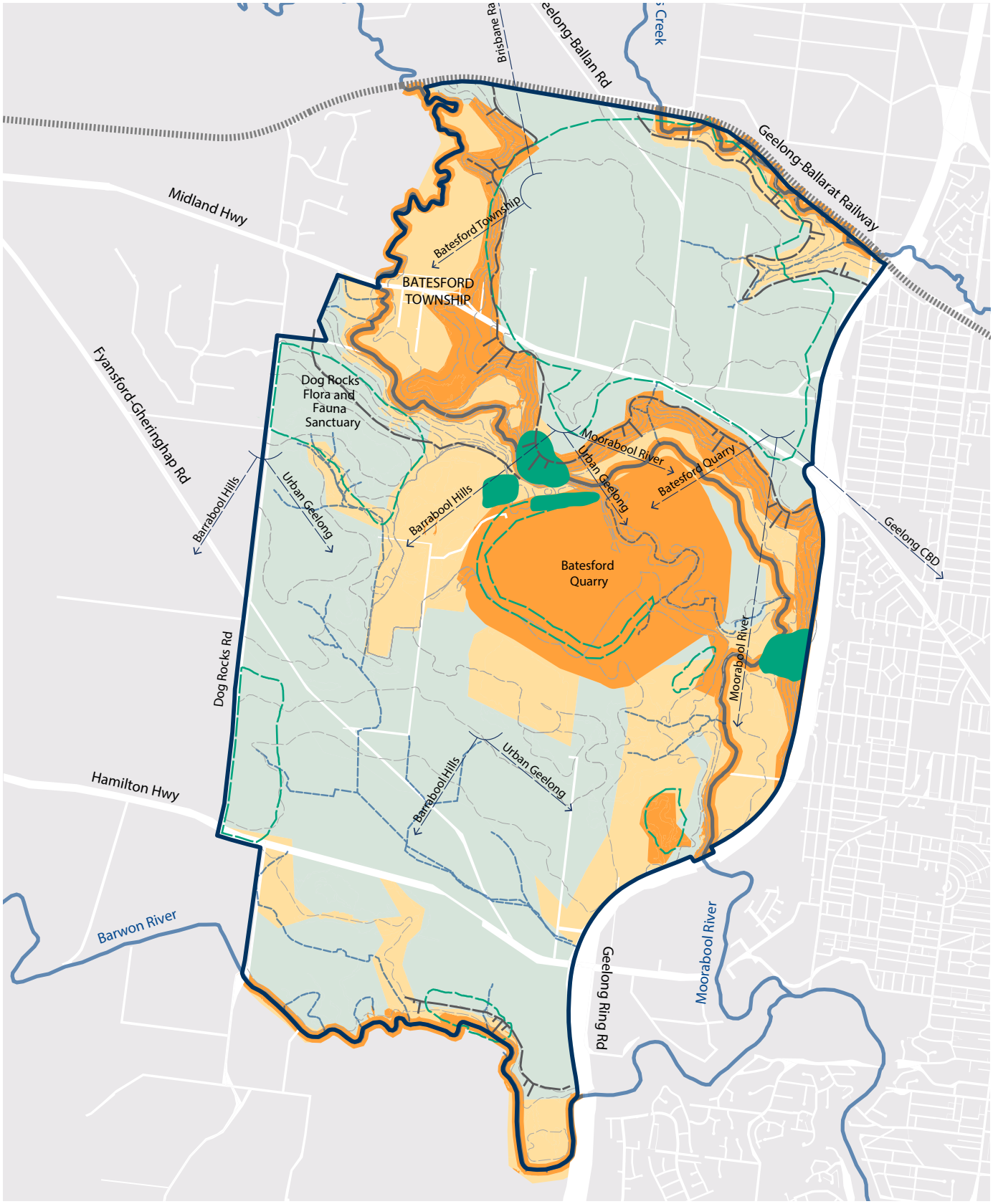
Local businesses will be protected by establishing industrial buffer zones, including:

- **A buffer of 1,000 metres to the Lara Energetic Material Manufacturing Plant**
- **A buffer of 500 metres to the M.C. Herd abattoir.**

No additional sensitive land uses, including residential development and community facilities, will be permitted within these buffers. Any future reduction or removal of buffers to these local businesses should be subject to detailed investigations in accordance with EPA Victoria guidelines and local policy.



PLAN 14 **LANDFORM AND VIEW LINE**
WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- MAJOR WATERCOURSE
- MINOR WATERCOURSE — EPHEMERAL FLOWS
- CONTOURS
- LANDFORM STABILITY — COMPLEX GEOTECHNICAL INVESTIGATION REQUIRED
- LANDFORM STABILITY — DETAILED COMPLEX GEOTECHNICAL INVESTIGATION REQUIRED
- MONOCLINE CREST
- SIGNIFICANT VIEWLINE
- GEOLOGICAL FEATURE — SIGNIFICANT SITE
- SHALLOW ROCK — INDICATIVE EXTENT 2.0M DEPTH

0 250 500 750 1000
1:40000m at A4

LANDFORM AND VIEW LINE

WESTERN GEELONG GROWTH AREA

CONTEXT

Land in the Western Geelong Growth Area consists of agriculture land primarily utilised for grazing and cropping activities with Batesford Quarry in the centre of the growth area.

The dominant features in the landform of the area are the valleys and banks of the Moorabool River, Barwon River and Cowies Creek. Landslips have historically occurred on the banks of the rivers and creek. Dog Rocks Flora and Fauna Sanctuary is the highest point of the growth area.

The walls of the Batesford quarry pit are progressively being rehabilitated and shaped into stable slopes to an agricultural standard as mineral extraction is now limited to its eastern face. The Batesford quarry has been in use from 1888 and its overburden soil stockpiles may have constraints related to land stability and potential waste products at depth.

Significant view lines to landmarks include:

- Moorabool Valley, north of the Batesford township, with views across the valley and to the east towards urban Geelong
- Dog Rocks Road, adjacent to the Dog Rocks, with views to the south towards the Barwon River and Barrabool Hills and urban Geelong
- Midland Highway, near the Geelong Ring Road, with views to the south across Batesford Quarry
- Midland Highway, near Lynnburn Road, with views to the south-west toward the Dog Rocks Flora and Fauna Sanctuary
- McCanns Lane, with views to the south toward the Barrabool Hills
- Geelong Ring Road, with views to the south and west across the Moorabool River and Batesford Quarry
- Localised views to the waterways and open space network.

Landform and view lines are illustrated on Plan 14.

ACTION W1.1.1

Rehabilitation of Batesford Quarry will be completed to an urban standard prior to urban development in its proximity.

Detailed master planning of the lake transformation will outline its integration with the surrounding urban landscape including public access and safety in relation to land stability and slope of the surrounding land. Detailed geotechnical and groundwater assessment and monitoring of the quarry and surrounds will assess its capability for the proposed end use, including land stability, contamination, erosion, rock fall, hazard and landslide susceptibility and mitigation including any buffers. Land capability for the proposed quarry end use and surrounding areas of adjacent stockpiles and river banks, escarpments and floodplains must be proven prior to commencement of a precinct structure plan.

ACTION W1.1.2

Detailed geotechnical assessment and monitoring will be undertaken prior to urban development on all overburden soil stockpiles as part of the relevant precinct structure plan.

Detailed investigation of the stockpiles will assess their land capability for urban development including land stability and contamination, in conjunction with the quarry assessment.

ACTION W1.1.3

Detailed geotechnical and groundwater assessment and monitoring will be undertaken prior to urban development on the banks and floodplain areas of the Moorabool River, Barwon River and Cowies Creek as part of the relevant precinct structure plans.

Detailed investigation of the landform of the river and creek corridors will assess their land capability for urban development including land stability, erosion, rock fall and landslide susceptibility and mitigation.

ACTION W1.1.4

Design and construction of public infrastructure will account for shallow bedrock.

The impact of shallow rock will be factored into detailed design and costing of essential public infrastructure.

ACTION W1.1.5

The edge of the lake will deliver a continuous public realm that provides public access along its entire perimeter.

The lake will integrate the Clever and Creative Corridor, linear and local parks, activity centres, waterways and the integrated transport network into its immediate surrounds.

ACTION W1.1.6

Key views will be protected and maximised using a street grid network that is responsive to the sloping topography and allows views to landmarks.

Key view lines identified on Plan 14 will be protected by incorporating fields of view that prevent visual intrusion into the urban landscape through key open space nodes and the orientation and design of the street network.

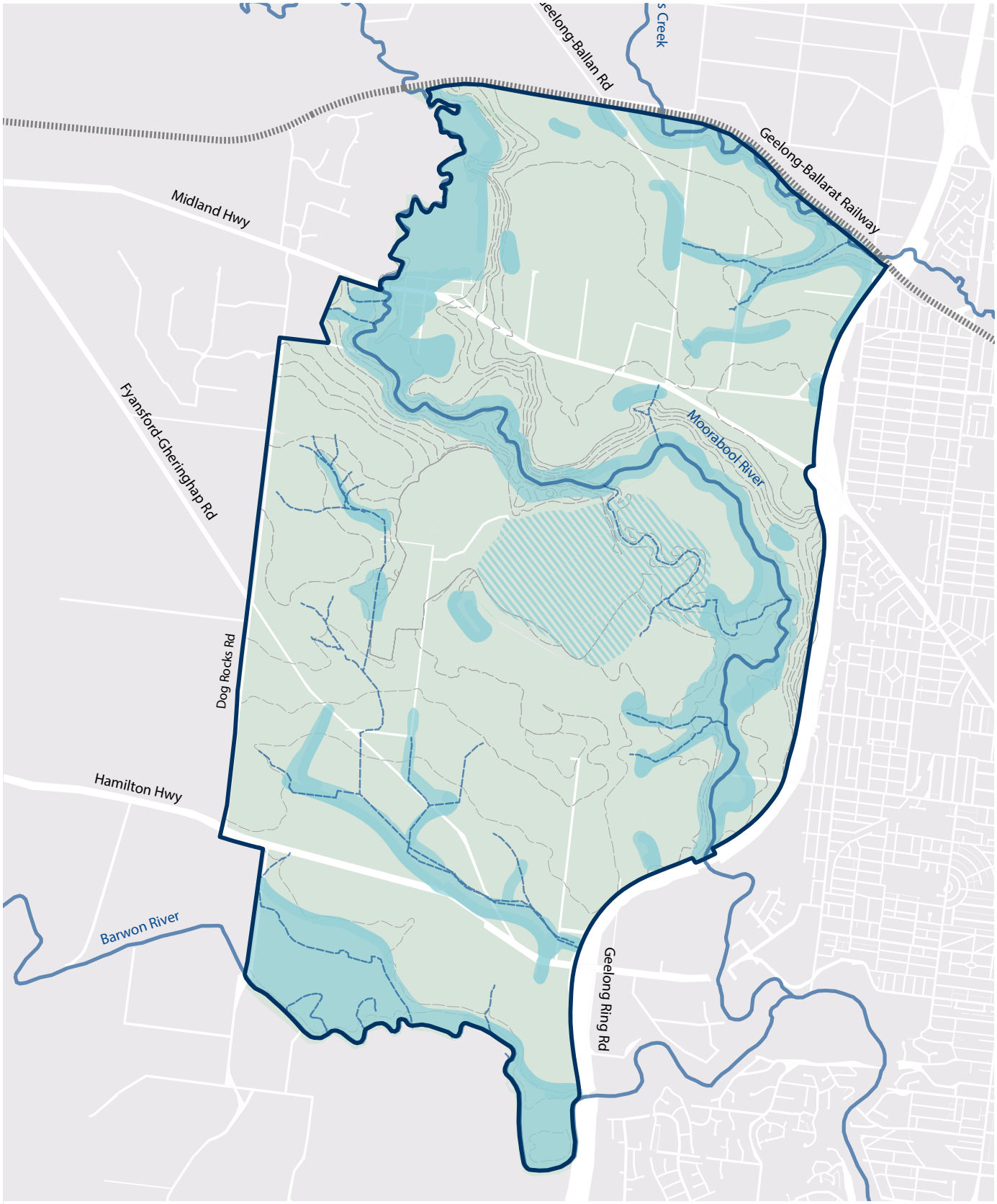
ACTION W1.1.7

View lines to significant landmarks and site features will be protected and maximised through consideration of development siting, height and visual bulk.

Reasonable sharing of views to landmarks will be achieved through careful consideration of development siting, height and visual bulk.



PLAN 15 **WATER**
WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- MAJOR WATERCOURSE
- MINOR WATERCOURSE
  EPHEMERAL FLOWS
- POTENTIAL WATERBODY
- CONTOURS
- WATERWAYS
  RIVER AND CREEK CORRIDORS, FLOODPLAINS, CONSTRUCTED WATERWAYS, WETLANDS AND RETARDING BASINS

0 250 500 750 1000
1:40000m at A4

WATER

WESTERN GEELONG GROWTH AREA

CONTEXT

Water is central to quality of community life and nurturing the natural environment.

The Western Geelong Growth Area is characterised by major river and creek corridors including:

- 12.4 kilometres of Moorabool River corridor, including river diversions undertaken as part of Batesford quarry
- 4.8 kilometres of Barwon River corridor
- 2.8 kilometres of Cowies Creek corridor.

Groundwater in the vicinity of Batesford Quarry is discharged into the Moorabool River as part of its extraction operations. Groundwater will naturally fill the quarry pit when extraction is concluded, gradually transitioning the quarry into a lake. Filling of the lake will likely occur over 10-20 years based on several factors including the potential use of recycled water.

Urban development must manage flooding and stormwater drainage to maintain and enhance the natural environment and flows of the waterways and protect downstream systems. Adaption to climate change effects including reduced water availability, higher temperatures and increased frequency of extreme weather events is a key consideration of the urban landscape.

Stormwater in the growth area will outlet to existing infrastructure and waterways via a series of drainage catchments:

- Moorabool River catchment
  - The vast majority of the growth area is located within the Moorabool River catchment and outfalls along the River, with the southern section discharging via existing urban systems.
- Barwon River catchment
  - The southern portion of the growth area is located within the Barwon River catchment and outfalls along the River.
- Cowies Creek catchment
  - The north-east of the growth area is located within the Cowies Creek catchment and outfalls along the Creek.

Flooding and stormwater drainage management is a key element of the broader integrated water management plan for the growth area.

Each neighbourhood will utilise its water and interact with healthy waterways to contribute to a cooler, greener city and healthier environment.

Integrated water management actions are outlined in NEIGHBOURHOOD.

ACTION W1.2.1

Ecological condition and functionality of waterways, wetlands and floodplains will be protected, restored, enhanced and maintained.

Maximum possible improvement in river health will be delivered through rehabilitation and waterway widths that meet or exceed the *Melbourne Water Waterway Corridor Guidelines* and *Wetland Design Guidelines.* Detailed master planning of river and creek corridors will integrate the protection and enhancement of natural flows with the urban landscape.

ACTION W1.2.2

Waterways will be designed and constructed to retain natural characteristics and support the establishment of viable riparian vegetation that improves habitat and water quality.

Natural waterways are critical to the amenity of neighbourhoods and provide key linkages for biodiversity and passive recreation. Waterways should be delivered in accordance with the Melbourne Water *Constructed Waterways in Urban Developments Guidelines.*

ACTION W1.2.3

Flooding and stormwater management will maintain and enhance the predevelopment hydrology of the area and minimise downstream impacts.

Stormwater runoff quantity generated by urban development will be managed to minimise adverse impacts. Stormwater runoff quality will meet or exceed the water quality performance objectives of the CSIRO *Best Practice Environmental Management Guidelines for Urban Stormwater* prior to discharge to receiving waterways.

ACTION W1.2.4

Drainage schemes that outline the detailed design of stormwater management infrastructure and flood impact assessment will be undertaken as part of the precinct structure planning process in collaboration with Barwon Water and the Corangamite Catchment Management Authority.

Stormwater management will be designed to minimise downstream impacts in accordance with the relevant drainage scheme and delivered with regard to relevant standards, policies and strategies including:

- *Infrastructure Design Manual*
- City of Greater Geelong *Stormwater Standard Drawings and Design Notes*
- City of Greater Geelong *Stormwater Services Strategy*
- Melbourne Water *Waterway Corridor Guidelines*
- Melbourne Water *Wetland Design Guidelines*
- Melbourne Water *Constructed Waterways in Urban Developments Guidelines*
- CSIRO *Best Practice Environmental Management Guidelines for Urban Stormwater.*

ACTION W1.2.5

Stormwater will enhance the urban landscape.

Stormwater management will predominantly utilise open waterways that connect the broader open space network and deliver significant multifunctional values that enhance community access to water and the natural environment. Distribution of stormwater retardation, treatment and infiltration at the precinct, streetscape and property scale will contribute to water sensitive urban design within neighbourhoods.

ACTION W1.2.6

Flooding and stormwater management will maximise responsiveness to the natural landscape.

Design of stormwater management infrastructure will deliver extensive green-blue links and distributed assets that reduce the extent of end-of-line wetlands.

ACTION W1.2.7

Water will be distributed and integrated into the urban landscape in a manner that is sustainable over time.

The design of stormwater management infrastructure will balance amenity, efficiency and safety with practicality of its construction and maintenance and will be informed by the outcome of the intergrated water management strategy

ACTION W1.2.8

Staging of urban development will provide for delivery of ultimate waterway and stormwater management infrastructure including stormwater quality treatment.

Where delivery of the ultimate infrastructure is not possible, alternative proposals will demonstrate how any interim infrastructure adequately manages stormwater generated from urban development and how the infrastructure will enable delivery of the ultimate stormwater drainage scheme.

ACTION W1.2.9

Innovation in the design of the ultimate waterway network and stormwater management infrastructure will be considered in relation to net community benefit.

The waterway network and stormwater management infrastructure illustrated on Plan 15 is designed to balance cost and performance. An alternative drainage scheme that deliver innovative management of stormwater may be considered if the proposal reduces cost, increases amenity and creates better integration with the public realm including activity centres, social infrastructure and the open space network.

ACTION W1.2.10

The transition of Batesford Quarry to a recreational lake will be subject to a detailed investigation prior to the commencement of the relevant precinct structure plan.

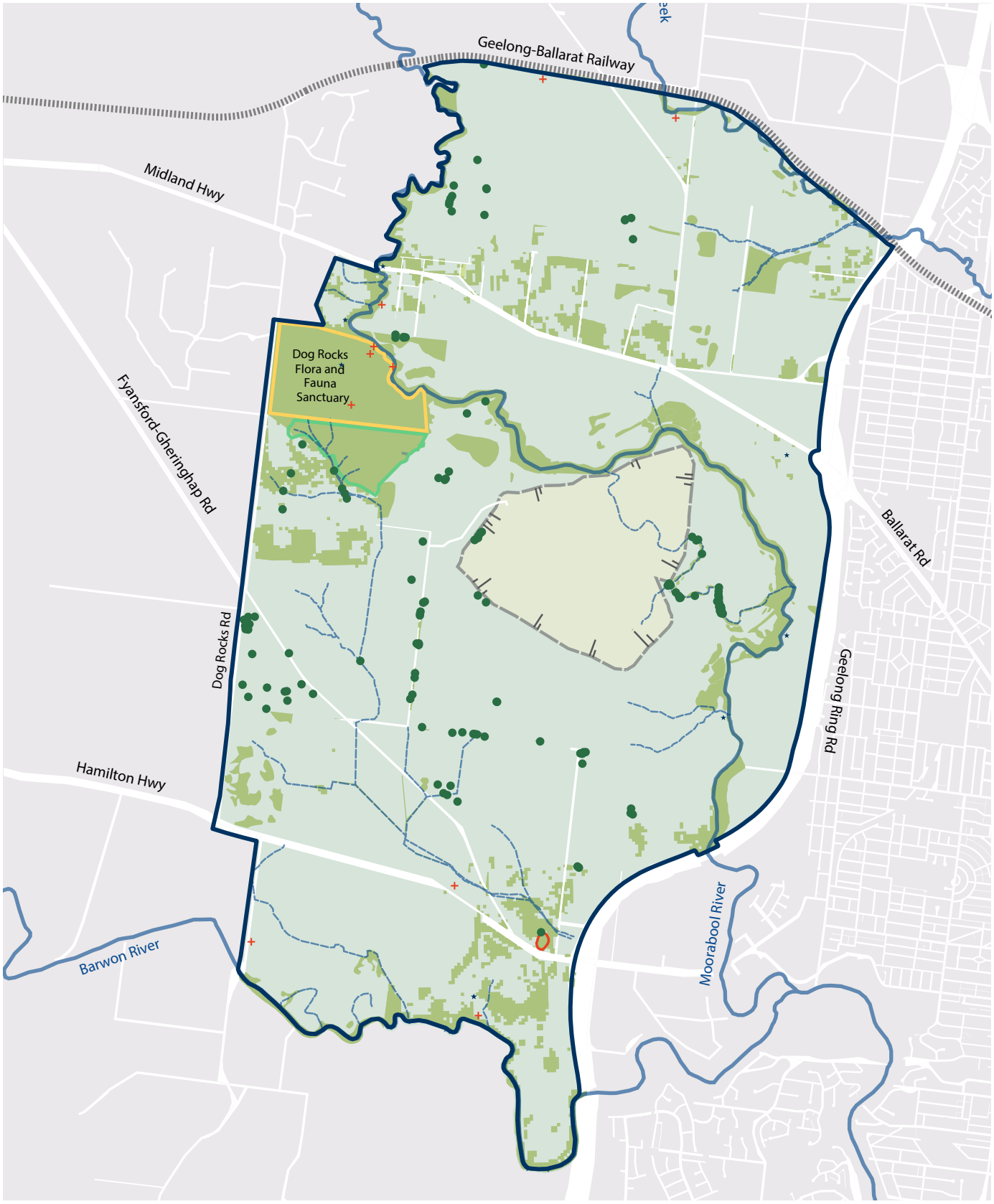
Upon the closure and decommissioning of the quarry, detailed investigation of its transition will need to assess the impacts on the surrounding areas including river health, groundwater, land contamination, erosion and stability, water quality, biodiversity and cultural heritage. Ongoing monitoring of these effects, as well as site maintenance and management of public access and safety, will need to occur from the commencement of the transition.

ACTION W1.2.11

A detailed master plan that outlines the transformation of Batesford Quarry into a recreational lake will be prepared and incorporated within the relevant precinct structure plan.

Detailed master planning of the lake transformation will be undertaken in conjunction with the broader Moorabool River corridor master plan and outline its integration with the surrounding urban landscape including the open space network, integrated transport network and built environment. Considerations relating to water will include water quality, public access and safety, recreational use of the waterbody, integrated water management and maintenance and management responsibilities.

PLAN 16 **BIODIVERSITY**
WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- MAJOR WATERCOURSE
- MINOR WATERCOURSE (EPHEMERAL FLOWS)
- SEASONAL HERBACEOUS WETLAND (ECOLOGICAL VEGETATION CLASS)
- REMNANT NATIVE GRASSLANDS (ECOLOGICAL VEGETATION CLASS)
- EXISTING CONSERVATION RESERVE
- RURAL CONSERVATION ZONE
- SCATTERED TREES
- SIGNIFICANT FLORA
- SIGNIFICANT FAUNA

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1:40000m at A4

BIODIVERSITY

WESTERN GEELONG GROWTH AREA

CONTEXT

Ecological values* on the land include:

- Three significant watercourses including the Moorabool River (and deviation channel), Barwon River and Cowies Creek
- Dog Rocks Sanctuary and Moorabool River Reserve
- Commonwealth-listed ecological communities including Natural Temperate Grassland and Seasonal Herbaceous Wetland
- Approximately 268 hectares of remnant native vegetation patches including Plains Grassland, a critically endangered ecological community, Hills Herb-rich Woodland and eight additional ecological vegetation classes
- 137 scattered trees
- Six wetlands
- Known occurrence of:
  - Commonwealth-listed significant flora species including Spiny Rice-flower and Adamson's Blown-grass
  - State-listed significant flora species including Melbourne Yellow-gum Snowy Mint-bush, Coast Hollyhock, Austral Crane's-bill and Fragrant Saltbush.
- Known and potential habitat for:
  - Commonwealth-listed significant fauna species including Growling Grass Frog, Golden Sun Moth, Striped Legless Lizard and seven additional species
  - State-listed significant fauna species including Blue-billed Duck, Powerful Owl and 16 additional species.
  - A range of locally common species including kangaroos, echidnas and platypus.

Land in the area forms part of the Barwon River drainage catchment that outfalls into Lake Connewarre; this location is one of six distinct areas that form the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar Site, a complex of wetlands of international importance.

Known biodiversity values are illustrated on Plan 16.

** Ecological values based on field assessments of 75% of study area.*

ACTION W1.3.1

An overarching biodiversity conservation strategy will be prepared for the growth area that provides high level guidance for the management of nationally and state significant biodiversity values.

The strategy will spatially identify how outcomes for matters of national environmental significance will be delivered and must be approved by the Commonwealth Government prior to the finalisation of the initial precinct structure plan in the growth area.

ACTION W1.3.2

Individual detailed master plans that outline the protection and enhancement of river and creek corridors will be prepared and incorporated within the relevant precinct structure plan including:

- **Cowies Creek, between Geelong Ring Road and Geelong-Ballan Road**
- **Barwon River, between Geelong Ring Road and Merrawarp Road**
- **Moorabool River, between Midland Highway and Geelong-Ballarat Railway**
- **Moorabool River (and deviation channel), between Geelong Ring Road and Midland Highway and including Dog Rocks Sanctuary and Moorabool River Reserve.**

Detailed master planning will integrate the protection and enhancement of natural flows and flora and fauna with the urban landscape including cultural heritage, integrated water management, tree planting, open space and recreation, walking and cycling, and interfaces with the integrated transport network and built environment. The plans will have regard to the objectives of existing projects including the Barwon River Parklands and Moorabool Living.

ACTION W1.3.3

A network of linear corridors will be created to promote biodiversity linkages within neighbourhoods that connect between conservation areas, waterways and the open space network.

Corridors will be located as illustrated in Plan 17 to promote, retain and link a variety of flora and fauna habitats and allow the passive moment and long-term resilience of species throughout neighbourhoods. Corridors may be composed of a mixture of land uses including conservation areas, open space and waterways, social infrastructure and transport corridors.

ACTION W1.3.4

Any conservation areas that are identified will prioritise the protection and enhancement of local indigenous flora and fauna species.

Conservation areas will be retained to ensure their sustainability in relation to scale and connectivity to other natural assets. Conservation areas will be designed and managed with a focus on the protection and enhancement of biodiversity values including the management of public access and pests and the exclusion of hard surfaces and incompatible neighbouring land uses.

ACTION W1.3.5

The integrated transport network will protect, minimise impacts and revegetate roadside vegetation.

Upgrade, widening and extension of the integrated transport network will retain and enhance native vegetation within existing road reserves and utilise existing road networks to limit the crossing of waterways and significant vegetation in road reserves.

ACTION W1.3.6

Large-scale revegetation utilising indigenous species will be undertaken at key rural-urban interfaces including tree canopy, where appropriate.

Green belts will be utilised to signify land use changes and provide a natural buffer between these areas.

ACTION W1.3.7

Stormwater drainage management will consider the downstream impacts on the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar Site.

The Barwon and Moorabool drainage catchments outfall into the Ramsar-listed Lake Connewarre wetlands.

ACTION W1.3.8

A Native Vegetation Precinct Plan will be prepared for each precinct to determine the presence and management of significant flora, fauna and ecological communities.

Native Vegetation Precinct Plans will provide recommendations that include no net loss of native vegetation, securing offsets within the growth area, retention of remnant scattered trees and the application of appropriate planning controls to protect and manage native vegetation.

ACTION W1.3.9

'Green-blue' connections will be designed to promote flora and fauna by distributing water to soil through natural infiltration and irrigation.

Stormwater treatment will be located and designed to successfully incorporate natural systems and provide habitat for significant flora and fauna species. Waterways illustrated on Plan 15 will be designed to provide sufficient corridor width to establish continuous riparian reserves that allow for biodiversity values to thrive.

ACTION W1.3.10

Biodiversity will be integrated into the public realm and areas of high activity to ensure that all neighbourhoods have access to nature.

Public land will be located and designed to promote access to nature including the protection of view lines to open space, the use of interpretative signage, and the creation of multi-use spaces that integrate biodiversity values.

ACTION W1.3.11

Active regeneration of vegetation in conservation areas and the open space network will use indigenous species and regeneration methods.

Native vegetation in the growth area will be regenerated to represent at least 30% of the original vegetation diversity and reflect benchmark planting densities.

ACTION W1.3.12

The Clever and Creative Corridor will incorporate local native tree planting to strengthen connections between urban and natural systems.

The Clever and Creative Corridor illustrated on Plan 5 is the focal point for integrating a diverse mixture of land uses within each neighbourhood. Incorporating native vegetation within the corridor, particularly in locations that connect with the open space network, will maximise the community's daily access to nature.

PLAN 17 **BIODIVERSITY LINKAGE**
WESTERN GEELONG GROWTH AREA



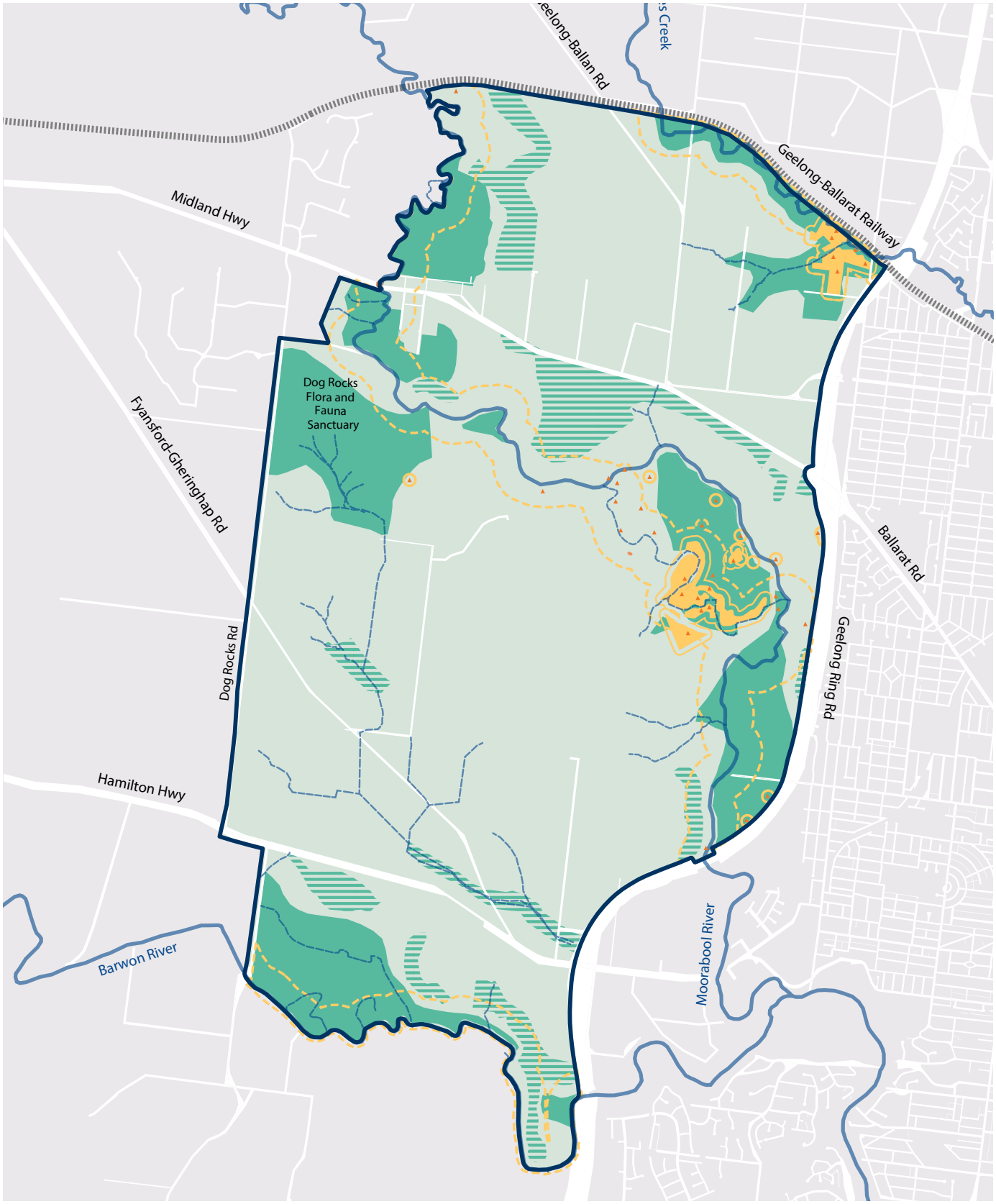
DRAWING KEY

- STUDY AREA
- MAJOR WATERCOURSE
- MINOR WATERCOURSE — EPHEMERAL FLOWS
- LAKE WATERBODY
- AREAS OF LARGE TREE CANOPY — EXISTING AND PROPOSED
- CLEVER AND CREATIVE CORRIDOR — EXTENSIVE TREE CANOPY
- BIODIVERSITY LINKAGE — OPPERTUNITIES TO CONNECT BIODIVERSITY VALUES IN THE URBAN LANDSCAPE

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PLAN 18 **ABORIGINAL CULTURAL HERITAGE**
WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- MAJOR WATERCOURSE
- MINOR WATERCOURSE
  EPHEMERAL FLOWS
- ARCHELOGICAL POTENTIAL
  HIGH ABORIGINAL POTENTIAL
- ARCHELOGICAL POTENTIAL
  MODERATE ABORIGINAL POTENTIAL
- REGISTERED ABORIGINAL PLACES
- EXISTING ARCHELOGICAL SITE
- AREAS OF CULTURAL HERITAGE SENSITIVITY
- AREAS OF CULTURAL HERITAGE SENSITIVITY

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1:40000m at A4

ABORIGINAL CULTURAL HERITAGE

WESTERN GEELONG GROWTH AREA

CONTEXT

Land in the Western Geelong Growth Area falls within Wadawurrung country centred on the Barrabool Hills and along the Moorabool River and Barwon Rivers.

There are 33 registered Aboriginal places in the area:

- Greenstones Axe Quarry
- An Aboriginal greenstone quarry located in Dog Rocks Flora and Fauna Sanctuary, consisting of outcrops of greenstones (epidorite) and associated granite boulders in the Moorabool River valley. The site is one of a group of greenstone quarries in Victoria with distribution patterns that indicate stone axe exchange and social interaction between Aboriginal groups in South Eastern Australia.
- Thirty-two stone artefact sites, composed of a mixture of artefact scatters, isolated artefacts or low density artefact distributions. The sites are mostly located on the floodplain and terraces along the Moorabool River to the east and north-east of Batesford Quarry with several additional sites at Cowies Creek.

Areas of cultural heritage sensitivity include:

- Land within 200 metres of the watercourses of the Moorabool River, Barwon River and Cowies Creek
- Land within 50 metres of actual extents of all 33 registered Aboriginal places
- Land in the growth area within 50 metres of 12 registered Aboriginal places adjacent to the growth area, located mostly along the Geelong Ring Road.

Very few archaeological investigations have occurred in the growth area with the majority undertaken to the east of Batesford Quarry in relation to the expansion of the quarry footprint and Moorabool River diversion.

Preliminary Aboriginal site sensitivity mapping indicates:

- Three area of high archaeological potential:
  - Moorabool River floodplain
  - Barwon River floodplain
  - The margins of Cowies Creek and its tributaries.
- Several areas of moderate archaeological potential including crests of escarpments and small hill crests along the Moorabool River and Barwon River
- Low archaeological potential within all remaining areas.

ACTION W1.4.1

Aboriginal cultural heritage will be protected.

It is an offence to harm any Aboriginal cultural heritage in Victoria under the *Aboriginal Heritage Act 2006* and areas that are considered to have Aboriginal archaeological potential will be subject to further investigation prior to disturbance as part of urban development.

ACTION W1.4.2

The Wathaurung Aboriginal Corporation (trading as Wadawurrung)Wadawurrung will be engaged as the Registered Aboriginal Party in relation to Aboriginal cultural and heritage matters and requirements of the *Aboriginal Heritage Act 2006* and *Aboriginal Heritage Regulations 2018*, namely through the preparation of Cultural Heritage Management Plans.

The Cultural Heritage Management Plan process will recognise and protect sites that are culturally significant as required by Aboriginal Heritage Act 2006 with respect to the dignity and protocols of the Wadawurrung. The use of voluntary Cultural Heritage Agreements may also assist the management or protection of Aboriginal cultural heritage.

ACTION W1.4.3

An Aboriginal Heritage Impact Assessment will be prepared for each precinct to determine the presence of Aboriginal cultural heritage that may influence the design of the urban landscape.

Aboriginal Heritage Impact Assessments will undertake archaeological field surveys with the Wadawurrung as the Registered Aboriginal Party to identify Aboriginal places and areas or landforms that may influence the design of the open space network within neighbourhoods.

ACTION W1.4.4

Visibility of Aboriginal history and culture will be promoted within the urban landscape including:

- **Using Aboriginal names for places, streets and major new public infrastructure**
- **Encouraging the use of Aboriginal public art in the public realm including areas of high activity and within the open space network**
- **Promoting site interpretation through signage or other mechanisms to promote awareness and appreciation of local Aboriginal cultural heritage**
- **Encouraging the use of indigenous plants and traditional materials that have significance to the Aboriginal community in landscaping public and open spaces.**

The Wadawurrung people bestow a significant cultural, social, economic and spiritual contribution that is crucial to the character and nature of Geelong and its surroundings.

ACTION W1.4.5

Aboriginal cultural heritage places will be identified, retained and celebrated, particularly in areas of cultural heritage sensitivity including:

- **Moorabool River corridor and floodplain**
- **Barwon River corridor and floodplain**
- **Cowies Creek corridor and margins**
- **Dog Rocks Flora and Fauna Sanctuary.**

River corridors and floodplains are areas of high cultural heritage sensitivity and will be reserved within waterway and riparian corridors, conservation areas and the open space network as a means of avoiding impacts on Aboriginal cultural heritage and minimising the requirement for unnecessarily complex assessment.

ACTION W1.4.6

Individual detailed master plans that outline the protection and enhancement of river and creek corridors will investigate the opportunity for cultural heritage trails that interpret places of Aboriginal cultural heritage including:

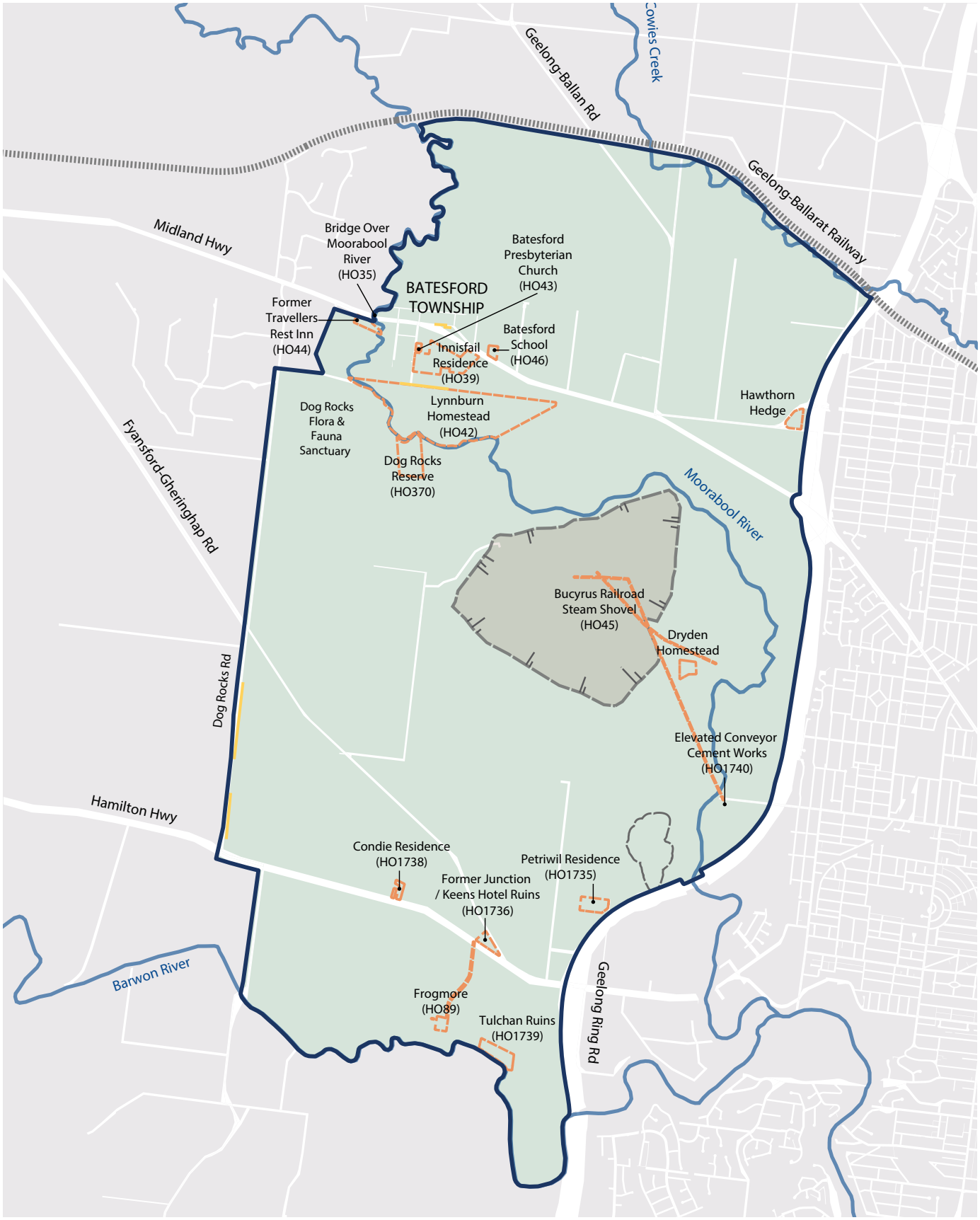
- **Cowies Creek, between Geelong Ring Road and Geelong-Ballan Road**
- **Barwon River, between Geelong Ring Road and Merrawarp Road**
- **Moorabool River, between Midland Highway and Geelong-Ballarat Railway**
- **Moorabool River (and deviation channel), between Geelong Ring Road and Midland Highway and including Dog Rocks Sanctuary and Moorabool River Reserve.**

The creation of trails has the potential to promote community education awareness of Aboriginal history and culture across the Geelong community. The plans will have regard to the objectives of existing projects including the Barwon River Parklands and Moorabool Living.





PLAN 19 **POST CONTACT HERITAGE**
WESTERN GEELONG GROWTH AREA



DRAWING KEY

STUDY AREA

MAJOR WATERCOURSE

HERITAGE PLACE

DRY STONE WALL

0 250 500 750 1000
1:40000m at A4

POST CONTACT HERITAGE

WESTERN GEELONG GROWTH AREA

CONTEXT

Post contact heritage of the area is varied and relates to early settlement of large pastoral estates, rail and road infrastructure, quarrying and the history of the Batesford and Fyansford townships.

A total of 15 heritage places are registered within the growth area:

- Bridge Over Moorabool River
  - The bridge at Batesford, constructed in 1859, is one of the earliest and longest stone arch road bridges in Victoria and is of architectural and historical significance to the State of Victoria.
- Former Travellers Rest Inn
  - Former Travellers Rest Inn, constructed in 1867, is the oldest surviving building in Batesford and is one of the earliest constructed wayside inns in Victoria. The inn is of architectural and historical significance to the State of Victoria.
- Frogmore Homestead
  - Frogmore Homestead, constructed in 1859, is the site of the celebrated Frogmore Nursery, one of the earliest nurseries in Victoria and significant in the botanical development of the region. The homestead is of architectural, historical and archaeological significance to the State of Victoria.
- Elevated conveyor, a concrete limestone belt conveyor system used to transport material from Batesford Quarry to the cement works.
- Heritage places relating to the Geelong-Ballarat Railway including Cowies Creek Rail Bridge, the former Moorabool Railway Station and a viaduct
- Additional heritage places related to the Batesford township and surroundings including Lynnburn Homestead, 'Innisfail' Residence, Batesford Presbyterian Church, Batesford School and a hawthorn hedge
- Additional heritage places related to the Fyansford township and surroundings include Former Junction/Keens Hotel, 'Condie' and 'Petriwil' residences and the ruins of 'Tulchan' residence.

Several additional sites with potential heritage significance, including dry stone walls, are located within the growth area. Batesford Quarry and associated places including Dryden Homestead are likely to have heritage significance.

Known post contact heritage values are illustrated on Plan 19.

ACTION W1.5.1

The curtilage of registered heritage places will be protected and incorporated into the urban landscape.

Registered heritage places illustrated in Plan 19 will be subject to a heritage impact assessment that considers any impact to their fabric and heritage values as part of the detailed design of the surrounding area. The curtilage of these places, including driveways and vegetation, should be integrated into the urban landscape to contribute to the local character and sense of place.

ACTION W1.5.2

Detailed investigations of potential heritage places will be undertaken prior to urban development.

Locations of potential heritage places illustrated in Plan 19 will be subject to detailed assessment to determine any heritage values and potential protection and incorporation into the urban landscape.

ACTION W1.5.3

Dry stone walls will be protected and incorporated into the urban landscape to contribute to the understanding of historical farming practices in the region.

Dry stone walls illustrated in Plan 19 will be subject to detailed assessment to determine any heritage values and potential protection and incorporation into the urban landscape and should be incorporated into the design of integrated transport network using appropriate buffers.

ACTION W1.5.4

Major upgrades to the integrated transport network will be designed to protect adjacent registered heritage places.

The Geelong-Ballarat Railway, Hamilton Highway and Midland Highway have a significant number of registered heritage places in their direct vicinity that will be incorporated into the design and development of road upgrades and widening. Crossing of the Frogmore Homestead driveway should be limited to no more than the Clever and Creative Corridor.

ACTION W1.5.5

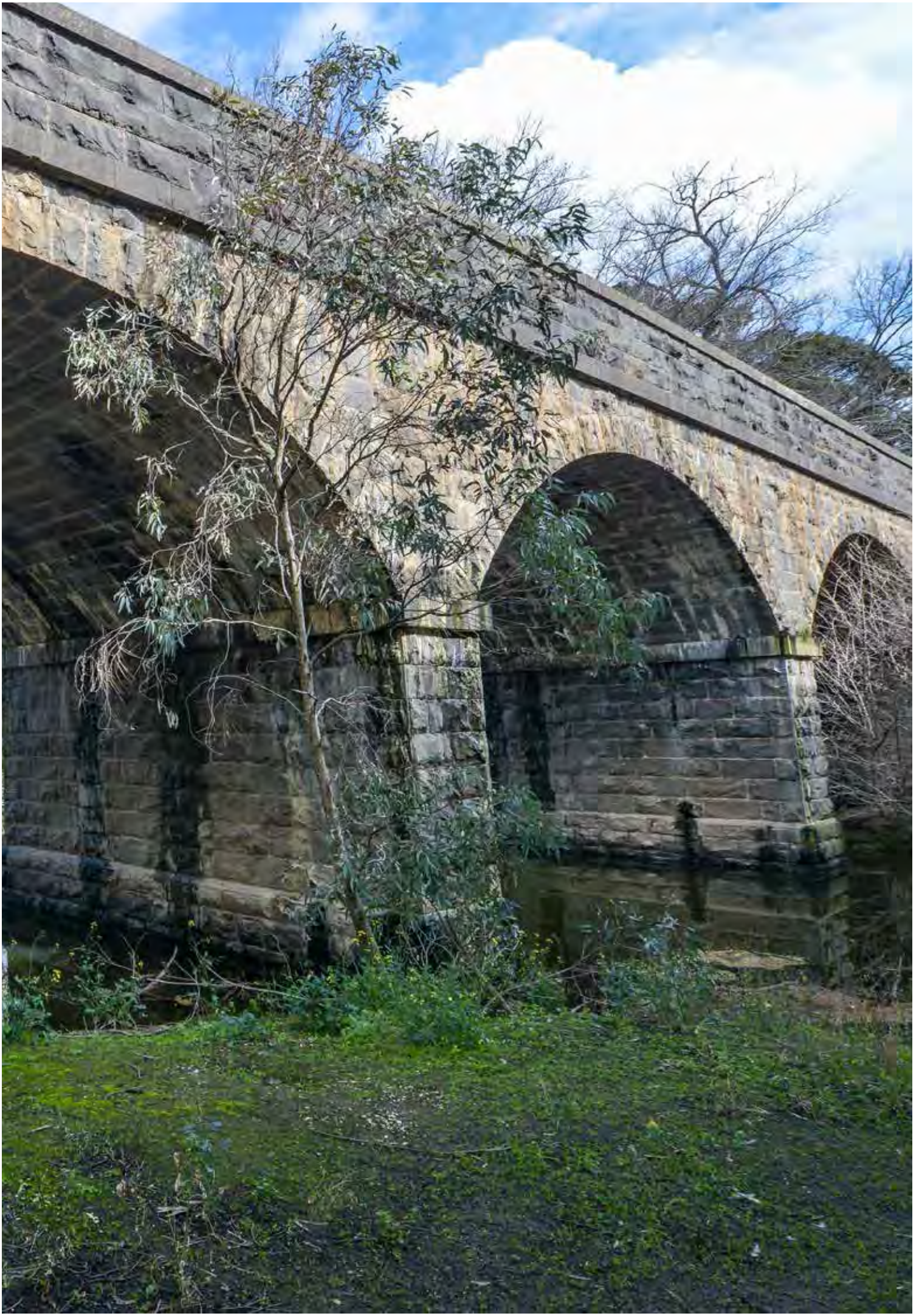
The extent of the curtilage for Lynnburn Homestead will be reviewed as part of detailed planning of the area.

The current curtilage of Lynnburn Homestead incorporates a large area of land between the Midland Highway and the Moorabool River that may be suitable for alternative land uses that area complimentary to the adjacent Batesford township, river corridor and sanctuary.

ACTION W1.5.6

The extent of the curtilage for the Batesford Quarry elevated conveyor and railway will be reviewed as part of detailed planning of the area.

The current curtilage of the elevated conveyor includes the former extent of the conveyor belts and railway to the quarry pit. Review of the curtilage should reflect the remaining elements of the conveyor belt that will be incorporated into the master plan for the adjacent Moorabool River.



PLAN 20 **BUILT ENVIRONMENT**
WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- MAJOR WATERCOURSE
- MINOR WATERCOURSE
  EPHEMERAL FLOWS
- SPECIAL USE
- AGRICULTURE
- RURAL LIVING
- CONSERVATION
- SPECIAL USE
- TOWNSHIP
- SCHOOL
- QUARRY PIT
- POTENTIAL LAND CONTAMINATION
  ENVIRONMENTAL INVESTIGATION REQUIRED
- BUFFER
- EASEMENT

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BUILT ENVIRONMENT

WESTERN GEELONG GROWTH AREA

CONTEXT

Urbanisation of the land will change the majority of its existing use. It is anticipated that some existing land uses including residences, schools and utility easements will be retained as part of the urban landscape.

Existing land uses to be considered in the context of the urban landscape are illustrated on Plan 20 and include:

- Batesford township
  - Batesford is a rural village on the Moorabool River and centred on the Midland Highway. The township is divided between the City of Greater Geelong and Golden Plains Shire, with a mixture of township and rural living properties of approximately 300 dwellings and 1,000 residents. The township includes the Batesford Hotel, a town hall, primary school campus and church.
- Batesford Quarry
  - Batesford Quarry is an active limestone quarry established in 1888 and located between the Midland Highway and Fyansford-Gheringhap Road. The quarry operated as part of the Geelong Cement Works for 113 years. The extractive pit of the quarry covers approximately 100 hectares and the overall quarry site, including stockpiles and overburden, covers more than 900 hectares.
- Two smaller former quarries are located adjoining the Geelong Ring Road:
  - Former basalt quarry located to the west of Fyansford
  - Former sand quarry located to the north of the Barwon River.
- Dog Rocks Flora and Fauna Sanctuary, a woodland managed under a Trust for Nature covenant
- Electricity transmission lines
  - An overhead electricity transmission power line between the Midland Highway and the Barwon River.
- Rural living
  - There are 158 properties in the growth area that support uses associated with rural living, including Batesford township. Properties located beyond the general vicinity of Batesford township will have the potential to transition to an urban land use.
- Bell Park Sports Club, a soccer club with two pitches and pavilion
- Myers Reserve, a sports reserve including two ovals, three soccer pitches, four tennis courts, netball court, bowling green and three pavilions
- Covenant College, an independent P-12 school located on Creamery Road, directly west of Myers Reserve
- Idyll Wines Co., a vineyard in the Moorabool Valley, directly south of the Geelong-Ballarat railway corridor
- Material storage and recycling centre located to the south of the Hamilton Highway
- Batesford Roadhouse.

ACTION W1.6.1

The existing character of Batesford township will be protected by ensuring:

- **Conventional or higher density residential development adjoining the Midland Highway is prohibited to the west of Lynnburn Road**
- **Any development to the west of Lynnburn Road retains existing views to the Moorabool Valley and the Dog Rocks Flora and Fauna Sanctuary and is limited to a minimum lot size of eight hectares to the south of the Midland Highway**
- **A buffer of low density residential development is established to the north and east of the Batesford township.**

The rural village character of Batesford township is a prominent and culturally significant feature of the local landscape. Minimising urban development on the eastern approach seeks to retain the sense of arrival to Batesford township and reinforce its unique sense of place.

ACTION W1.6.2

Rural living properties to the east of Batesford township will be permitted to transition to low or conventional density residential as part of the detailed planning of Batesford township and its surroundings.

Detailed master planning will establish the protection and integration of the Batesford township with the urban landscape including appropriate buffers to the township, urban design guidelines and road network requirements in areas of increased density residential development. Residential density will decrease as proximity to the township increases.

ACTION W1.6.3

Rural living properties will be permitted to subdivide to a conventional residential density as part of urban development.

Areas of rural living illustrated as 'residential' on Plan 4 will be permitted to subdivide to a conventional density residential density as part of urban development.

ACTION W1.6.4

Existing social infrastructure will be integrated with surrounding neighbourhoods.

Urban design of new subdivisions adjoining Myers Reserve and Covenant College will provide road frontages to these facilities that maximise passive surveillance and provide convenient movement and access. Siting of new buildings at these facilities should have regard to the surrounding urban landscape.

ACTION W1.6.5

Land uses within the high voltage electricity transmission line easement will minimise risks to community safety.

Easements illustrated on Plan 20 should be utilised as part of the open space network with potential land uses including linear shared paths, local parks and off-leash areas, recreation, stormwater management, local roads and car parking, and extensive planting of indigenous grasses and shrubs.

ACTION W1.6.6

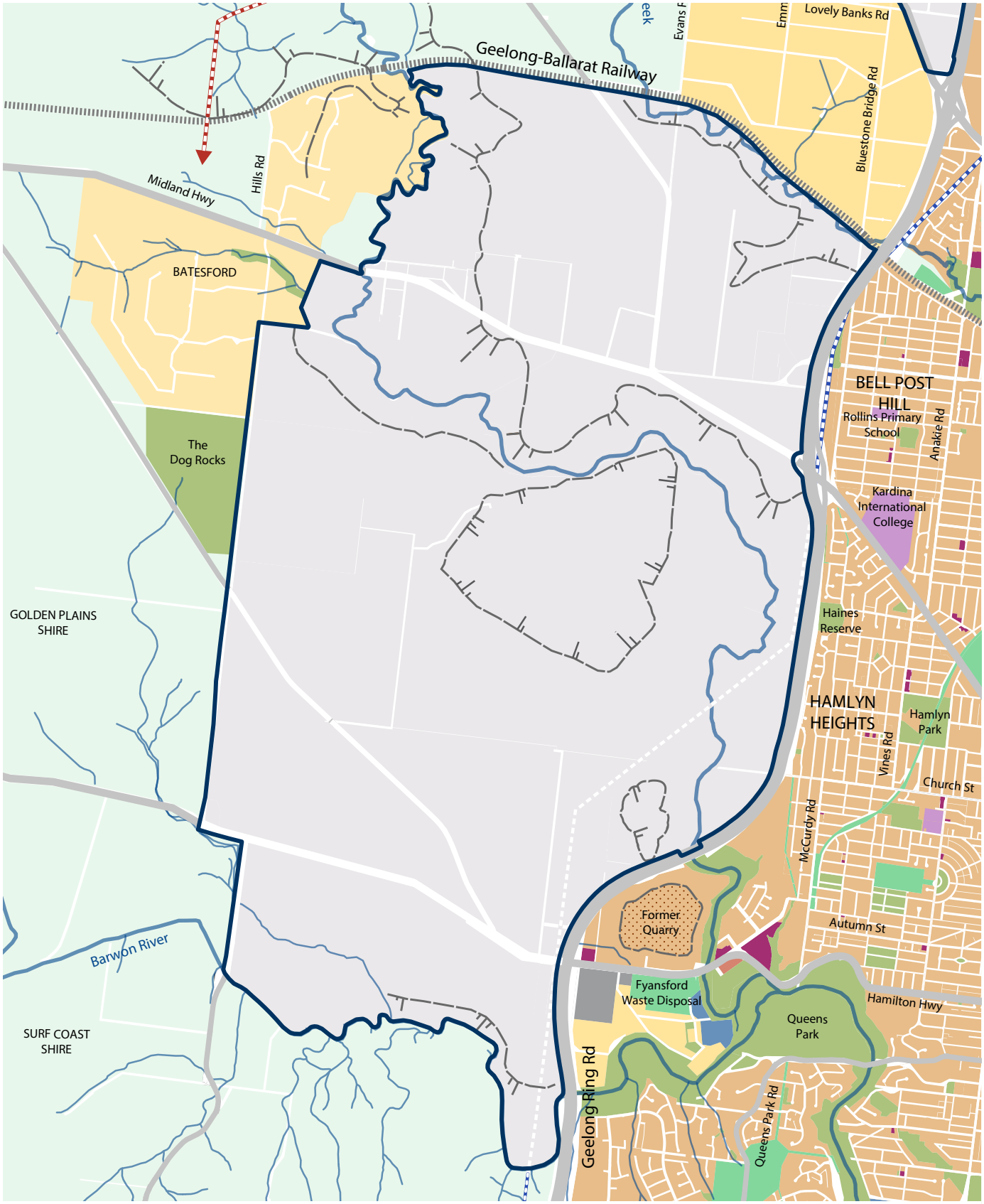
Potential areas of land contamination should be investigated and remediated as part of urban development including:

- **High potential areas at the Batesford Roadhouse and a material storage and recycling centre (former timber yard)**
- **Medium potential areas at the Batesford Quarry and overburden stockpiles and the former sand quarry**
- **Low potential areas throughout the remainder of the growth area**
- **Potential presence of acid sulphate in the vicinity of the Moorabool River corridor.**

Urban development in potential areas of high and medium land contamination will need to be undertaken following conventional planning, assessment and remediation methods in accordance with EPA Victoria guidelines and local policy.



PLAN 21 **SURROUNDING AREAS**
WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- MAJOR WATERCOURSE
- MINOR WATERCOURSE
  EPHEMERAL FLOWS
- URBAN DENSITY
- RECREATION
- AGRICULTURAL
- SCHOOL
- RURAL LIVING
- INDUSTRY
- LSIO
- COMMERCIAL
- SPECIAL USE

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SURROUNDING AREAS

WESTERN GEELONG GROWTH AREA

CONTEXT

New neighbourhoods will extend to the western boundary of the municipality and need to consider the surrounding areas, particularly the Batesford township.

Surrounding land uses to be considered in the context of the urban landscape are illustrated on Plan 21 are include:

- Batesford, predominately rural living properties that adjoin the western boundary of the growth area in Golden Plains Shire
- The Dog Rocks, a granite outcrop directly west of the Dog Rocks Flora and Fauna Sanctuary
- Rural living properties, predominately located to the north of the Geelong-Ballarat railway
- Farm land located to the north of the Geelong-Ballarat railway
- Farm land located to the south of the Barwon River
- Farm land located to the west of the growth area in Golden Plains Shire
- Geelong Ring Road and the adjoining existing neighbourhoods of Geelong.

ACTION W1.7.1

Noise and amenity impacts of the Geelong Ring Road will be identified and managed as part of urban development.

Noise attenuation and screening of the Geelong Ring Road will be provided in locations that interface with sensitive uses including residential development and social infrastructure.

ACTION W1.7.2

Noise and amenity impacts of the Geelong-Ballarat railway corridor will be identified and managed as part of urban development.

Noise attenuation and screening of the Geelong-Ballarat railway will be provided in locations that interface with sensitive uses including residential development and social infrastructure.

ACTION W1.7.3

Potential fire risks associated with non-urban interfaces to new neighbourhoods will be identified and managed as part of urban development.

Interfaces with non-urban land uses that present grassfire or bushfire risks as part of the interim and ultimate development of new communities will undertake:

- Assessment of fuel loads (agricultural land and grasslands) and vegetation, slope and prevailing wind directions in urban design of subdivisions
- Creation of fire breaks and fuel reduction and minimisation using appropriate planting and management guidelines.

ACTION W1.7.4

Potential amenity and health risks associated with non-urban interfaces to new neighbourhoods will be identified and managed as part of urban development.

Interfaces with non-urban land uses that present amenity and health risks as part of the interim and ultimate development of new communities include:

- Buffers to agricultural practices that may contribute odour and noise impacts
- Buffers to agricultural practices that may use chemicals such as pesticides and weed killers
- Passive surveillance that minimises rubbish dumping and vegetation clearing
- Protection of native fauna species from domestic and feral animals.

ACTION W1.7.5

Potential adverse amenity impacts of new neighbourhoods on adjacent rural living areas will be identified and managed as part of urban development.

New neighbourhoods that directly interface with rural living properties to the north of the Geelong-Ballarat railway and to the west of Dog Rocks Road will minimise amenity impacts including light pollution.

ACTION W1.7.6

Housing densities and upgrades to the integrated transport network along the western boundary of the growth area will consider and respond to the adjoining rural interface.

Subdivision of land in direct proximity to Dog Rocks Road, Friend in Hand Road and Merrawarp Road will deliver lower densities of residential development to provide a gradual transition between urban and rural land uses. Future upgrade of these roads should maintain elements of their existing rural character, particularly in proximity to Batesford township, Dog Rocks Sanctuary and the Dog Rocks.


RONE





NEIGHBOURHOOD

NEIGHBOURHOOD

NEIGHBOURHOOD is the element that enables Geelong's new communities to live locally, sustainably and with pride of place.

Neighbourhoods are comprised of many components that make a place feel like home. Streetscapes and buildings, open space and the natural environments, local community facilities and sporting clubs are a few of the many essential components that contribute to the creation of a healthy neighbourhood.

The character of a neighbourhood is largely influenced by the land it inhabits. The growth areas are made up of many different places. Areas of dramatic landscape – the Lovely Banks monocline and the Moorabool River corridor – are located next to areas of flat terrain; a development response for all types of land is equally important to the future community that it supports.

The planning for the Northern and Western Geelong Growth Areas has taken an integrated and considered approach to the design of neighbourhoods that maximises the site context and scale of the combined growth areas.

The integrated approach is focused on the creation of a network of vibrant and unique neighbourhoods centred on the Clever and Creative Corridor, each with a sense of place and identity, and each servicing the daily needs of the local community within a 20 minute walk, cycle or public transport trip.

The Clever and Creative Corridor will provide a centralised focal point for community activity and mobility, including high quality, active and sustainable transport options that unify the individual neighbourhoods across the growth areas into a larger community that shares the Geelong identity. Travelling a route that traverses the Lovely Banks monocline, Cowies Creek, the Moorabool River, Batesford Quarry (and its future lake) and the Barwon River, the corridor will be emblematic of the city.

NEIGHBOURHOOD considers the elements that support localised, self-sufficient communities with a sense of place in their design, amenity, sustainability, diversity and social infrastructure.

PREVIOUS PAGE: CLEVER AND CREATIVE NEIGHBOURHOOD – GEELONG LIBRARY & HERITAGE CENTRE

NEIGHBOURHOODS in the Northern and Western Geelong Growth Areas will be guided by these community aspirations, one planet principles and project objectives.

COMMUNITY ASPIRATIONS

An inclusive, diverse, healthy and socially connected community

Development and implementation of sustainable solutions

People feel safe wherever they are

ONE PLANET PRINCIPLES

Health and happiness

Encouraging active, sociable, meaningful lives to promote good health and well-being.

Culture and community

Nurturing local identity and heritage, empowering communities and promoting a culture of sustainable living.

Materials and products

Using materials from sustainable sources and promoting products which help people reduce consumption

Zero waste

Reducing consumption, reusing and recycling to achieve zero waste and zero pollution

Zero carbon

Making buildings and manufacturing energy efficient and supplying all energy with renewables

URBAN DEVELOPMENT OBJECTIVES

Create diverse and vibrant new urban communities in North Geelong

Plan for a dynamic mix of residential and commercial neighbourhoods that easily interconnect and identify as part of the established Geelong community.

Create growth areas with high amenity and character in North Geelong

Establish a district of neighbourhoods that exploit the panoramic vistas across the region, deliver an attractive interface to neighbouring precincts and enhance Geelong's local character.

Create integrated open space networks in North Geelong

Cultivate a stunning trail along the ridgeline of the Lovely Banks monocline and substantial green links along infrastructure easements with an adjoining network of recreation reserves and local parks.

Plan for environmental sustainability in North Geelong

Create a carbon positive community that implements ecologically sustainable development principles by prioritising renewable energy production and minimising resource use.

Create diverse and vibrant new urban communities in Western Geelong

Plan for neighbourhoods that encourage community interaction by maximising public access and activity in high amenity destinations throughout the growth area.

Create growth areas with high amenity and character in Western Geelong

Establish a district of lakeside and riverside neighbourhoods recognised for their healthy waterways and attractive open spaces that will enhance Geelong's local character.

Create integrated open space networks in Western Geelong

Cultivate an exemplary open space network that links the Barwon and Moorabool Rivers to an iconic lake at the Batesford quarry and supports a network of recreation reserves and local parks.

Plan for environmental sustainability in Western Geelong

Create an integrated water management system based around the major catchments and prioritise active and public transport networks.

NEIGHBOURHOOD DESIGN

NORTHERN GEELONG GROWTH AREA

CONTEXT

Effective neighbourhood design provides a site-specific design response. The neighbourhood highlights the existing characteristics of the land and celebrates natural and existing features, including landforms and view lines, topography, waterways, native vegetation and established trees, heritage and cultural values.

Demanding that the urban landscape utilises these elements – or makes up for their absence - is fundamental to the growth and ongoing success of a neighbourhood. Establishing the structure of the neighbourhood relies on interpreting the land.

Neighbourhoods in the Northern Geelong Growth Area will create their own local sense of place based on the nature of the land and their proximity to services and activity. Each neighbourhood, despite its unique neighbourhood design, will form part of the larger, Greater Geelong community.

ACTION N2.1.1

Urban development will adopt 20-minute neighbourhood design principles.

Geelong's new neighbourhoods will allow residents to live locally and meet most of their everyday needs within a 20-minute walk, cycle or local public transport trip of their home. The design of each neighbourhood will place activity centres, health facilities and services, schools, local parks and recreation facilities along the Clever and Creative Corridor within the 20-minute neighbourhood catchments.

ACTION N2.1.2

Walkability and cycling for local trips will be prioritised in the design of neighbourhoods.

Vibrant, walkable and rideable neighbourhoods encourage people to walk and ride within the neighbourhood. Compact neighbourhood structures set around the Clever and Creative Corridor will support a connected, safe and legible network of shared paths. Streetscape design will give priority to pedestrians and cyclists in neighbourhoods and activity centres to encourage healthy, active and engaging communities

ACTION N.2.1.3

Neighbourhoods will be designed to create a unique sense of place, character and identity.

Neighbourhoods will enhance and interpret their unique localities including the natural characteristics, landform, features and heritage values. Neighbourhoods will offer unique interface treatments to the Clever and Creative Corridor that provide legibility in the urban landscape and deliver additional design initiatives in areas of limited amenity.

ACTION N2.1.4

Neighbourhoods on the western plateau will address the flat, exposed nature of the land.

Design responses on the western plateau will utilise windbreaks to reduce wind and dust, provide higher densities of mature street trees, create interesting streetscapes and provide higher quality public realm treatments.

ACTION N2.1.5

Neighbourhoods along the monocline escarpment will respond to the significance of the landform.

Urban development on the monocline escarpment will highlight and enhance its geological features and steep topography by maintaining significant views and deliver high quality built form that respects the prominence of the landform. Additionally, urban development surrounding the Elcho Homestead will respect and enhance its regionally-significant heritage values.

ACTION N2.1.6

Public spaces will be designed to be safe, comfortable and inviting.

Passive surveillance will be maximised to ensure public places feel safe and inviting.

ACTION N2.1.7

Minimum density requirements will be applied to deliver a compact urban form as illustrated on Plan 23 and include:

- **Medium density housing within 400 metres of neighbourhood activity centres and locations on the Clever and Creative Corridor that offer employment, public transport access and community hubs**
- **Higher densities within 800 metres of the sub-regional activity centre before transitioning to medium density within the outer halves of these catchments.**

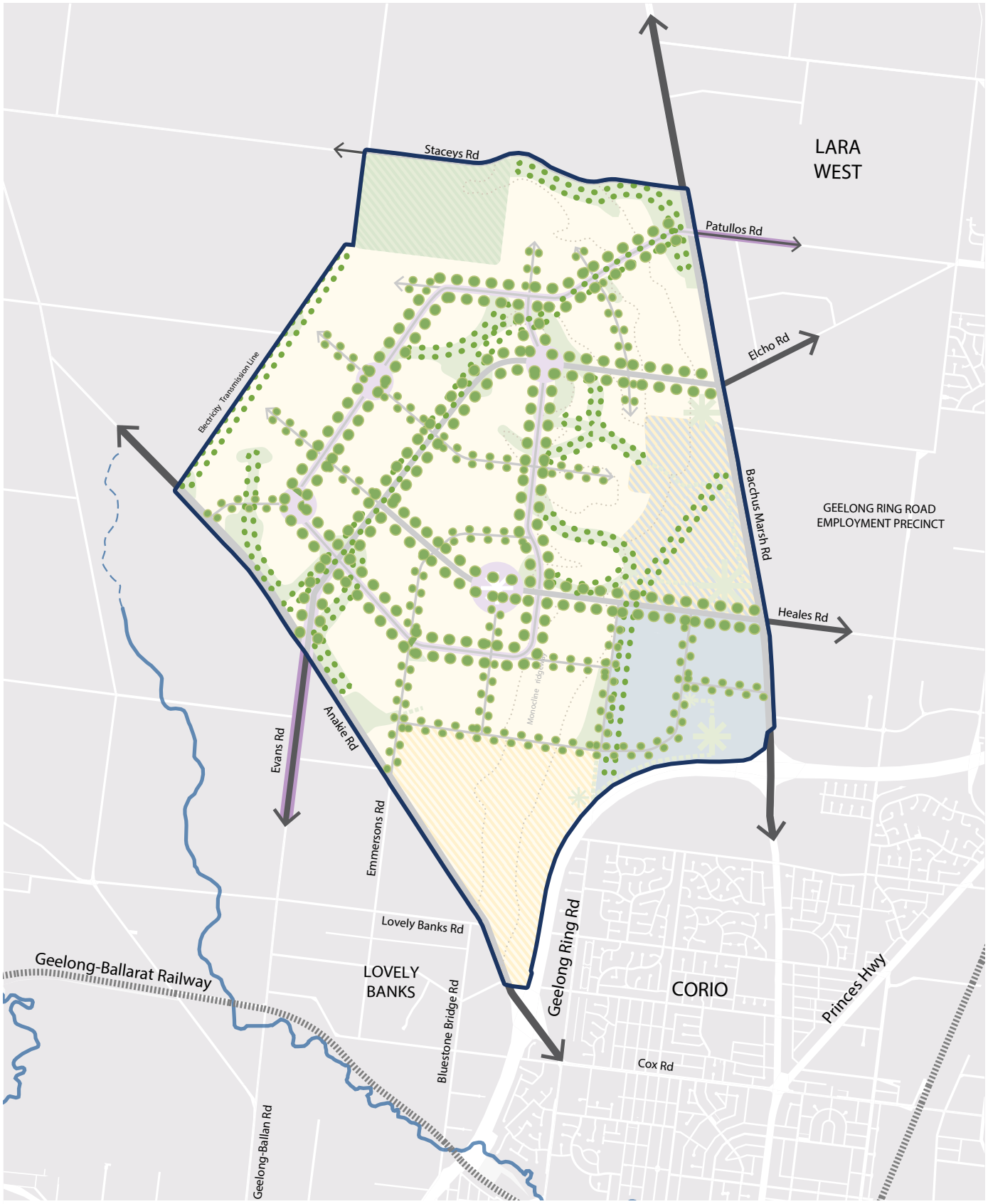
A compact urban form will support a higher population within neighbourhood catchments, providing the critical mass necessary to support high performing local economies and generate lively, active, socially-connected and interesting public spaces.

ACTION N.2.1.8

Subdivision layouts will be adapted to suit local landforms, key view lines and natural elements.

Neighbourhood design will require subdivision layouts to suit local landforms and view lines whilst demonstrating environmentally sustainable design principles. Subdivision layouts will ensure that streets are oriented to maximise views to significant features and street networks will encourage pedestrians and cyclists to use the Clever and Creative Corridor.

PLAN 22 **NEIGHBOURHOOD AMENITY**
NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- LARGE TREE CANOPY COVER WATERWAYS
- LARGE TREE CANOPY COVER INTEGRATED TRANSPORT NETWORK

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NEIGHBOURHOOD AMENITY

NORTHERN GEELONG GROWTH AREA

CONTEXT

The appearance of a neighbourhood and its public realm is essential to its value within the community. Neighbourhood amenity builds social capital as it encourages residents to use and enjoy their surroundings in daily life. Strong communities are connected, creative and set within a healthy environment that promotes activity, health and well-being.

Neighbourhood amenity is experienced at the human scale. Residents, upon leaving their homes, should immediately feel encouraged to walk within their neighbourhoods and engage with their community. Tree-lined streetscapes and open spaces that are well vegetated and maintained create neighbourhood amenity. Comfort, safety and nearby attractive destinations encourage engagement with the public realm.

Significant tree canopy in neighbourhoods is fundamental to delivering high amenity within the neighbourhood and achieving a sense of place. Tree canopy cover provides shade to reduce heat and sun exposure, provides visual interest, delivers energy savings in buildings, provides habitat for wildlife, abates wind and improves the value of the street.

Broadly, creating and maintaining neighbourhood amenity is fundamental to securing Geelong's economic future. The amenity of the city attracts new residents, supports businesses, facilitates major infrastructure and investment in the city and its tourism, arts, culture and events.

The Northern Geelong Growth Area is largely treeless, pastoral land. Significant and early investment in the cultivation of tree canopy will be required by land developers to guarantee new communities will benefit from the appearance of trees in their neighbourhood.

ACTION N2.2.1

Tree canopy in the public realm will be maximised and contribute significantly to neighbourhood amenity. Tree canopy coverage, preferred species and priority locations for planting and revegetation will be consistent with the directions of the *Urban Forest Strategy* to deliver:

- **High tree canopy coverage on public and private land at a minimum of 25% suburban tree canopy at key destinations and along the Clever and Creative Corridor with complimentary in-and above-ground infrastructure.**
- **Priority tree planting at locations along waterways, open spaces and the integrated transport network**
- **A mix of local and indigenous species**
- **An extension of native canopy**

The *Urban Forest Strategy* sets key targets for performance of the public urban forest and provides a framework to encourage growth of the private realm urban forest. Tree planting will extend the canopy extent of conservation areas by using local indigenous species in the adjacent road networks.

ACTION N.2.2.2

Streets will be orientated to key destinations and the open space network.

The street network will create line of site and direct access to attractive destinations within neighbourhoods including the monocline ridgeway, gas pipeline linear corridor and waterways.


SHERRIN

ACTION N2.2.3

Car parking in local streets will not dominate the streetscape.

Streets will be designed for people and subdivision design will ensure that on-street parking does not dominate the streetscape in local streets. Street design will manage and limit excessive on-street parking.

ACTION N2.2.4

Public realm will be designed to be a comfortable, inviting, visually interesting and support biodiversity.

The Clever and Creative Corridor will be a central location for focusing high quality investments in the public realm delivered in partnership with local artists, cultural and community groups to establish public events and art and creative community initiatives. The broader street network will incorporate mechanisms to allow for native, drought tolerant planting in nature strips.

ACTION N2.2.5

High quality street furniture will be provided to maximise comfort for pedestrians, cyclists and public transport users at frequent spacing.

The Clever and Creative Corridor will be a focal point for delivery of high quality street furniture, including seats, shelters and rest areas that support sustainable transport modes. The broader street network, especially the monocline ridgeway, will deliver street furniture in areas of high activity and locations that capture key public views.

ACTION N2.2.6

Key existing arterial roads will be designed to ensure that upgrades and duplications reflect the urban nature of the area and provide high quality gateway treatments.

Road design on existing arterial roads will ensure that design speeds, cross sections, intersection treatments and interfaces are designed to respect the urban nature of the area, minimise widths and prioritise pedestrians, cyclists and public transport, where appropriate.

ACTION N2.2.7

Medium and high density housing areas will incorporate high quality public realm improvements to compensate for smaller private spaces.

Medium and high density housing areas will deliver more intensely planted street trees and centralised local parks to beautify the public realm and compensate for the loss of planting opportunities in private gardens.

NEIGHBOURHOOD SUSTAINABILITY

NORTHERN GEELONG GROWTH AREA

CONTEXT

Greater Geelong is a One Planet Council that is committed to creating a carbon neutral city-region as part of a clever and creative future. Creating new neighbourhoods that are climate resilient, net carbon positive and environmentally sustainable is essential to achieving the community's vision for prosperous, healthy communities within Greater Geelong.

Highly responsive and integrated environmentally sustainable design of infrastructure and the built and natural environment is fundamental to achieving sustainable neighbourhoods.

Delivering integrated water management solutions in the Western Geelong Growth Area is critical to protecting and enhancing its natural environment and maintaining healthy waterways.

The Clever and Creative Corridor will showcase how implementation of environmentally sustainable design, integrated water management and smart city technologies can be implemented within new communities.

ACTION N2.3.1

Urban development will be designed to achieve a zero carbon future for the Greater Geelong city-region.

An environmentally sustainable design (ESD) action plan will be prepared for each precinct structure plan demonstrating the actions that urban development will take to contribute net zero carbon to the city. A 'smart city' strategy will be included within the action plan that establishes a framework for monitoring the performance of new neighbourhoods in delivering sustainable development and more efficient urban service systems. The Clever and Creative Corridor will support implementation of these technologies.

ACTION N2.3.2

Neighbourhood layout and orientation will reduce energy consumption and create comfortable buildings and resilient communities

Neighbourhood design will prioritise site and street layout to maximise north-facing facades and promote building massing and associated planting to create winter solar gain, summer shading, wind breaks and ventilation.

ACTION N2.3.3

Energy systems will anticipate renewable supply sources through all land use types.

Network-scale renewable energy production and storage will be anticipated and demonstrated by urban development. As urban development progresses over time, neighbourhood-scale renewable opportunities will be investigated to provide appropriate renewable energy production, storage and trading. The action plan for each precinct will consider mandating the use of low-carbon energy sources and limiting the provision of natural gas to new urban development . The Clever and Creative Corridor will, where appropriate, be the central spine to implement network-scale renewable energy systems.

ACTION N2.3.4

Neighbourhoods will be designed to enable adoption of future, cleaner technologies.

Neighbourhoods will be designed with the capacity to adapt to new technologies including innovations in buildings, transport, energy and waste. The Clever and Creative Corridor will provide space for incorporating future technologies and will implement enabling infrastructure to support smart city assets, electric vehicle charging and autonomous vehicles.

ACTION N2.3.5

Innovation in the design of waste collection, transfer, treatment and disposal systems will be necessitated by large-scale urban development.

Waste minimisation, reuse and recycling that can be implemented in the construction and occupation of new neighbourhood will be assessed as part of each action plan to fulfil the City's strategic goal of zero waste to landfill. Consideration will be given to how waste infrastructure can be implemented into the Clever and Creative Corridor to support the zero waste to landfill goal.

ACTION N2.3.6

Neighbourhoods will maximise the use of alternative water sources to meet fit-for-purpose needs and deliver multi-functional benefits.

An integrated water management strategy will assess the feasibility of local and precinct-scale stormwater collection, treatment and reuse, wastewater treatment and reticulation through a dual-pipe network that delivers recycled water to each neighbourhood for appropriate domestic and commercial uses. The Clever and Creative Corridor will showcase best practice integrated water management approaches and will integrate water sensitive urban design into the public realm to create attractive, interesting and drought resistant landscape elements.

ACTION N2.3.7

Neighbourhoods will deliver safe, reliable, high quality drinking water and sewage services.

Drinking water and sewage services will meet mandatory standards for each neighbourhood.

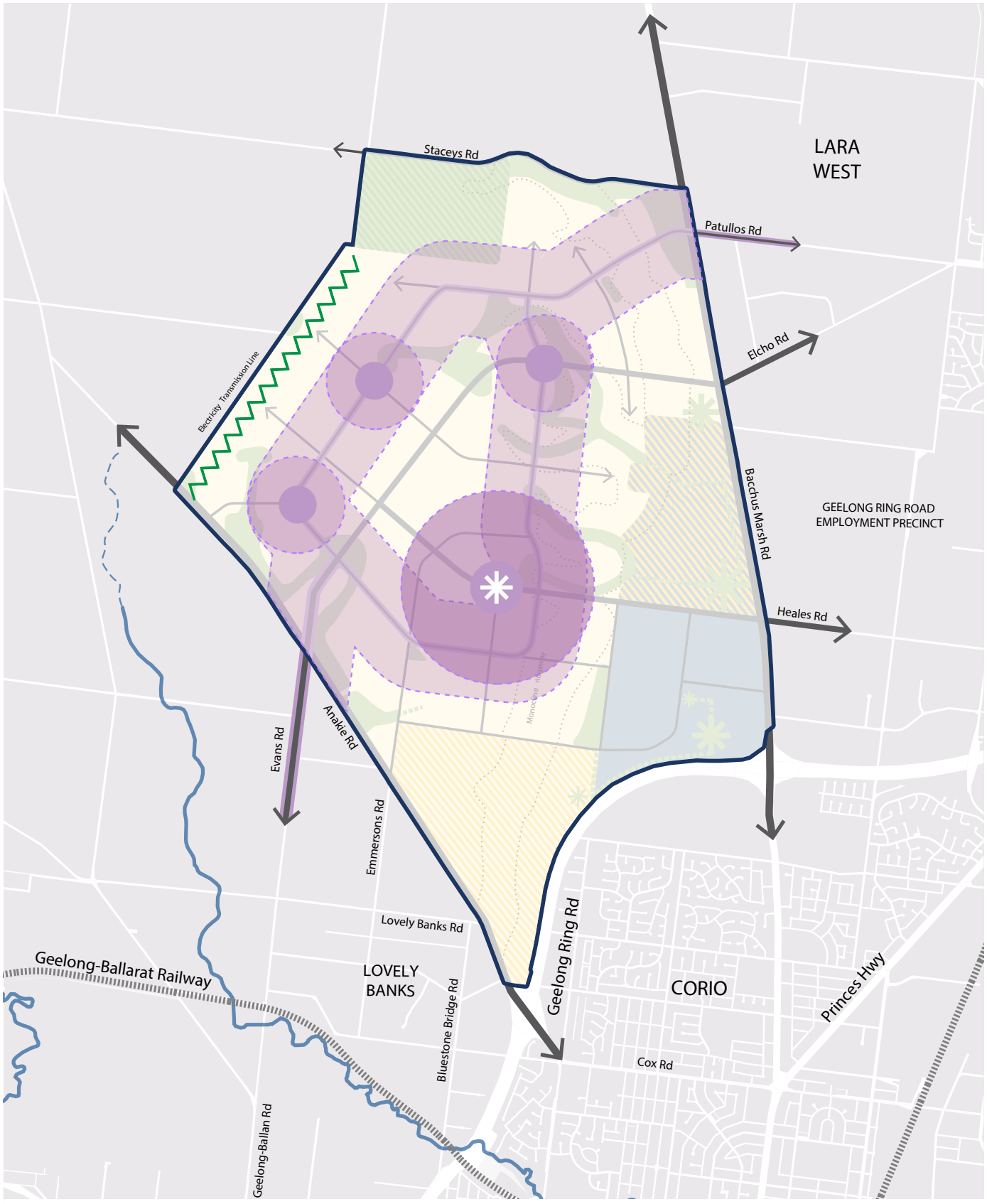
ACTION N2.3.8

New communities will enable innovative local food production opportunities

Multi-purpose urban spaces and appropriate planning mechanisms will support local food growth and community-based food growth opportunities. These opportunities will be supported in appropriate areas of the Clever and Creative Corridor.



PLAN 23 **HOUSING**
NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- MAJOR WATERCOURSE
- LOWER DENSITY — RURAL-URBAN INTERFACE
- CONVENTIONAL DENSITY
- MEDIUM DENSITY
- MEDIUM AND HIGH DENSITY
- HIGH DENSITY
- HIGH DENSITY — ACTIVITY CENTRES

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HOUSING

NORTHERN GEELONG GROWTH AREA

CONTEXT

Housing diversity is vital to the success of neighbourhoods. A diverse mix of housing types and densities caters to a diverse community where demographics and cultures are combined. Housing diversity underpins a neighbourhood that is vibrant, activated at all times throughout the day and maintains a range of services and facilities useful to all abilities and ages.

Housing diversity ensures that anyone can find a suitable place to live in the neighbourhood: where growing families can upsize, empty-nesters can downsize, and where students, workers and retirees can find compact living options that are affordable and close to services. Housing diversity enables higher densities to be achieved, promoting a greater population that supports high quality and efficient infrastructure and services and resists continuous urban expansion.

Housing diversity improves built form outcomes as varied typologies and interfaces in the streetscape create a more interesting, socially connected, vibrant and active neighbourhood.

Implementing environmentally sustainable design (ESD) principles in housing plays an important role in neighbourhood sustainability by creating healthier communities that minimise impacts on the natural environment to potentially reduce long-term financial pressures on the community.

The Clever and Creative Corridor provides the opportunity to showcase how the 'missing middle' (medium) density housing types can be supported within neighbourhoods and will be an area where housing diversity and adoption of best practice ESD principles will be encouraged.

ACTION N2.4.1

Urban development will deliver a diverse mix of housing options throughout each neighbourhood.

A mix of housing densities and typologies will be delivered to support a diverse community. Housing will offer choices that meet the broad and changing requirements of the community and implement universal design principles.

ACTION N2.4.2

Housing in medium density areas will cater for the 'missing middle' housing types.

Medium density residential areas will be encouraged to deliver low-rise, multi-unit and clustered housing types that are mixed with a variety of building types.

ACTION N2.4.3

Housing within and adjoining activity centres will be delivered at high density.

Urban design frameworks for sub-regional and neighbourhood activity centres will determine appropriate areas of high and medium density housing within and adjoining activity centres that promote increased vibrancy of the streetscape, more prosperous local economies and enable greater access to amenities and services.



ACTION N2.4.4

Housing on the monocline escarpment will be designed to integrate and enhance the natural amenity of the landform.

Housing throughout the monocline escarpment will be designed to enhance the amenity of its prominent landform. Design of housing on the monocline will provide a reasonable sharing of views and incorporate elements that integrate housing into the slope and deliver high quality buildings that minimise visual bulk.

ACTION N2.4.5

Housing in rural interface areas will be designed to appropriately respond to the neighbouring environment.

Areas of rural interface along the north-western boundary of the growth area will be designed with conventional densities and designs that respect the rural interface. Areas of the northern boundary adjoining Staceys Road will utilise the same principles if waterways are no longer required on the interface.

ACTION N2.4.6

Neighbourhoods will provide opportunities for aged-care and affordable, community and social housing.

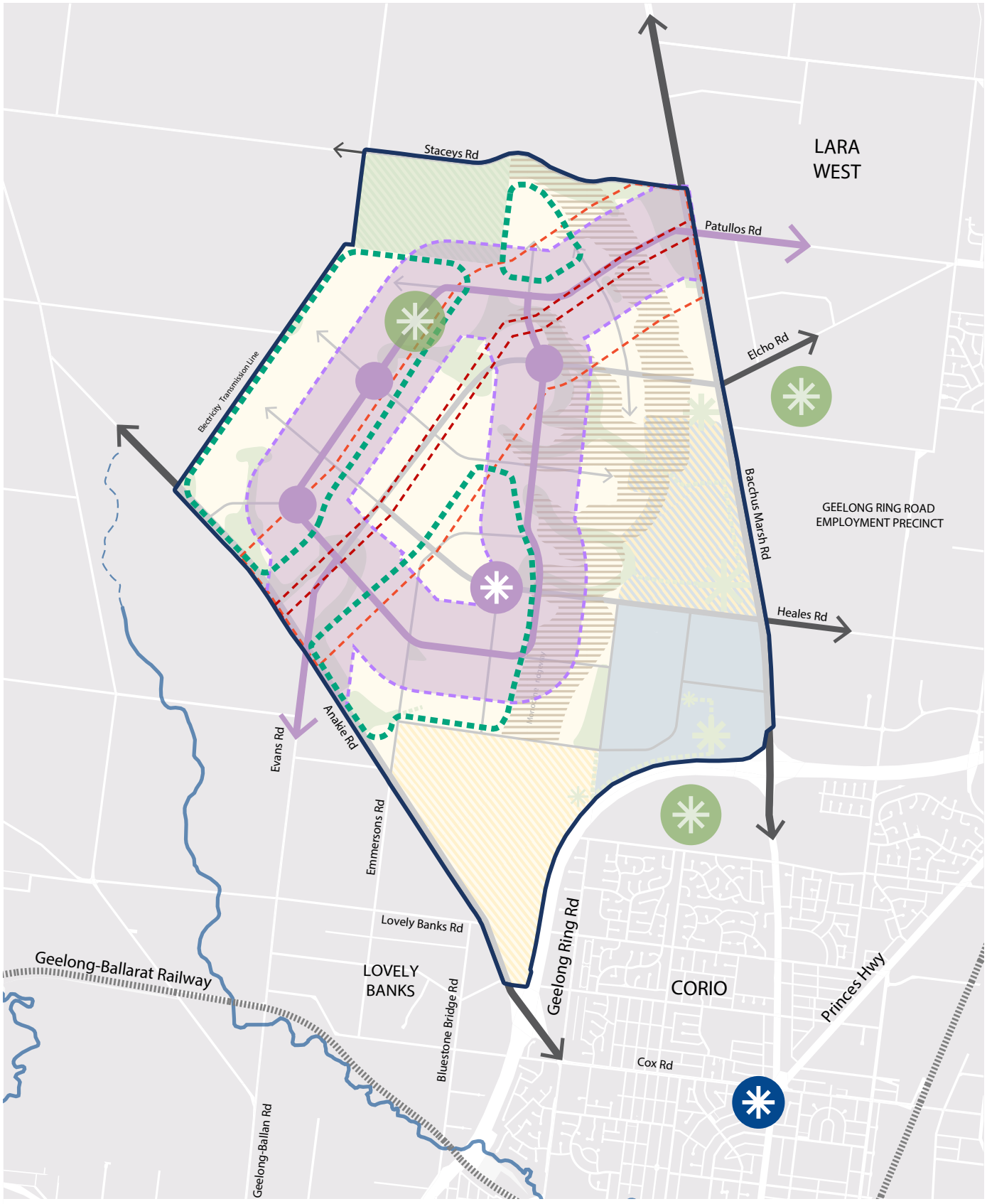
A mix of aged-care and affordable, community and social housing options will be encouraged within medium density areas to take advantage of services, amenities and public transport within a walkable distance.

ACTION N2.4.7

Housing will be encouraged to incorporate ESD principles in the design to deliver carbon neutral communities.

Housing design will incorporate guidelines on methods for achieving more climate resilient buildings that provide comfort during extreme heat events, drought, flooding and reduced resource dependency. Initiatives to encourage carbon neutral housing within the Clever and Creative Corridor will be explored as part of the relevant precinct structure plan.

PLAN 24 **SOCIAL INFRASTRUCTURE**
NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- LAND SUITABLE FOR COMMUNITY FACILITY — CLEVER AND CREATIVE CORRIDOR
- LAND SUITABLE FOR SPORTS RESERVES — FLAT TOPOGRAPHY AND LARGER LAND PARCELS
- GAS PIPELINE BUFFER — 65 METRES
- GAS PIPELINE BUFFER — 570 METRES
- MONOCLINE ESCARPMENT — STEEP TOPOGRAPHY, RIVERS AND CREEK CORRIDORS
- POTENTIAL LOCATION FOR SUB-REGIONAL SPORTS RESERVE — SUBJECT TO DETAILED INVESTIGATION
- NORTHERN ARC — HEALTH AND WELLBEING HUB

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SOCIAL INFRASTRUCTURE

NORTHERN GEELONG GROWTH AREA

CONTEXT

Social infrastructure is a fundamental component of the neighbourhood. Healthy communities enjoy easy access to a wide range of community facilities and services and public open space.

Social infrastructure will be delivered in the Northern Geelong Growth Area to provide a wide range of universal facilities and services including schools, community centres and meeting places, arts and cultural facilities and health and emergency services. Geelong's new neighbourhoods will be linked by a comprehensive open space network of local and linear parks and sport and recreation facilities.

The monocline ridgeway will provide an attractive linear corridor to link social infrastructure between neighbourhoods and allow views across Corio Bay. The western plateau of the growth area provides ideal land for sports reserves.

The estimated social infrastructure required to support new communities in the Northern Geelong Growth Area includes:

Community facilities

- One cultural hub that incorporate a library, arts and cultural spaces and meeting rooms
- Two multi-purpose community centres that incorporate a neighbourhood house, flexible community meeting spaces and community gardens
- Two neighbourhood centres that incorporate flexible community meeting spaces
- Two integrated children's centres incorporating maternal and child health services, community meeting spaces, a kindergarten and long and occasion care centres
- Two maternal and child health centres
- Two kindergartens
- Five long day child care centres
- One health and wellbeing centre incorporating a community health centre, flexible community meeting spaces, youth and seniors spaces and services to support aged, people with a disability and culturally and linguistically diverse members of the community
- Eight primary schools
- Two secondary schools
- One police station co-located with a justice centre
- One emergency service hub incorporating ambulance, fire and state emergency services.

Open space, sport and recreation

- The monocline ridgeway, a linear park providing public access to the precinct's best view lines
- The gas pipeline linear corridor, a linear park providing dedicated active transport movements
- A network of active open space (sports and recreation) and passive open space (local parks) for residential land throughout the growth area equivalent to 10% of the net developable area
- Internal demand throughout the growth area for a sub-regional sport reserves and facilities on ten hectares of unencumbered land
- Two indoor recreation centres
- A network of passive open space (local parks) for employment land throughout the growth area equivalent to 2% of the net developable area.

The anticipated population of the growth areas satisfies approximately half the benchmark provision trigger of 200,000 residents. Future demands on major health facilities will be assessed as part of Geelong's growth and should be co-located with sub-regional activity centre, if provided.

ACTION N2.5.1

A social infrastructure needs assessment will be undertaken for each precinct that identifies the community facilities and open space required to support new residents.

The assessment will provide recommendations for the provision of social infrastructure based on anticipated dwelling and population yields to be determined by detailed planning. Each assessment will be prepared to deliver social infrastructure in accordance with the Social Infrastructure Plan.

ACTION N2.5.2

Social infrastructure will be highly accessible to the entire community.

Social infrastructure will be comprehensive and interconnected delivering:

- Community hubs along the Clever and Creative Corridor unless prohibited by land use constraints
- Delivering active and passive open space along the Clever and Creative Corridor and/or waterway corridors, where landform is suitable and not fragmented
- Delivering a network of active and passive open space equivalent to ten per cent of the developable land in the growth area.

ACTION N2.5.3

Social infrastructure will be provided to new neighbourhoods in the early stages of urban development.

Early provision of infrastructure is critical to building social capital within new communities and enhancing the social value of new neighbourhoods. Social infrastructure will be delivered to ensure that each precinct is supported with 'standalone' infrastructure so that communities are not reliant on long-term development outcomes.

ACTION N2.5.4

Innovative methods of delivering social infrastructure will be explored to identify best practice provision methods that meet the needs of the community.

Delivery of social infrastructure will maximise community benefit by identifying innovative provision methods including private-public partnerships, shared use of infrastructure between facilities and services, and methods to secure land at the lowest cost to the community.

ACTION N2.5.5

Design of social infrastructure will create community spaces that are flexible, adaptable and multi-purpose.

Social infrastructure will be delivered with the capacity to incorporate a wide range of services that deliver benefits to the whole community and adapt to their changing needs.

ACTION N2.5.6

Community facilities will deliver accessible cultural spaces that support a wide range of cultural and community outcomes.

The network of higher-order community facilities will cater for large-format outdoor events spaces that are suitable for arts and cultural programs hosted within the community.

ACTION N2.5.7

Social infrastructure will be co-located to enable integration of services and create accessible, vibrant and socially diverse community hubs.

Co-location of social infrastructure allows access to a broad range of services in a single location to promote accessibility and social cohesion.

ACTION N2.5.8

The sub-regional activity centre will support higher-order social infrastructure.

An urban design framework will be prepared for the sub-regional activity centre that identifies higher-order community facilities in locations that support an accessible and vibrant heart of the community.

ACTION N2.5.9

Social infrastructure and open space will be safe and accessible with high-quality active and public transport connections and active road frontages.

Social infrastructure will be designed and located to ensure that frontages are activated with attractive interfaces and provide passive surveillance and direct connections to active transport and public transport. Social infrastructure and open space will be integrated to enable complementary use of spaces.

ACTION N2.5.10

Integrated water management will maximise 'green-blue connections' to active open space that allows the operation of attractive, all-year facilities.

Integrated water management will identify methods to utilise water sensitive urban design (WSUD), stormwater treatment and recycled water to deliver open spaces that remain useable and attractive throughout the year. Local parks and sports reserves will be located along waterways and river corridors, where appropriate. Co-location of parks and reserves will seek to link and extend the recreational benefits to encumbered land.

ACTION N2.5.11

Emergency services will be located with direct accessibility to the Geelong Ring Road and the arterial road network.

The high accessibility requirements of emergency services will be catered for in the design of the integrated transport network.

ACTION N2.5.12

The delivery of sub-regional active open space will be delivered in a manner that maximises the broader community benefit.

Sub-regional facilities serve the needs of both existing and new communities and their provision will be subject to detailed location assessments that consider their broader accessibility, connectivity to complementary uses, co-location with smaller facilities and the use of existing assets.

ACTION N2.5.13

Key features of the growth area will be utilised to create social capital with the community including:

- **The Clever and Creative Corridor**
- **Continuous public realm and linear open space along the monocline ridgeway, allowing panoramic views across the region.**

The monocline ridgeway provides excellent opportunities for passive enjoyment and can provide linkages between social infrastructure between neighbourhoods. Master planning for each of these assets should maximise the integration for social infrastructure in balance with other considerations.



NEIGHBOURHOOD DESIGN

WESTERN GEELONG GROWTH AREA

CONTEXT

Effective neighbourhood design provides a site-specific design response. The neighbourhood highlights the existing characteristics of the land and celebrates natural and existing features, including landforms and view lines, topography, waterways, native vegetation and established trees, heritage and cultural values.

Demanding that the urban landscape utilises these elements – or makes up for their absence - is fundamental to the growth and ongoing success of a neighbourhood. Establishing the structure of the neighbourhood relies on interpreting the land.

Neighbourhoods in the Western Geelong Growth Area will create their own local sense of place based on the nature of the land and their proximity to services and activity. Each neighbourhood, despite its unique neighbourhood design, will form part of the larger, Greater Geelong community.

ACTION W2.1.1

Urban development will adopt 20-minute neighbourhood design principles.

Geelong's new neighbourhoods will allow residents to live locally and meet most of their everyday needs within a 20-minute walk, cycle or local public transport trip of their home. The design of each neighbourhood will place activity centres, health facilities and services, schools, local parks and recreation facilities along the Clever and Creative Corridor within the 20-minute neighbourhood catchments.

ACTION W2.1.2

Walkability and cycling for local trips will be prioritised in the design of neighbourhoods.

Vibrant, walkable and rideable neighbourhoods encourage people to walk and ride within the neighbourhood. Compact neighbourhood structures set around the Clever and Creative Corridor will support a connected, safe and legible network of shared paths. Streetscape design will give priority to pedestrians and cyclists in neighbourhoods and activity centres to encourage healthy, active and engaging communities

ACTION W2.1.3

Neighbourhoods will be designed to create a unique sense of place, character and identity.

Neighbourhoods will enhance and interpret their unique localities including the natural characteristics, landform, features and heritage values. Neighbourhoods will offer unique interface treatments to the Clever and Creative Corridor that provide legibility in the urban landscape and deliver additional design initiatives in areas of limited amenity.

ACTION W2.1.4

Neighbourhoods along the river and creek corridors and conservation areas will respond to the significance of the environments.

Urban development adjoining the Barwon River, Moorabool River, Cowies Creek and Dog Rocks Flora and Fauna Sanctuary will highlight and enhance their natural features by framing the corridors with active frontages and streets that reflect their ecological significance.

ACTION W2.1.5

Public spaces will be designed to be safe, comfortable and inviting.

Passive surveillance will be maximised to ensure public places feel safe and inviting.

ACTION W2.1.6

Minimum density requirements will be applied to deliver a compact urban form as illustrated in Plan 26 and include:

- **Medium density housing within 400 metres of neighbourhood activity centres and locations on the Clever and Creative Corridor that offer employment, public transport access and community hubs**
- **Higher densities within 800 metres of the sub-regional activity centre before transitioning to medium density within the outer halves of these catchments.**

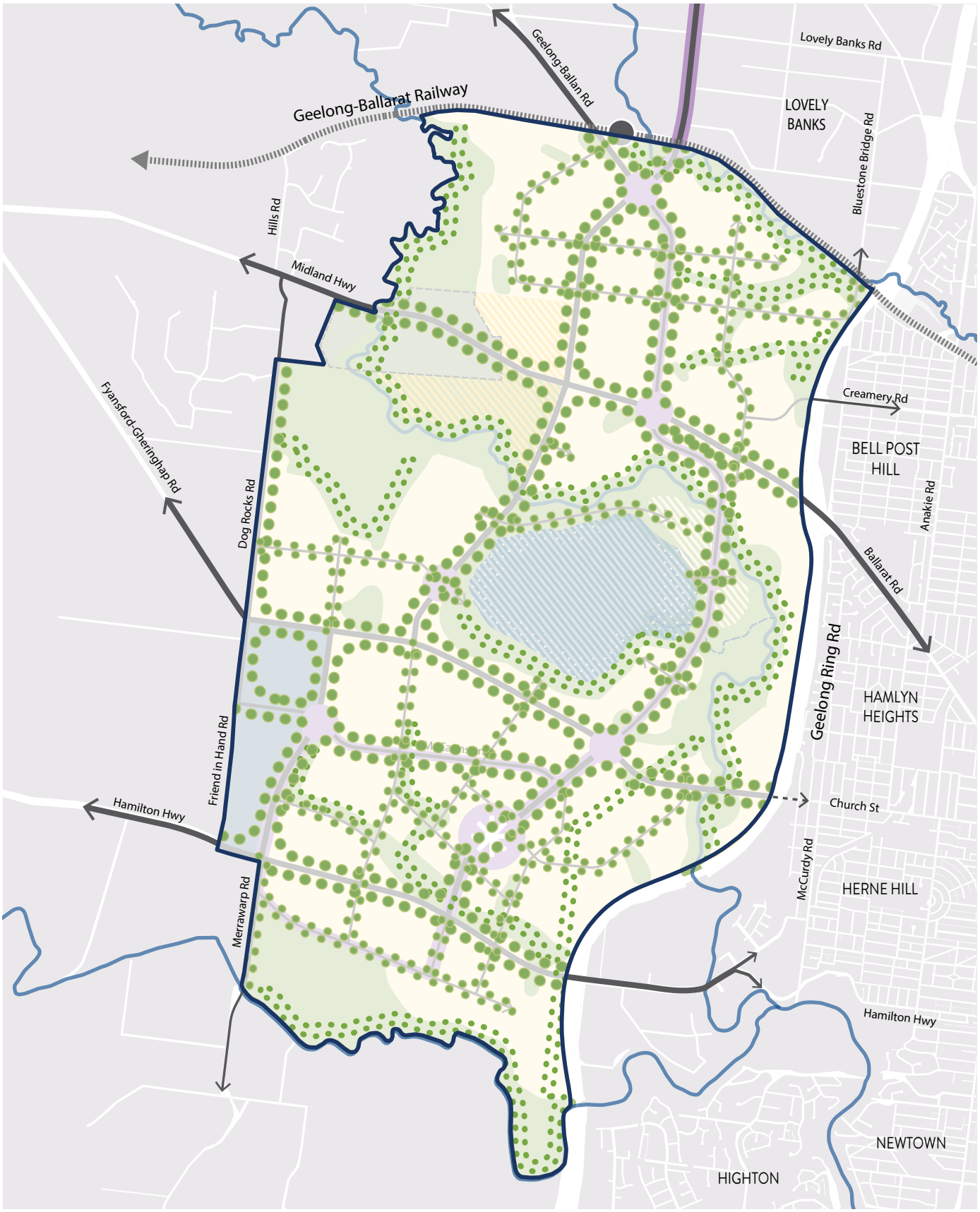
A compact urban form will support a higher population within neighbourhood catchments, providing the critical mass necessary to support high performing local economies and generate lively, active, socially-connected and interesting public spaces.

ACTION W2.1.7

Subdivision layouts will be adapted to suit local landforms, key view lines and natural elements.

Neighbourhood design will require subdivision layouts to suit local landforms and view lines whilst demonstrating environmentally sustainable design principles. Subdivision layouts will ensure that streets are oriented to maximise views to river and creek corridors and surrounding the lake and lakeside recreation areas. Street networks will encourage pedestrians and cyclists to use the Clever and Creative Corridor.

PLAN 25 **NEIGHBOURHOOD AMENITY**
WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- LARGE TREE CANOPY COVER WATERWAYS
- LARGE TREE CANOPY COVER INTEGRATED TRANSPORT NETWORK

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NEIGHBOURHOOD AMENITY

WESTERN GEELONG GROWTH AREA

CONTEXT

The appearance of a neighbourhood and its public realm is essential to its value within the community. Neighbourhood amenity builds social capital as it encourages residents to use and enjoy their surroundings in daily life. Strong communities are connected, creative and set within a healthy environment that promotes activity, health and well-being.

Neighbourhood amenity is experienced at the human scale. Residents, upon leaving their homes, should immediately feel encouraged to walk within their neighbourhoods and engage with their community. Tree-lined streetscapes and open spaces that are well vegetated and maintained create neighbourhood amenity. Comfort, safety and nearby, attractive destinations encourage engagement with the public realm.

Significant tree canopy in neighbourhoods is fundamental to delivering high amenity within the neighbourhood and creating achieving a sense of place. Tree canopy cover provides shade to reduce heat and sun exposure, provides visual interest, delivers energy savings in buildings, provides habitat for wildlife, abates wind and improves the value of the street.

Broadly, creating and maintaining neighbourhood amenity is fundamental to securing Geelong's economic future. The amenity of the city attracts new residents, supports businesses, facilitates major infrastructure and investment in the city and its tourism, arts, culture and events.

The Western Geelong Growth Area has many natural amenities that will be complemented by high neighbourhood amenity. Other large areas are treeless pastoral land or in need of significant rehabilitation and will require significant and early investment in the cultivation of tree canopy by land developers.

ACTION W2.2.1

Tree canopy in the public realm will be maximised and contribute significantly to neighbourhood amenity. Tree canopy coverage, preferred species and priority locations for planting and revegetation will be consistent with the directions of the *Urban Forest Strategy* to deliver:

- **High tree canopy coverage on public and private land at a minimum of 25% suburban tree canopy at key destinations and along the Clever and Creative Corridor with complimentary in-and above-ground infrastructure.**
- **Priority tree planting at locations along waterways, open spaces and the integrated transport network**
- **A mix of local and indigenous species**
- **An extension of native canopy**

The *Urban Forest Strategy* sets key targets for performance of the public urban forest and provides a framework to encourage growth of the private realm urban forest. Tree planting will extend the canopy extent of conservation areas by using local indigenous species in the adjacent road networks.

ACTION W2.2.2

Streets will be orientated to key destinations and the open space network.

The street network will create line of site and direct access to attractive destinations within neighbourhoods including the lake and lakeside recreation areas, river and creek corridors and Dog Rocks Flora and Fauna Sanctuary.

ACTION W2.2.3

Car parking in local streets will not dominate the streetscape.

Streets will be designed for people and subdivision design will ensure that on-street parking does not dominate the streetscape in local streets. Street design will manage and limit excessive on-street parking.

ACTION W2.2.4

Public realm will be designed to be a comfortable, inviting, visually interesting and support biodiversity.

The Clever and Creative Corridor will be a central location for focusing high quality investments in the public realm delivered in partnership with local artists, cultural and community groups to establish public events and art and creative community initiatives. The broader street network will incorporate mechanisms to allow for native, drought tolerant planting in nature strips.

ACTION W2.2.5

High quality street furniture will be provided to maximise comfort for pedestrians, cyclists and public transport users at frequent spacing.

The Clever and Creative Corridor will be a focal point for delivery of high quality street furniture, including seats, shelters and rest areas that support sustainable transport modes. The broader street network will deliver street furniture in areas of high activity and at locations that capture key public views.

ACTION W2.2.6

Key existing arterial roads will be designed to ensure that upgrades and duplications reflect the urban nature of the area and provide high quality gateway treatments.

Road design on existing arterial roads will ensure that design speeds, cross sections, intersection treatments and interfaces are designed to respect the urban nature of the area, minimise widths and prioritise pedestrians, cyclists and public transport, where appropriate.

ACTION W2.2.7

Medium and high density housing areas will incorporate higher quality public realm improvements to compensate for smaller private spaces.

Medium and high density housing areas will deliver more intensely planted street trees and centralised local parks to beautify the public realm and compensate for the loss of planting opportunities in private gardens.



NEIGHBOURHOOD SUSTAINABILITY

WESTERN GEELONG GROWTH AREA

CONTEXT

Greater Geelong is a One Planet Council that is committed to creating a carbon neutral city-region as part of a clever and creative future. Creating new neighbourhoods that are climate resilient, net carbon positive and environmentally sustainable is essential to achieving the community's vision for prosperous, healthy communities within Greater Geelong.

Highly responsive and integrated environmentally sustainable design of infrastructure and the built and natural environment is fundamental to achieving sustainable neighbourhoods.

Delivering integrated water management solutions in the Western Geelong Growth Area is critical to protecting and enhancing its natural environment and maintaining healthy waterways.

The Clever and Creative Corridor will showcase how implementation of environmentally sustainable design, integrated water management and smart city technologies can be implemented within new communities.

ACTION W2.3.1

Urban development will be designed to achieve a zero carbon future for the Greater Geelong city-region.

An environmentally sustainable design (ESD) action plan will be prepared for each precinct structure plan demonstrating the actions that urban development will take to contribute net zero carbon to the city. A 'smart city' strategy will be included within the action plan that establishes a framework for monitoring the performance of new neighbourhoods in delivering sustainable development and more efficient urban service systems. The Clever and Creative Corridor will support implementation of these technologies.

ACTION W2.3.2

Neighbourhood layout and orientation will reduce energy consumption and create comfortable buildings and resilient communities

Neighbourhood design will prioritise site and street layout to maximise north-facing facades and promote building massing and associated planting to create winter solar gain, summer shading, wind breaks and ventilation.

ACTION W2.3.3

Energy systems will anticipate renewable supply sources through all land use types.

Network-scale renewable energy production and storage will be anticipated and demonstrated by urban development. As urban development progresses over time, neighbourhood-scale renewable opportunities will be investigated to provide appropriate renewable energy production, storage and trading. The action plan for each precinct will consider mandating the use of low-carbon energy sources and limiting the provision of natural gas to new urban development. The Clever and Creative Corridor will, where appropriate, be the central spine to implement network-scale renewable energy systems.

ACTION W2.3.4

Neighbourhoods will be designed to enable adoption of future, cleaner technologies.

Neighbourhoods will be designed with the capacity to adapt to new technologies including innovations in buildings, transport, energy and waste. The Clever and Creative Corridor will provide space for incorporating future technologies and will implement enabling infrastructure to support smart city assets, electric vehicle charging and autonomous vehicles.

ACTION W2.3.5

Innovation in the design of waste collection, transfer, treatment and disposal systems will be necessitated by large-scale urban development.

Waste minimisation, reuse and recycling that can be implemented in the construction and occupation of new neighbourhood will be assessed as part of each action plan to fulfil the City's strategic goal of zero waste to landfill. Consideration will be given to how waste infrastructure can be implemented into the Clever and Creative Corridor to support the zero waste to landfill goal.

ACTION W2.3.6

Neighbourhoods will maximise the use of alternative water sources to meet fit-for-purpose needs and deliver multi-functional benefits.

An integrated water management strategy will assess the feasibility of local and precinct-scale stormwater collection, treatment and reuse, wastewater treatment and reticulation through a dual-pipe network that delivers recycled water to each neighbourhood for appropriate domestic and commercial uses. The Clever and Creative Corridor will showcase best practice integrated water management approaches and will integrate water sensitive urban design into the public realm to create attractive, interesting and drought resistant landscape elements.

ACTION W2.3.7

Neighbourhoods will deliver safe, reliable, high quality drinking water and sewage services.

Drinking water and sewage services will meet mandatory standards for each neighbourhood.

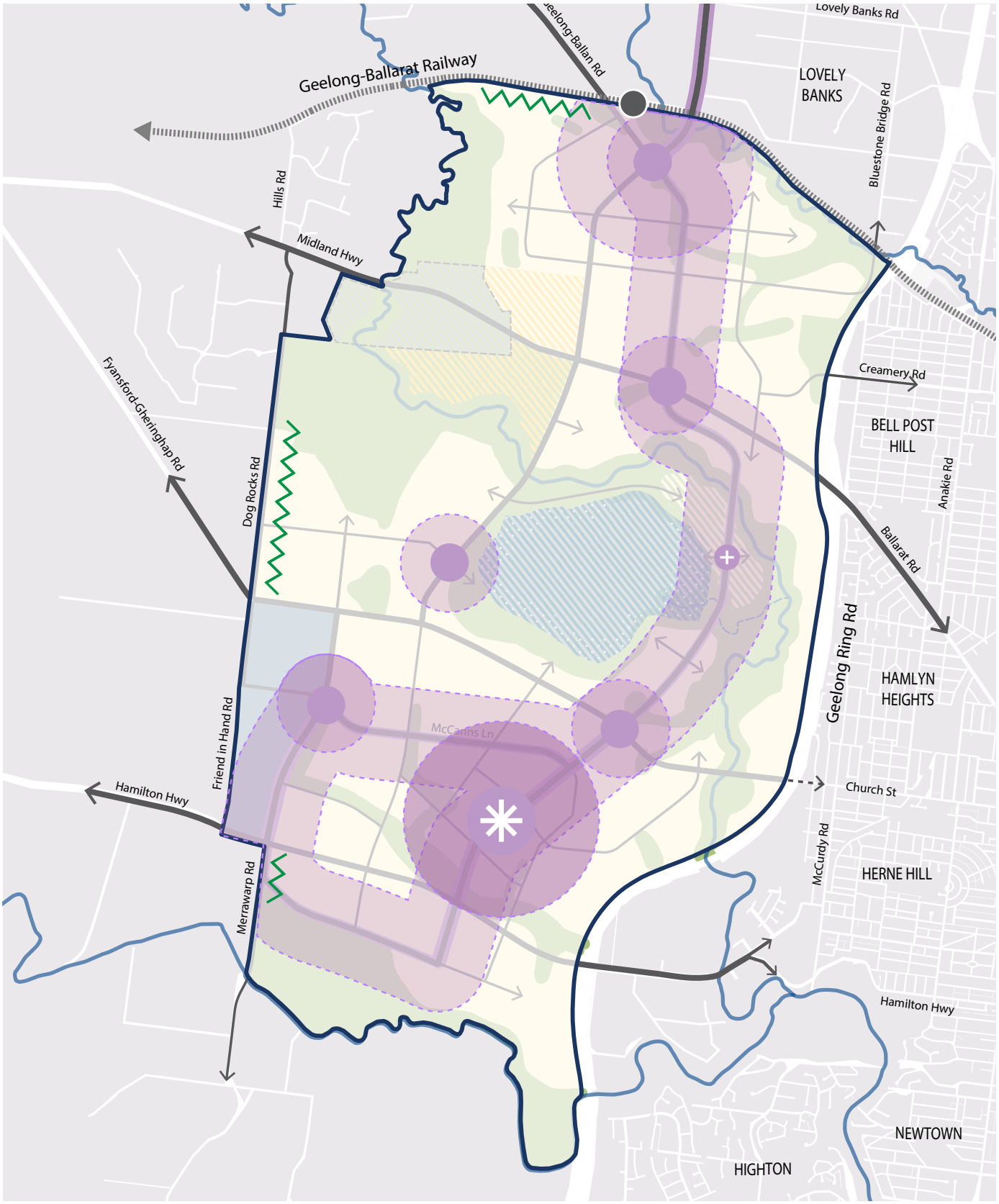
ACTION W2.3.8

New communities will enable innovative local food production opportunities

Multi-purpose urban spaces and appropriate planning mechanisms will support local food growth and community-based food growth opportunities. These opportunities will be supported in appropriate areas of the Clever and Creative Corridor.



PLAN 26 **HOUSING**
WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- MAJOR WATERCOURSE
- LOWER DENSITY — RURAL-URBAN INTERFACE
- CONVENTIONAL DENSITY
- MEDIUM DENSITY
- MEDIUM AND HIGH DENSITY
- HIGH DENSITY
- HIGH DENSITY — ACTIVITY CENTRES

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HOUSING

WESTERN GEELONG GROWTH AREA

CONTEXT

Housing diversity is vital to the success of neighbourhoods. A diverse mix of housing types and densities caters to a diverse community where demographics and cultures are combined. Housing diversity underpins a neighbourhood that is vibrant, activated at all times throughout the day and maintains a range of services and facilities useful to all abilities and ages.

Housing diversity ensures that anyone can find a suitable place to live in the neighbourhood: where growing families can upsize, empty-nesters can downsize, and where students, workers and retirees can find compact living options that are affordable and close to services. Housing diversity enables higher densities to be achieved, promoting a greater population that supports high quality and efficient infrastructure and services and resists continuous urban expansion.

Housing diversity improves built form outcomes as varied typologies and interfaces in the streetscape create a more interesting, socially connected, vibrant and active neighbourhood.

Implementing environmentally sustainable design (ESD) principles in housing plays an important role in neighbourhood sustainability by creating healthier communities that minimise impacts on the natural environment to potentially reduce long-term financial pressures on the community.

The Clever and Creative Corridor provides the opportunity to showcase how the 'missing middle' (medium) density housing types can be supported within neighbourhoods and will be an area where housing diversity and adoption of best practice ESD principles will be encouraged.

ACTION W2.4.1

Urban development will deliver a diverse mix of housing options throughout each neighbourhood.

A mix of housing densities and typologies will be delivered to support a diverse community. Housing will offer choices that meet the broad and changing requirements of the community and implement universal design principles.

ACTION W2.4.2

Housing in medium density areas will cater for the 'missing middle' housing types.

Medium density residential areas will be encouraged to deliver low-rise, multi-unit and clustered housing types that are mixed with a variety of building types.

ACTION W2.4.3

Housing within and adjoining activity centres will be delivered at high density.

Urban design frameworks for sub-regional and neighbourhood activity centres will determine appropriate areas of high and medium density housing within and adjoining activity centres that promote increased vibrancy of the streetscape, more prosperous local economies and enable greater access to amenities and services.

ACTION W2.4.4

Housing along the river and creek corridors will be designed to integrate and enhance the natural amenity of the landform.

Housing throughout the monocline escarpment be designed to enhance the amenity of its prominent landform. Design of housing on the monocline will provide a reasonable sharing of views and incorporate elements that integrate housing into the slope and deliver high quality buildings that minimise visual bulk.

ACTION W2.4.5

Housing in direct proximity to Batesford township, Dog Rocks Flora and Fauna Sanctuary and in rural interface areas will be designed to appropriately respond to the neighbouring environment.

Areas of rural interface along the north-western and western boundaries of the growth area will be designed with designs that respect the rural interfaces, and character and amenity of the Batesford township and surroundings.

ACTION W2.4.6

Neighbourhoods will provide opportunities for aged-care and affordable, community and social housing.

A mix of aged-care, affordable, community and social housing options will be encouraged within medium density areas to take advantage of services, amenities and public transport within a walkable distance.

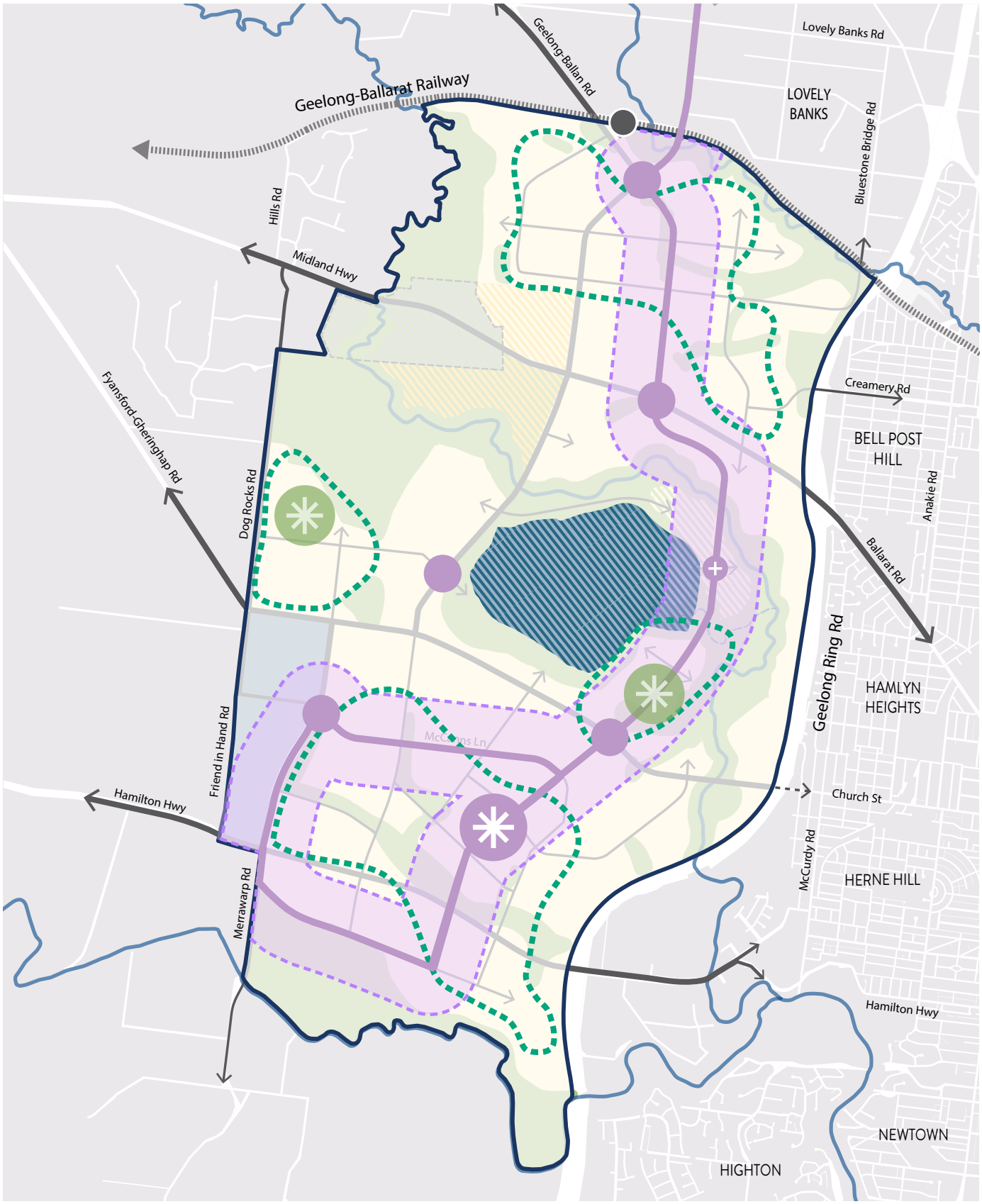
ACTION W2.4.7

Housing will be encouraged to incorporate ESD principles in the design to deliver carbon neutral communities.

Housing design will incorporate guidelines on methods for achieving more climate resilient buildings that provide comfort during extreme heat events, drought, flooding and reduced resource dependency. Initiatives to encourage carbon neutral housing within the Clever and Creative Corridor will be explored as part of the relevant precinct structure plan.



PLAN 27 **SOCIAL INFRASTRUCTURE**
WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- LAND SUITABLE FOR COMMUNITY FACILITY
  CLEVER AND CREATIVE CORRIDOR
- LAND SUITABLE FOR SPORTS RESERVES
  FLAT TOPOGRAPHY AND LARGER LAND PARCELS
- LAKE WATERBODY
  WITH SURROUNDING OPEN SPACE NETWORK
- POTENTIAL LOCATION FOR SUB-REGIONAL SPORTS RESERVE
  SUBJECT TO DETAILED INVESTIGATION

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SOCIAL INFRASTRUCTURE

WESTERN GEELONG GROWTH AREA

CONTEXT

Social infrastructure is a fundamental component of the neighbourhood. Healthy communities enjoy easy access to a wide range of community facilities, services and public open space.

Social infrastructure will be delivered in the Western Geelong Growth Area to provide a wide range of universal facilities and services including schools, community centres and meeting places, arts and cultural facilities and health and emergency services. Western Geelong's new neighbourhoods will be linked by a comprehensive open space network of local and linear parks and sport and recreation facilities.

River and creek corridors offer an attractive linear corridor that will link social infrastructure between neighbourhoods and to central Geelong via the Barwon River corridor.

The centrepiece of Western Geelong is a lake. Transformation of Batesford Quarry to a recreational lake is a city-shaping opportunity that will create a new landmark for Geelong.

The estimated social infrastructure required to support new communities in the Western Geelong Growth Area includes:

Community facilities

- One cultural hub that incorporate a library, arts and cultural spaces and meeting rooms
- Three multi-purpose community centres that incorporate a neighbourhood house, flexible community meeting spaces and community gardens
- Three neighbourhood centres that incorporate flexible community meeting spaces
- Two integrated children's centres incorporating maternal and child health services, community meeting spaces, a kindergarten and long and occasion care centres
- Three maternal and child health centres
- Four kindergartens
- Six long day child care centres
- One health and wellbeing centre incorporating a community health centre, flexible community meeting spaces, youth and seniors spaces and services to support aged, disabled and culturally and linguistically diverse members of the community
- 10-11 primary schools
- Three secondary schools
- One police station collocated with a justice centre
- One emergency hub incorporating ambulance, fire and state emergency services.

Open space, sport and recreation

- Moorabool River corridor open space network
- Barwon River corridor open space network
- Cowies Creek corridor open space network
- Regional lake and open space reserve (former Batesford Quarry)
- A network of active open space (sports and recreation) and passive open space (local parks) for residential land throughout the growth area equivalent to 10% of the net developable area
- Internal demand throughout the growth area for a sub-regional sport reserves and facilities on twelve hectares of unencumbered land
- Two indoor recreation centres
- An aquatic centre
- A network of passive open space (local parks) for employment land throughout the growth area equivalent to 2% of the net developable area.

The anticipated population of the growth areas satisfies approximately half the benchmark provision trigger of 200,000 residents. Future demands on major health facilities will be assessed as part of Geelong's growth and should be co-located with sub-regional activity centre, if provided.

ACTION W2.5.1

A social infrastructure needs assessment will be undertaken for each precinct that identifies the community facilities and open space required to support new residents.

The assessment will provide recommendations for the provision of social infrastructure based on anticipated dwelling and population yields to be determined by detailed planning. Each assessment will be prepared to deliver social infrastructure in accordance with the Social Infrastructure Plan.

ACTION W2.5.2

Social infrastructure will be highly accessible to the entire community.

Social infrastructure will be comprehensive and interconnected delivering:

- Community hubs along the Clever and Creative Corridor unless prohibited by land use constraints
- Delivering active and passive open space along the Clever and Creative Corridor and/or waterway corridors, where landform is suitable and not fragmented
- Delivering a network of active and passive open space equivalent to ten per cent of the developable land in the growth area.

ACTION W2.5.3

Social infrastructure will be provided to new neighbourhoods in the early stages of urban development.

Early provision of infrastructure is critical to building social capital within new communities and enhancing the social value of new neighbourhoods. Social infrastructure will be delivered to ensure that each precinct is supported with 'standalone' infrastructure so that communities are not reliant on long-term development outcomes.

ACTION W2.5.4

Innovative methods of delivering social infrastructure will be explored to identify best practice provision methods that meet the needs of the community.

Delivery of social infrastructure will maximise community benefit by identifying innovative provision methods including private-public partnerships, shared use of infrastructure between facilities and services, and methods to secure land at the lowest cost to the community.

ACTION W2.5.5

Design of social infrastructure will create community spaces that are flexible, adaptable and multi-purpose.

Social infrastructure will be delivered with the capacity to incorporate a wide range of services that deliver benefits to the whole community and adapt to their changing needs.

ACTION W2.5.6

Community facilities will deliver accessible cultural spaces that support a wide range of cultural and community outcomes.

The network of higher-order community facilities will cater for large-format outdoor events spaces that are suitable for arts and cultural programs hosted within the community.

ACTION W2.5.7

Social infrastructure will be co-located to enable integration of services and create accessible, vibrant and socially diverse community hubs.

Co-location of social infrastructure allows access to a broad range of services in a single location to promote accessibility and social cohesion.

ACTION W2.5.8

The sub-regional activity centre will support higher-order social infrastructure.

An urban design framework will be prepared for the sub-regional activity centre that identifies higher-order community facilities in locations that support an accessible and vibrant heart of the community.

ACTION W2.5.9

Social infrastructure and open space will be safe and accessible with high-quality active and public transport connections and active road frontages.

Social infrastructure will be designed and located to ensure that frontages are activated with attractive interfaces and provide passive surveillance and direct connections to active transport and public transport. Social infrastructure and open space will be integrated to enable complementary use of spaces.

ACTION W2.5.10

Integrated water management will maximise 'green-blue connections' to active open space that allows the operation of attractive, all-year facilities.

Integrated water management will identify methods to utilise water sensitive urban design (WSUD), stormwater treatment and recycled water to deliver open spaces that remain useable and attractive throughout the year. Local parks and sports reserves will be located along waterways and river corridors, where appropriate. Co-location of parks and reserves will seek to link and extend the recreational benefits to encumbered land.

ACTION W2.5.11

Emergency services will be located with direct accessibility to the Geelong Ring Road and the arterial road network.

The high accessibility requirements of emergency services will be catered for in the design of the integrated transport network.

ACTION W2.5.12

The delivery of sub-regional active open space will be delivered in a manner that maximises the broader community benefit.

Sub-regional facilities serve the needs of both existing and new communities and their provision will be subject to detailed location assessments that consider their broader accessibility, connectivity to complementary uses, co-location with smaller facilities and the use of existing assets.

ACTION W2.5.13

Key features of the growth area will be utilised for social infrastructure and celebrated to create social capital within the community including:

- **The Clever and Creative Corridor**
- **Regional-scale open space and recreation opportunities created with the transformation of Batesford Quarry**
- **Regional-scale open space corridors along the Barwon River, Moorabool River and Cowies Creek.**

The river and creek corridors provide excellent locations for recreation and passive enjoyment and can provide linkages between social infrastructure between neighbourhoods. Transformation of the Batesford Quarry is a city-shaping regional open space opportunity. Master planning for each of these assets should maximise the integration for social infrastructure in balance with other considerations.


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ECONOMY

ECONOMY

ECONOMY is the element that commits Geelong's growth areas to contribute to our creative, enterprising and prosperous economic future.

Access to local jobs and wider employment opportunities is a major contributor to the health and sustainability of new communities. The Northern and Western Geelong Growth Areas are well positioned to create business opportunities that are diverse, competitive and supported by a highly skilled workforce.

Economy in the Northern Geelong Growth Area will capitalise on direct access to many of Geelong's diverse employment hubs including the Geelong Ring Road Employment Precinct, Avalon Airport and the Port of Geelong. Panoramic views and distinctive landforms afforded by the Lovely Banks monocline will provide an attractive setting for its activity centres.

The Western Geelong Growth Area will create a network of activity centres anchored by its most significant features including the river and rail corridors, employment precinct and lake. Dual access points to the Western District via the Hamilton and Midland Highways is a key advantage of its employment precinct.

Activity centres throughout the growth area will support sustainable, self-sufficient communities that enjoy services, facilities and places to meet and work in their neighbourhood.

ECONOMY considers the future economic landscape of the Northern and Western Geelong Growth Areas including the network of activity centres and employment precincts that will support a resilient, adaptive and innovative workforce.



PREVIOUS PAGE: CLEVER AND CREATIVE ECOMONY
– GEELONG FUTURE ECONOMY PRECINCT, DEAKIN UNIVERSITY

ECONOMY in the Northern and Western Geelong Growth Areas will be guided by these community aspirations, one planet principles and project objectives.



A prosperous economy that supports jobs and education opportunities



A leader in developing and adopting technology



A destination that attracts local and international visitors



Creativity drives culture



Equity and local economy

Creating safe, equitable places to live and work which support local prosperity and international fair trade.



Local and sustainable food

Promoting sustainable humane farming and healthy diets in local, seasonal organic food and vegetable protein.



Plan for local employment in North Geelong

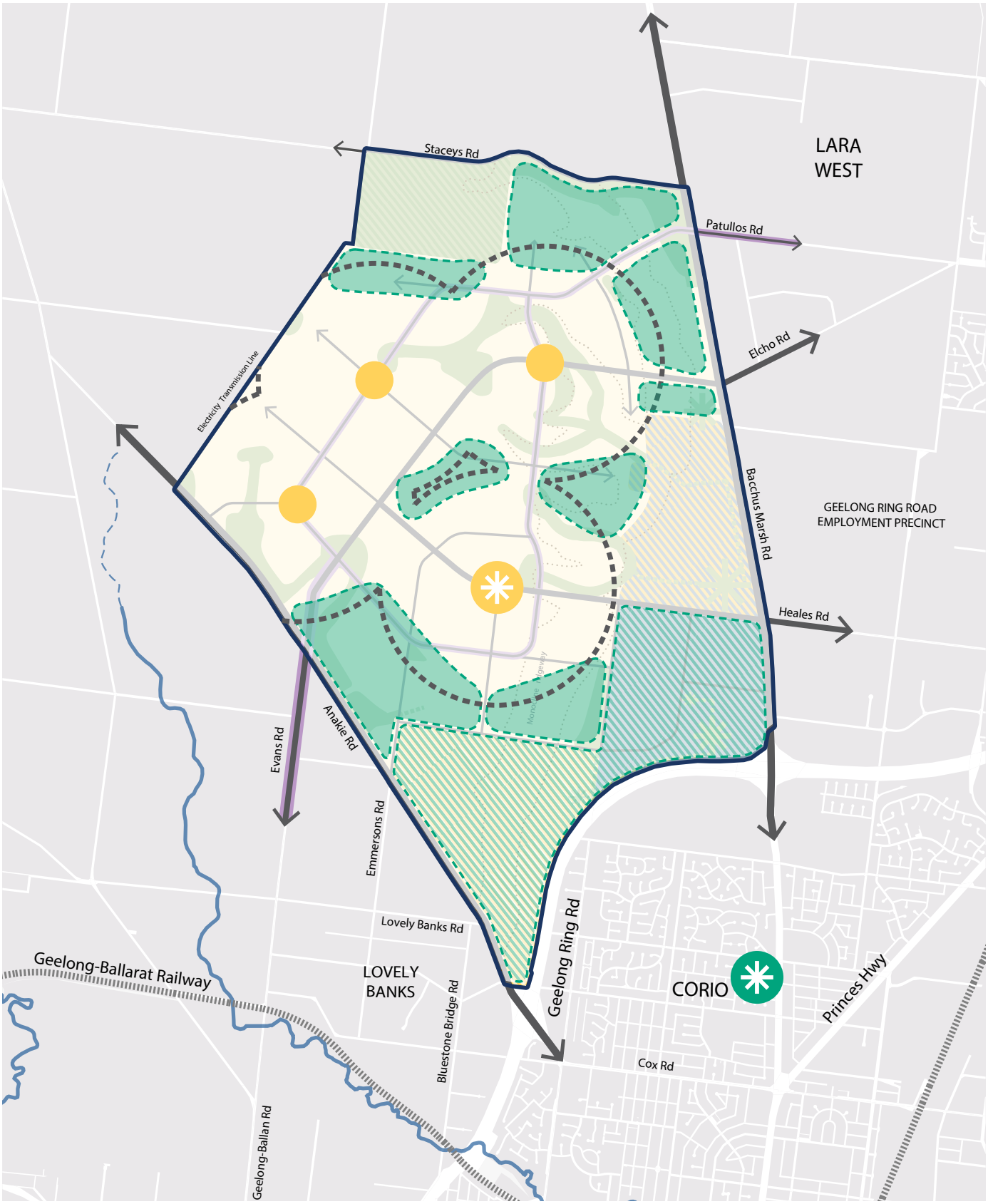
Optimise local job creation by establishing a diverse, adaptable employment hub to capitalise on future trends and leverage the growth area's proximity to the Geelong Ring Road Employment Precinct, the Port of Geelong, Avalon Airport and Melbourne.



Plan for local employment in Western Geelong

Optimise local employment by establishing a network of activity centres positioned to profit from the natural splendour of the area.

PLAN 28 **ACTIVITY CENTRES**
NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- SUB-REGIONAL ACTIVITY CENTRE
- SUB-REGIONAL ACTIVITY CENTRE — CORIO SHOPPING CENTRE
- NEIGHBOURHOOD ACTIVITY CENTRE
- LOCAL ACTIVITY CENTRE — AREAS SUITABLE FOR DELIVERY
- LOCAL ACTIVITY CENTRE — AREAS SUITABLE FOR DELIVERY SUBJECT TO FUTURE INVESTIGATION
- 1KM CATCHMENT

0 250 500 750 1000
1:40000m at A4

ACTIVITY CENTRES

NORTHERN GEELONG GROWTH AREA

CONTEXT

The Northern Geelong Growth Area will accommodate a local population that is equal to the size of a large regional city. At this scale, the growth area must establish a network of activity centres that become the heart of the local community.

Activity centres are the meeting places and focus points for the neighbourhood, providing a range of retail, commercial, entertainment and community facilities and services at different scales. Activity centres provide residents, visitors and workers with easy access to a range of services and facilities, along with opportunities to establish local businesses, make meaningful connections and build communities.

Urban Geelong's retail hierarchy provides for a spatial distribution of shopping opportunities that minimises the cost of travel to consumers and the environment. The activity centre network consists of one regional centre, central Geelong, and four sub-regional centres at Corio, Belmont, Leopold and Waurn Ponds, with one planned for Armstrong Creek.

Activity centres in the growth area need to be considered in the context of Geelong's existing retail hierarchy. The timing, location and size of activity centres must be carefully planned to support the local communities while managing impacts on the City's broader network of centres.

ACTION N3.1.1

An activity centre will be located at the heart of each 20-minute neighbourhood, containing a mix of locally-oriented facilities and services, shops, community services and schools, where appropriate.

The activity centre hierarchy of the Northern Geelong Growth Area is illustrated on Plan 28 and includes:

- One sub-regional activity centre
  - Sub-regional activity centres deliver a comprehensive range of large-scale retail, commercial, entertainment and community uses required in the region and support high density residential development in the surrounding neighbourhoods.
- Three neighbourhood activity centres
  - Neighbourhood activity centres deliver a mix of everyday shopping needs and local services, co-locating with community facilities and services to create the local heart of the surrounding neighbourhoods. The centres complement the sub-regional activity centres without detracting from their role.
- Local convenience centres, in locations beyond activity centre catchments.
  - Local activity centres serve the day-to-day convenience needs of the immediate residential neighbourhood. A local activity centre provides an alternative for residents beyond a comfortable walk to the sub-regional or neighbourhood activity centre.
- One specialised activity centre, catering for local and visitor needs and incorporating 'lakeside' opportunities for dining and entertainment, recreation and local events.

ACTION N3.1.2

Activity centres will complement the existing activity centre network of Greater Geelong by supporting the Central Activity Area (central Geelong) as the primary centre in the region.

The network of activity centres in the Northern Geelong Growth Area will deliver the local, neighbourhood and sub-regional needs of their local communities without adversely impacting the existing broader network, most notably in Lara, Corio and central Geelong.

ACTION N3.1.3

The activity centre network will promote local food production.

The activity centre network will explore opportunities for permanent fresh food markets that support local food production in the surrounding local region.

ACTION N3.1.4

An urban design framework will be undertaken to inform the delivery of each sub-regional and neighbourhood activity centre and will be based on concept plans prepared within the relevant precinct structure plan.

The urban design framework (UDF) will outline an integrated design vision that informs the future development of each sub-regional and local activity centre. The UDF will identify development principles, key design concepts, place making initiatives and an implementation strategy with key actions. A key focus of the UDF will be to ensure the structure of each sub-regional activity centre can respond to the changing needs of residents, businesses, and visitors over time. The UDF will address ESD principles and sustainability, public realm and amenity, land use and activity, access and movement, built form and character, and the integration of the activity centre with the Clever and Creative Corridor.

ACTION N3.1.5

All activity centres will incorporate best practice environmental sustainability in their design and operations.

Activity centres will incorporate design that optimises solar access, walkability and the use of active transport, water sensitive urban design principles, green buildings and integrated water management. Sub-regional and neighbourhood activity centres will explore opportunities in renewable energy solutions, resource and material reuse opportunities, minimisation of maintenance requirements and access to open space and nature. Activity centres will be a key focus of the ESD action plan prepared for each precinct and will incorporate smart city principles.

ACTION N3.1.6

The sub-regional activity centre will establish a vibrant urban heart of the Northern Geelong Growth Area, delivering a diverse mix of retail, commercial, entertainment and community uses that activate the area throughout the day and night, seven days a week.

The centre will provide a substantial and varied mix of land uses that meet the daily needs of the local community and cultivate a lively, stimulating and safe environment at all times. The centre in the Northern Geelong Growth Area will be delivered at a scale that generates significant local employment opportunities, with a retail floor space of approximately 25,000m^2-30,000m^2, and non-retail space of approximately 10,000-20,000m^2.

ACTION N3.1.7

The sub-regional activity centre will be developed with a welcoming, high amenity public realm, with safe and accessible pedestrian environments, pedestrian priority, active 'main street' frontages and a range of high quality public spaces.

Vibrant and successful major activity centres will be facilitated by development of an attractive, safe and pedestrian oriented public realm. Built form and design of public spaces will ensure a walkable environment that provides safety and comfort for pedestrians of all ages and abilities.

ACTION N3.1.8

The sub-regional activity centre will be characterised by a hierarchy of high quality public spaces that are part of a wider public realm network catering for the diverse aspirations and needs of the local community.

A welcoming, high amenity public realm will respond to the monocline escarpment and 'main street' based frontages to encourage the community to walk, linger, and engage. Built form and design of public spaces including streets, laneways, parks, public plazas, and waterways will deliver a walkable, attractive and stimulating environment that is safe and comfortable for users of all ages, abilities and transport mode choices. Public realm design will respond to the natural sloping landform, maximising opportunities to connect with the natural environment, including view lines to the You Yangs through the Lovely Banks monocline.

ACTION N3.1.9

The timing and scale of the sub-regional centre will proceed in a planned way that assesses the retail impact of the proposed centre and will allow any potentially affected existing centres time to adjust to new circumstances.

The Northern Geelong Growth Area will be planned and developed sequentially. The timing, location and scale of the proposed sub-regional centres, and any potential impacts on the existing centre network, will be considered and floor space caps applied as part of each precinct structure plan.

ACTION N3.1.10

The sub-regional activity centre will be delivered in a staged approach.

The sub-regional activity centre is likely to be delivered as a neighbourhood-sized activity centre as part of medium term development. The design of the sub-regional activity centre will be delivered in a staged approach that allows a seamless and future-proofed transition from neighbourhood to sub-regional scale as part of subsequent precinct structure planning. Extension of the activity centre to a sub-regional activity centre will address the views and landform of the monocline escarpment and ridgeway.

ACTION N3.1.11

The sub-regional activity centre will be located and designed to prioritise access by active and public transport.

Siting and design of the centre will prioritise walking, cycling and public transport, over private vehicle access through a permeable grid of landscaped streets and lanes that focus activity and services around public transport nodes. Pedestrian priority will be established by designing 'main street' frontages with high levels of amenity that respect the human scale and are directly connected to broader active and public transport networks; including the Clever and Creative Corridor.

ACTION N3.1.12

Three neighbourhood activity centres will be delivered throughout the Northern Geelong Growth Area located to provide convenient, walkable access to their respective catchments.

Neighbourhood activity centres will be provided and distributed within the growth area to serve neighbourhood catchments up to 10,000 people in a central location. Each neighbourhood town centre will be highly accessible by active and public transport with direct interface to the Clever and Creative Corridor. The network of centres includes:

- A larger neighbourhood activity centre located in the north-east of the growth area along the monocline ridgeway, with an estimated retail floor space of approximately 10,000-12,000m^2, restricted retail space of approximately 5,000m^2 and non-retail space of approximately 7,000m^2
- Two smaller neighbourhood centres located on the western plateau with an estimated retail floor space of approximately 5,000-7,000m^2 and non-retail floor space of 2,000-3,000m^2 each.

ACTION N3.1.13

A mix of commercial and community uses will be provided for within each neighbourhood activity centre that meet local needs.

Each neighbourhood activity centre will provide range of retail, local community facilities and other essential services. The centres will typically include a full-line supermarket, local shopping, medical and leisure services in a format that allows seamless co-location with schools, community facilities, open space and medium density housing and specialised accommodation such as aged care and student housing.

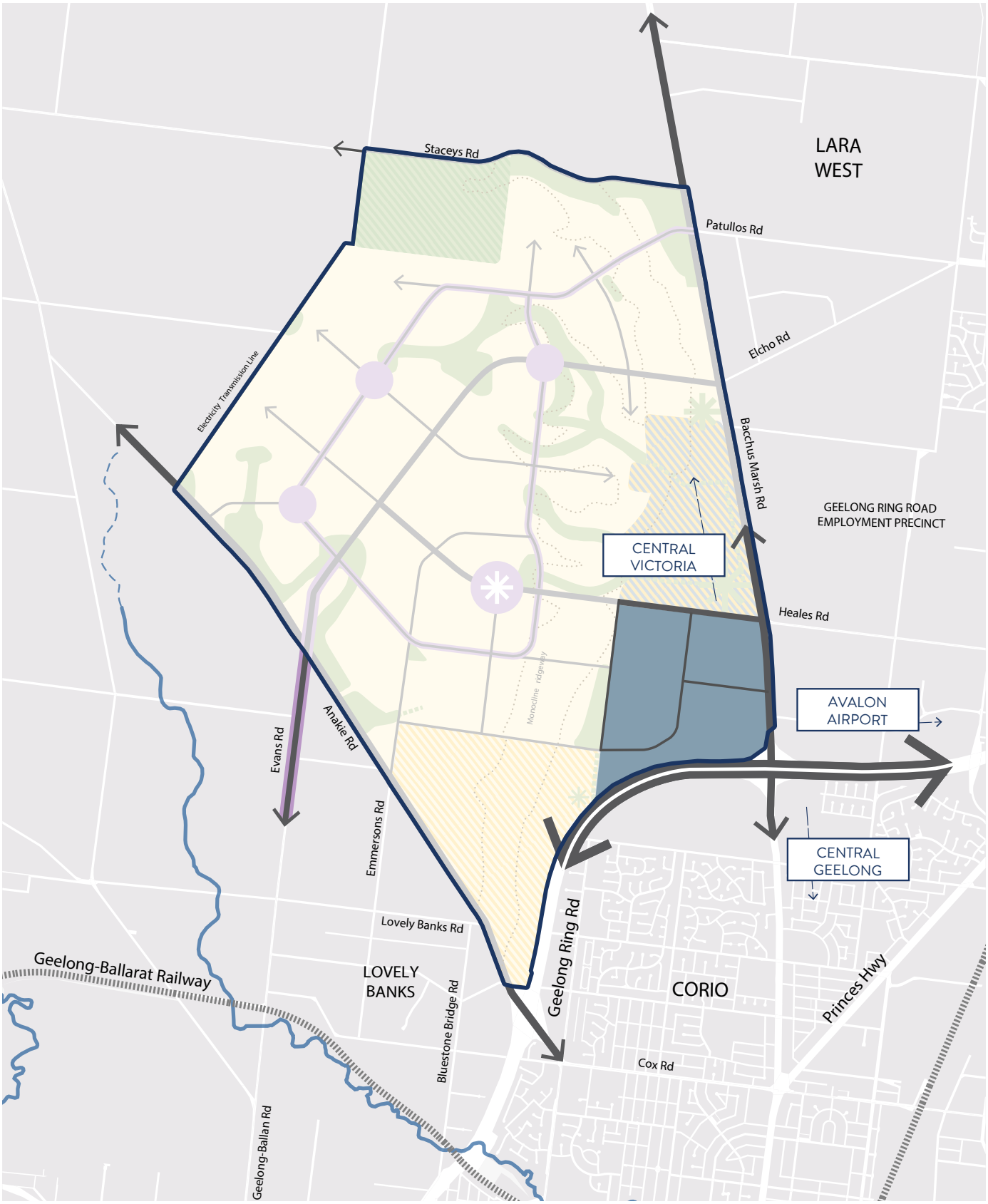
ACTION N3.1.14

Neighbourhood activity centres will be developed with safe and accessible pedestrian environments and a high quality public realm.

The design of each centre will acknowledge its importance as centre of community life by providing a high amenity public space that creates an identifiable heart of the community and provides an attractive setting for people to meet, linger and engage in local events. The design of the centre will always prioritise pedestrian movement, amenity and safety and create easy access points from the active and public transport network. The neighbourhood activity centre located on the monocline ridgeway will utilise the landform and view lines in its design.



PLAN 29 **EMPLOYMENT**
NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- GEELONG RING ROAD
- ARTERIAL ROAD
- CONNECTOR STREET — INDICATIVE ALIGNMENT
- EMPLOYMENT PRECINCT
- KEY ECONOMIC DEVELOPMENT LOCATION — VIA ROAD NETWORK

0 250 500 750 1000
1:40000m at A4

EMPLOYMENT

NORTHERN GEELONG GROWTH AREA

CONTEXT

Providing local jobs in new neighbourhoods is essential to establishing self-sufficient and sustainable communities; however, it is important that Geelong's growth benefits the broader city and continues to advance central Geelong.

The Northern Geelong Growth Area is anticipated to create up to 14,000 local jobs with a broader workforce of approximately 20,000 residents.

Many of these jobs will be provided in health and education, retail and related services, business and office-based sectors and will largely be catered for in activity centres and community hubs along the Clever and Creative Corridor.

Light industrial land uses – service industries, freight and logistics and light manufacturing – are less compatible with residential neighbourhoods and will be located within a precinct where industries can support each other and growth without impediment.

The location of the employment precinct in the Northern Geelong Growth Area is illustrated on Plan 29 and provides:

- 177 hectares of developable land bordered on all sides by arterial roads and connector streets
- Flat terrain that avoids heavy vehicle movements up and down the monocline escarpment and within residential neighbourhoods
- Outstanding access to the integrated transport network at the Geelong Ring Road and Bacchus Marsh Road.

High level analysis indicates that a total employment land required to support the local residents of the Northern Geelong Growth Area is up to 110 hectares. The proposed increased size of the employment precinct, and its potential to expand further north along Bacchus Marsh Road, is based on its strategic location adjoining the Geelong Ring Road Employment Precinct and direct proximity to the Port of Geelong and Avalon Airport. The employment precinct can grow by an additional 124 hectares, if required, to support Geelong's long-term economic growth.

ACTION N3.2.1

Employment precincts will provide for a wide range of industrial and commercial uses to support the creation of new neighbourhoods and local job creation.

Employment precincts will be encouraged to deliver light industrial and commercial uses that include service industries, light manufacturing, freight and logistics, urban services, business parks and offices, innovation and start-ups, indoor active recreation, service stations and places of worship.

ACTION N3.2.2

The employment precinct will be supported by providing efficient integrated transport connections to the freeway and regional highway network.

The employment precinct is located adjacent to Bacchus Marsh Road and will have convenient access to the Geelong Ring Road, providing links to the Princes Freeway, Avalon Airport, Port of Geelong and metropolitan Melbourne. Upgrades to intersections between Heales Road and the Geelong Ring Road will be designed to allow appropriate access for heavy vehicle moments.

ACTION N3.2.3

Urban design of the employment precinct will be outlined as part of the relevant precinct structure plan to minimise impacts to surrounding neighbourhood amenity.

Design guidelines, and the potential for an urban design framework, will be outlined in the relevant precinct structure plan to define the required road network and active and public transport access, landscaping of gateway and interface treatments, siting requirements, staging and indicative development timing to limit conflicts between new development and existing rural living properties. Vehicle movements accessing the employment precinct will be primarily provided via Bacchus Marsh Road and Heales Road.

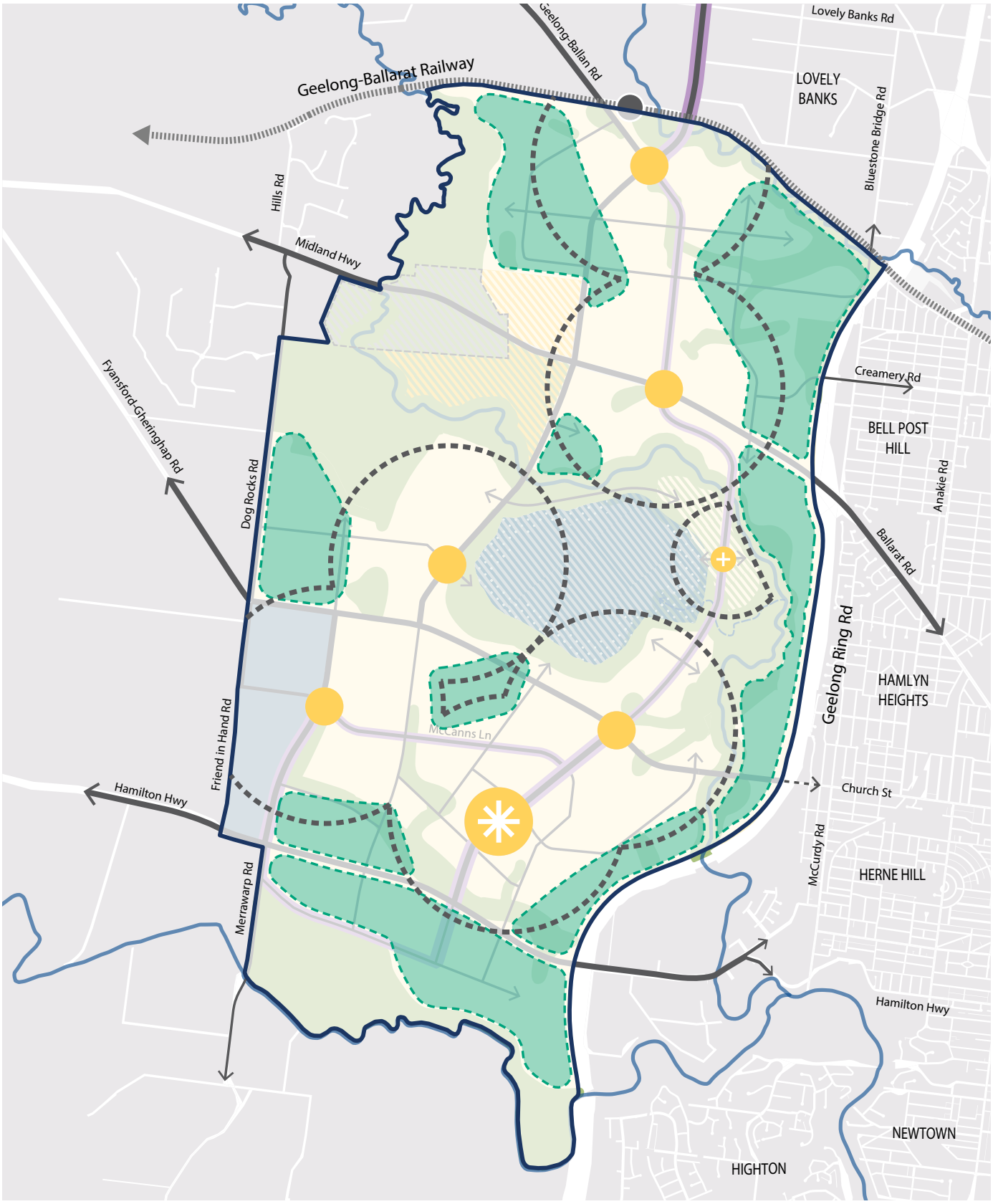
ACTION N3.2.4

Existing rural living land to the north of Heales Road may be appropriate for transition to employment land in the long term, subject to further investigation.

Further investigation of the potential of this land for future employment will be required as part of the relevant precinct structure plan. The suitability of this land for employment purposes will be subject to the demonstrated demand for employment land.



PLAN 30 **ACTIVITY CENTRES**
WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- SUB-REGIONAL ACTIVITY CENTRE
- SPECIALISED ACTIVITY CENTRE
- NEIGHBOURHOOD ACTIVITY CENTRE
- LOCAL ACTIVITY CENTRE
  AREAS SUITABLE FOR DELIVERY
- 1KM CATCHMENT

0 250 500 750 1000
1:40000m at A4

ACTIVITY CENTRES

WESTERN GEELONG GROWTH AREA

CONTEXT

The Western Geelong Growth Area will accommodate a local population that is equal to the size of a large regional city. At this scale, the growth area must establish a network of activity centres that become the heart of the local community.

Activity centres are the meeting places and focus points for the neighbourhood, providing a range of retail, commercial, entertainment and community facilities and services at different scales. Activity centres provide residents, visitors and workers with easy access to a range of services and facilities, along with opportunities to establish local businesses, make meaningful connections and build communities.

Urban Geelong's retail hierarchy provides for a spatial distribution of shopping opportunities that minimises the cost of travel to consumers and the environment. The activity centre network consists of one regional centre, central Geelong, and four sub-regional centres at Corio, Belmont, Leopold and Waurn Ponds, with one planned for Armstrong Creek.

Activity centres in the growth area need to be considered in the context of Geelong's existing retail hierarchy. The timing, location and size of activity centres must be carefully planned to support the local communities while managing impacts on the City's broader network of centres.

The location of the sub-regional activity centre in the southern half of the Western Geelong Growth Area is an important factor to ensure the future advancement of the Corio Shopping Centre.

ACTION W3.1.1

An activity centre will be located at the heart of each 20-minute neighbourhood, containing a mix of locally-oriented facilities and services, shops, community services and schools, where appropriate.

The activity centre hierarchy of the Western Geelong Growth Area is illustrated on Plan 30 and includes:

- One sub-regional (major) activity centre
  - Sub-regional activity centres deliver a comprehensive range of large-scale retail, commercial, entertainment and community uses required in the region and support high density residential development in the surrounding neighbourhoods.
- Five neighbourhood (local) activity centres
  - Neighbourhood activity centres deliver a mix of everyday shopping needs and local services, co-locating with community facilities and services to create the local heart of the surrounding neighbourhoods. The centres complement the sub-regional activity centres without detracting from their role.
- Local convenience centres, in locations beyond activity centre catchments
  - Local convenience centres serve the day-to-day needs of the immediate residential neighbourhood. A local convenience centre provides an alternative for residents beyond a comfortable walk to the sub-regional or neighbourhood activity centre.
- One specialised activity centre, catering for local and visitor needs and incorporating 'lakeside' opportunities for dining and entertainment, recreation and local events.

ACTION W3.1.2

Activity centres will complement the existing activity centre network of Greater Geelong by supporting the Central Activity Area (central Geelong) as the primary centre in the region.

The network of activity centres in the Western Geelong Growth Area will deliver the local, neighbourhood and sub-regional needs of their local communities without adversely impacting the existing broader network, most notably in Corio, Waurn Ponds and central Geelong.

ACTION W3.1.3

An urban design framework will be undertaken to inform the delivery of each sub-regional and neighbourhood activity centre and will be based on concept plans prepared within the relevant precinct structure plan.

The urban design framework (UDF) will outline an integrated design vision that informs the future development of each sub-regional and local activity centre. The UDF will identify development principles, key design concepts, place making initiatives and an implementation strategy with key actions. A key focus of the UDF will be to ensure the structure of each sub-regional activity centre can respond to the changing needs of residents, businesses, and visitors over time. The UDF will address ESD principles and sustainability, public realm and amenity, land use and activity, access and movement, built form and character, and the integration of the activity centre with the Clever and Creative Corridor.

ACTION W3.1.4

All activity centres will incorporate best practice environmental sustainability in their design and operations.

Activity centres will incorporate design that optimises solar access, walkability and the use of active transport, water sensitive urban design principles, green buildings and integrated water management. Sub-regional and neighbourhood activity centres will explore opportunities in renewable energy solutions, resource and material reuse opportunities, minimisation of maintenance requirements and access to open space and nature. Activity centres will be a key focus of the ESD action plan prepared for each precinct and will incorporate smart city principles.

ACTION W3.1.5

The activity centre network will promote local food production.

The activity centre network will explore opportunities for permanent fresh food markets that support local food production in the surrounding local region.

ACTION W3.1.6

The sub-regional activity centre will establish a vibrant urban heart of the Western Geelong Growth Area, delivering a diverse mix of retail, commercial, entertainment and community uses that activate the area throughout the day and night, seven days a week.

The centre will provide a substantial and varied mix of land uses that meet the daily needs of the local community and cultivate a lively, stimulating and safe environment at all times. The centre in the Western Geelong Growth Area will be delivered at a scale that generates significant local employment opportunities, with a retail floor space of approximately 40,000-50,000m², restricted retail space of approximately 20,000-25,000m² and non-retail space of approximately 40,000-45,000m².

ACTION W3.1.7

The sub-regional activity centre will be developed with a welcoming, high amenity public realm, with safe and accessible pedestrian environments, pedestrian priority, active 'main street' frontages and a range of high quality public spaces.

Vibrant and successful major activity centres will be facilitated by development of an attractive, safe and pedestrian oriented public realm. Built form and design of public spaces will ensure a walkable environment that provides safety and comfort for pedestrians of all ages and abilities.

ACTION W3.1.8

The sub-regional activity centre will be characterised by a hierarchy of high quality public spaces that are part of a wider public realm network catering for the diverse aspirations and needs of the local community.

A welcoming, high amenity public realm will respond to the 'main street' based frontages to encourage the community to walk, linger, and engage. Public realm design will respond to the natural sloping landform, maximising opportunities to connect with the natural environment, including view lines to the Barrabool Hills and connections to the nearby waterway corridors.

ACTION W3.1.9

The timing and scale of the sub-regional centre will proceed in a planned way that assesses the retail impact of the proposed centre and will allow any potentially affected existing centres time to adjust to new circumstances.

The Western Geelong Growth Area will be planned and developed sequentially. The timing, location and scale of the proposed sub-regional centres, and any potential impacts on the existing centre network, will be considered and floor space caps applied as part of each precinct structure plan.

ACTION W3.1.10

The sub-regional activity centre will be delivered in a staged approach.

The sub-regional activity centre is likely to be delivered as a neighbourhood-sized activity centre in the medium term. The design of the sub-regional activity centre will be delivered in staged approach that allows a seamless and future-proofed transition from neighbourhood to sub-regional scale.

ACTION W3.1.11

The sub-regional activity centre will be located and designed to prioritise access by active and public transport.

Siting and design of the centre will prioritise walking, cycling and public transport over private vehicle access through a permeable grid of landscaped streets and lanes that focus activity and services around public transport nodes. Pedestrian priority will be established by designing 'main street' frontages with high levels of amenity that respect the human scale and are directly connected to broader active and public transport networks via the Clever and Creative Corridor.

ACTION W3.1.12

Five neighbourhood activity centres will be delivered throughout the Western Geelong Growth Area located to provide convenient, walkable access to their respective catchments.

Neighbourhood activity centres will be provided and distributed within the growth area to serve neighbourhood catchments up to 10,000 people in a central location. Each neighbourhood town centre will be highly accessible by active and public transport with direct interface to the Clever and Creative Corridor. The network of centres includes:

- Five neighbourhood activity centres with an estimated retail floor space of approximately 7,000-8,000m^2, restricted retail space of approximately 3,000-4,000m^2
- Potential to deliver a transit-orientated neighbourhood activity centre at the northern-most centre on the Geelong-Ballarat railway line as part of future upgrades to public transport services.

ACTION W3.1.13

A mix of commercial and community uses will be provided for within each neighbourhood activity centre that meet local needs.

Each neighbourhood activity centre will provide range of retail, local community facilities and other essential services. The centres will typically include a full-line supermarket, local shopping and medical and leisure services in a format that allows seamless co-location with schools, community facilities, open space and medium density housing and specialised accommodation such as aged care and student housing.

ACTION W3.1.14

Neighbourhood activity centres will be developed with safe and accessible pedestrian environments and a high quality public realm.

The design of each centre will acknowledge its importance as centre of community life by providing a high amenity public space that creates an identifiable heart of the community and provides an attractive setting for people to meet, linger and engage in local events. The design of the centre will always prioritise pedestrian movement, amenity and safety and create easy access points from the active and public transport network. The neighbourhood activity centres in the Western Geelong Growth Area should capitalise on their surroundings including:

- Lakeside view lines at the neighbourhood activity centre located to the west of Batesford Quarry
- Potential co-location with waterways and potential regional open space opportunities at the neighbourhood activity centre to the south-east of Batesford Quarry.

ACTION W3.1.15

A specialised 'lakeside' neighbourhood activity centre will maximise integration with the surrounding open space network.

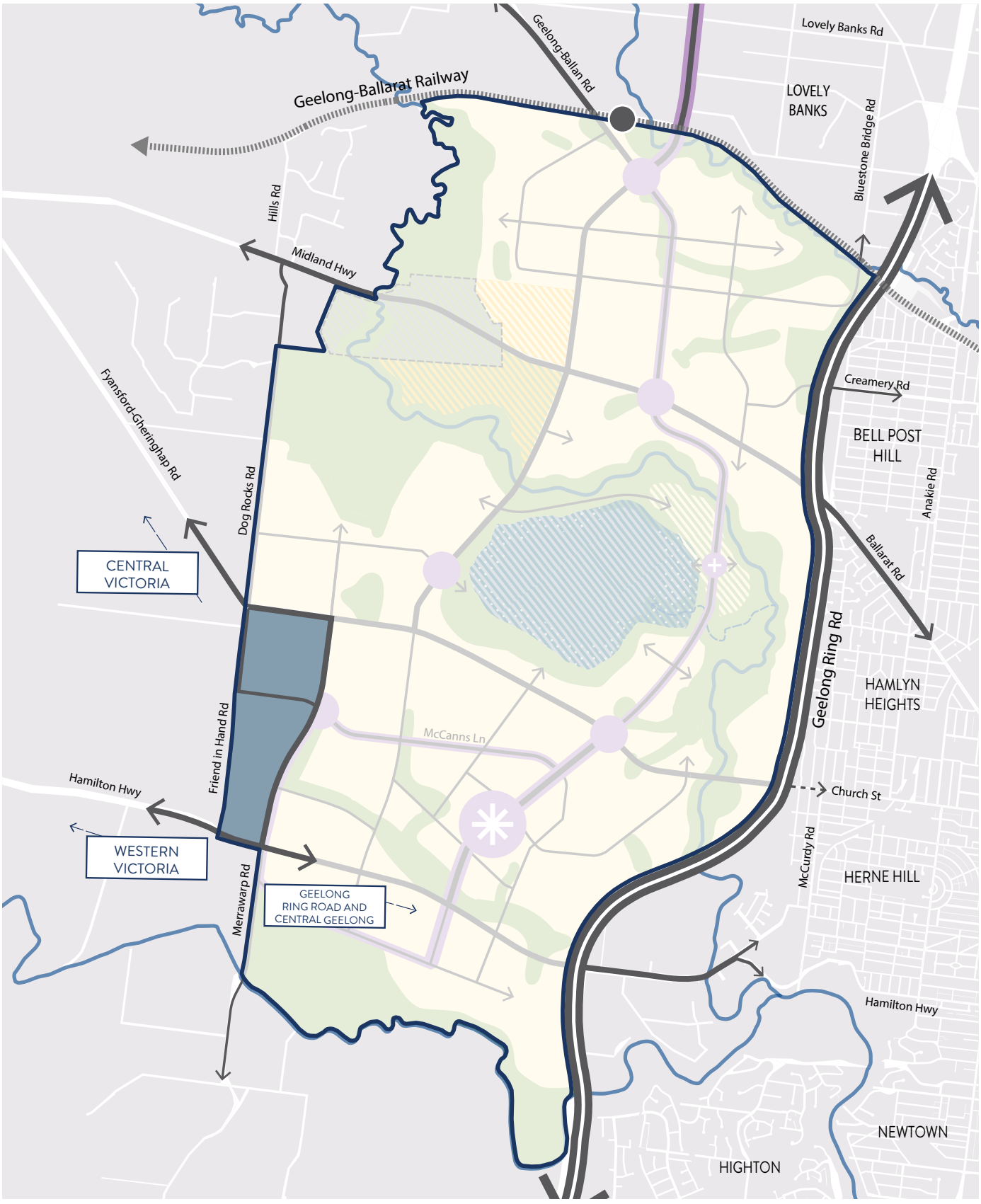
An urban design framework will be undertaken for the specialised neighbourhood activity centre on the eastern side of the lake that accords with the master planning to be undertaken to inform the transformation of the quarry and the Moorabool River corridor into regional open space assets.

ACTION W3.1.16

Local activity centres will be supported in locations that are located beyond a comfortable walk to the sub-regional or neighbourhood activity centre, particularly south of the Hamilton Highway.

Local activity centres will serve the local needs of the immediate residential neighbourhood within comfortable walking distance without detracting from the viability of nearby neighbourhood activity centres. Local activity centres will be identified within the relevant precinct structure plan on the basis of its connection to the integrated transport network, pedestrian and cycling accessibility and co-located community uses and will be informed by design guidelines and floor space caps based on its preferred location. A larger local activity centre will be supported to serve the Merrawarp Road precinct that acknowledges the barrier created by the Hamilton Highway corridor.

PLAN 31 **EMPLOYMENT**
WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- GEELONG RING ROAD
- ARTERIAL ROAD
- CONNECTOR STREET (INDICATIVE ALIGNMENT)
- EMPLOYMENT PRECINCT
- KEY ECONOMIC DEVELOPMENT LOCATION (VIA ROAD NETWORK)

0 250 500 750 1000
1:40000m at A4

EMPLOYMENT

WESTERN GEELONG GROWTH AREA

CONTEXT

Providing local jobs in new neighbourhoods is essential to establishing self-sufficient and sustainable communities; however, it is important that Geelong's growth benefits the broader city and continues to advance central Geelong.

The Western Geelong Growth Area is anticipated to create up to 21,500 local jobs with a broader workforce of approximately 25,000 residents.

Many of these jobs will be provided in health and education, retail and related services, business and office-based sectors and will largely be catered for in activity centres and community hubs along the Clever and Creative Corridor.

Light industrial land uses – service industries, freight and logistics and light manufacturing – are less compatible with residential neighbourhoods and will be located within a precinct where industries can support each other and grow without impediment.

The location of the employment precinct in the Western Geelong Growth Area is illustrated on Plan 31 and provides:

- 117 hectares of developable land bordered on all sides by arterial roads and connector streets
- Flat terrain that avoids heavy vehicle movements in proximity to river corridors and Batesford Quarry
- Direct access from the Hamilton Highway that avoids residential neighbourhoods
- Outstanding access to the broader integrated transport network including the Geelong Ring Road and Midland Highway via Fyansford-Gheringhap Road.

High level analysis indicates that a total employment land required to support the local residents of the Western Geelong Growth Area is up to 130 hectares. The size and location of the employment precinct avoids interfaces with river corridors and acknowledges nearby employment precincts within Golden Plains Shire.

ACTION W3.2.2

Employment precincts will provide for a wide range of industrial and commercial uses to support the creation of new neighbourhoods and local job creation.

Employment precincts will be encouraged to deliver light industrial and commercial uses that include service industries, light manufacturing, freight and logistics, urban services, business parks and offices, innovation and start-ups, indoor active recreation, service stations and places of worship.

ACTION W3.2.3

The employment precinct will be supported by providing efficient integrated transport connections to the freeway and regional highway network.

The employment precinct is located adjacent to the Hamilton Highway and will have convenient access to the Geelong Ring Road and direct access to the Midland Highway via Fyansford-Gheringhap Road. Upgrades to intersections between the Hamilton Highway and the Geelong Ring Road will be designed to allow appropriate access for heavy vehicle moments.

ACTION W3.2.4

Urban design of the employment precinct will be outlined as part of the relevant precinct structure plan to minimise impacts to surrounding neighbourhood amenity.

Design guidelines, and the potential for an urban design framework, will be outlined in the relevant precinct structure plan to define the required network and active and public transport access, landscaping of gateway and interface treatments, siting requirements and staging and indicative development timing. Vehicle movements accessing the employment precinct will be primarily provided via the Hamilton Highway. Key elements of the design response will be the gateway interface along the extension of Merrawarp Road and the integration of scattered trees and native vegetation with the precinct.





MOVEMENT

MOVEMENT

MOVEMENT is the element that commits Geelong's growth areas to smart and sustainable ways of travel by prioritising safe, convenient and integrated active and public transport in the design of its neighbourhoods.

Ease of movement throughout the region is a fundamental aspect of Geelong's appeal. As the city rapidly grows, the capacity for private vehicles to cater for all journeys – particularly commuter trips – will be compromised. Mode shift to active and public transport is vital to retaining Geelong's mobility.

Movement within the Northern and Western Geelong Growth Areas will focus on the Clever and Creative Corridor, a tree-lined, boulevard-style transit corridor that prioritises walking, cycling and public transport via dedicated, separated pathways.

The Clever and Creative Corridor will connect each new precinct throughout both growth areas and is designed to cater for emerging transport technologies to ensure that future investment in Geelong's infrastructure is focused, effective and long-term.

Travel beyond the growth areas will focus on creating connections to the broader public transport network. Major road, intersection and interchange upgrades will be undertaken to provide capacity for rapid bus connections to link all new neighbourhoods to the rail network and central Geelong.

The Geelong Growth Areas Transport Infrastructure Strategy will be developed by the City and its state government stakeholder partners to assess the impacts of future growth on the Geelong road network and identify infrastructure solutions.

The Western Geelong Growth Area will focus on providing east-west connections on the Hamilton and Midland Highways into urban Geelong, creating new north-south connections that frame the lake, and ultimately directing commuters to the Geelong-Ballarat railway when demand for passenger rail is realised.

The Northern Geelong Growth Area will create transport movements toward Lara and Melbourne and south into urban Geelong. Lara and Corio Railway Stations will be key destinations for access to the public transport network. Easy access up and down the Lovely Banks monocline will be a key consideration in the design of the integrated transport network.

Multiple access points to the Geelong Ring Road provide convenient connections between the growth areas and metropolitan Melbourne and the Surf Coast.

MOVEMENT considers the integrated transport network of the Northern and Western Geelong Growth Areas, establishing neighbourhoods that encourage walking and cycling, reduced car dependency and promote community safety and connectivity.

PREVIOUS PAGE: CLEVER AND CREATIVE **MOVEMENT** – MALOP STREET GREEN SPINE

MOVEMENT in the Northern and Western Geelong Growth Areas will be guided by these community aspirations, one planet principles and project objectives.

COMMUNITY ASPIRATIONS



A fast, reliable and connected transport network



A leader in developing and adopting technology

ONE PLANET PRINCIPLES



Sustainable transport

Reducing the need to travel, and encouraging walking, cycling and low carbon transport.



Zero carbon

Making buildings and manufacturing energy efficient and supplying all energy with renewables.

URBAN DEVELOPMENT OBJECTIVES



Integrate transport and land use planning in North Geelong

Deliver a comprehensive public transport network that facilitates convenient access to local employment hubs and central Geelong.



Create integrated open space networks in North Geelong

Cultivate a stunning trail along the ridgeline of the Lovely Banks monocline and substantial green links along infrastructure easements with an adjoining network of recreation reserves and local parks.



Integrate transport and land use planning in Western Geelong

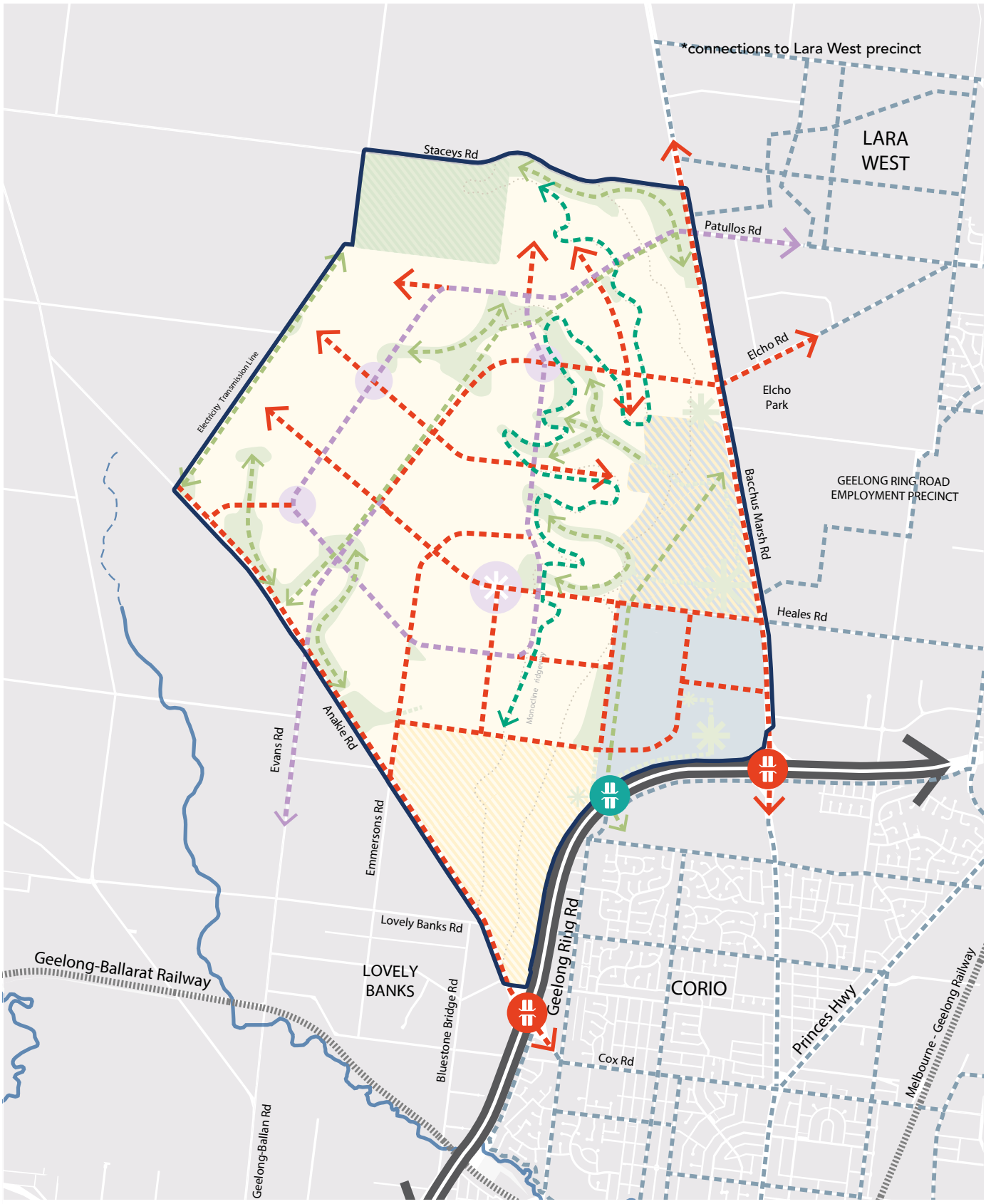
Deliver a comprehensive active transport network utilising the substantial river corridors and acknowledge the future potential of the rail corridor.



Create integrated open space networks in Western Geelong

Cultivate an exemplary open space network that links the Barwon and Moorabool Rivers to an iconic lake at the Batesford quarry and supports a network of recreation reserves and local parks.

PLAN 32 **ACTIVE TRANSPORT**
NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- SHARED PATH MONOCLINE RIDGEWAY
- PRINCIPAL BICYCLE NETWORK
- SHARED PATH WATERWAYS
- SHARED PATH CLEVER AND CREATIVE CORRIDOR
- SHARED PATH INTEGRATED TRANSPORT NETWORK
- ACTIVE TRANSPORT CONNECTION UPGRADE
- ACTIVE TRANSPORT CONNECTION NEW

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ACTIVE TRANSPORT

NORTHERN GEELONG GROWTH AREA

CONTEXT

Existing active transport infrastructure in proximity to the Northern Geelong Growth Area includes:

- Ted Wilson Trail, a 12-kilometre walking and cycling path adjoining the Geelong Ring Road linking Corio and Hamlyn Heights
- A shared path on Bacchus Marsh Road between the Geelong Ring Road and Heales Road.

New active transport infrastructure to support urban development in the Northern Geelong Growth Area is illustrated on Plan 32 and includes:

- Safe and direct linear corridors that minimise crossovers and allow commuter-based trips, including the Clever and Creative Corridor
- Comprehensive networks, including off-road shared paths on all arterial roads and connector streets
- Shared paths to localised activity centres and social infrastructure that encourage walking and cycling
- Low-speed local and connector streets that allow safe on-road cycling
- Consideration of new and emerging active transport technologies including electric bicycles and scooters, bicycle-sharing systems and other micro-mobility and 'last mile' modes.

ACTION N4.1.1

Walking and cycling will be central to the design of neighbourhoods and promote mode shift from private vehicles to active transport.

A comprehensive active transport network will be established that prioritises walking and cycling within and between neighbourhoods. The network of shared paths will:

- Maximise safety and connectivity for active transport users
- Create direct access to the Clever and Creative Corridor
- Connect key destinations in the urban landscape, including activity centres, community hubs, schools and employment precincts
- Directly interface with the open space network and waterways, where paths are constructed above flood levels to an all-weather standard
- Overcome or avoid challenges associated with challenging topography in its design.

ACTION N4.1.2

Walking and cycling will be the highest priority in the design and management of the integrated transport network.

The integrated transport network will be designed as a pedestrian and cycle friendly environment by delivering a network of off-road shared paths, shared zones and priority spaces including:

- Footpaths on both sides of all streets
- Shared paths on connector streets and arterial roads
- Safe and convenient crossing points
- Safe and convenient transition between on and off-road bicycle networks
- Pedestrian and bicycle priority at intersections achieved with strong and consistent visual and physical cues.

ACTION N4.1.3

The Clever and Creative Corridor will be a key destination for active transport by supporting walkable neighbourhoods, delivering commuter-based cycling infrastructure and encouraging the adoption of new technologies. Dedicated active transport infrastructure will be delivered from 'day one' in the corridor to encourage early adoption of active transport in new neighbourhoods.

Design of the Clever and Creative Corridor will prioritise active transport at all stages of development by delivering:

- Dedicated off-road shared paths incorporated within the tree-lined median or side-running reserve as part of its interim design
- Dedicated off-road shared paths incorporated within the nature strip as part of its ultimate design
- Bicycle parking facilities at high activity and interchange locations along the corridor
- Bicycle sharing facilities at high activity and interchange locations along the corridor
- Pedestrian crossings and suitable landing areas at station locations as part of its ultimate design
- Substantial large tree canopy that provides shelter from all weather conditions.

ACTION N4.1.4

Active transport will be designed along the gas pipeline easement to provide an attractive linear corridor with safe transitions between the Clever and Creative Corridor and the arterial road network.

The easement of the gas pipeline provides an opportunity for linear open space that connects neighbourhoods across the growth area as part of Geelong's Principal Bicycle Network. Shared paths along the easement will provide safe and convenient connection across and between the integrated transport network.

ACTION N4.1.5

Active transport will be designed along the monocline ridgeway to provide an attractive linear corridor that connects activity centres and key open space nodes along the top of the Lovely Banks monocline escarpment.

The monocline ridgeway provides a linear open space opportunity that allows the wider community to experience the landscape and view lines of the monocline as part of Geelong's Principal Bicycle Network. Shared paths along the monocline will be designed to maximise ease of use and provide safe and convenient connections between key attractions and the Clever and Creative Corridor.

ACTION N4.1.6

Active transport infrastructure will be designed along Heales Road and Elcho Road to manage safety and access constraints associated with the topography of the Lovely Banks monocline.

Impacts of steep slope on Heales Road and Elcho Road will be mitigated by providing adjoining shared paths that lessen slope gradients, control speed and provide opportunities for users to rest.

ACTION N4.1.7

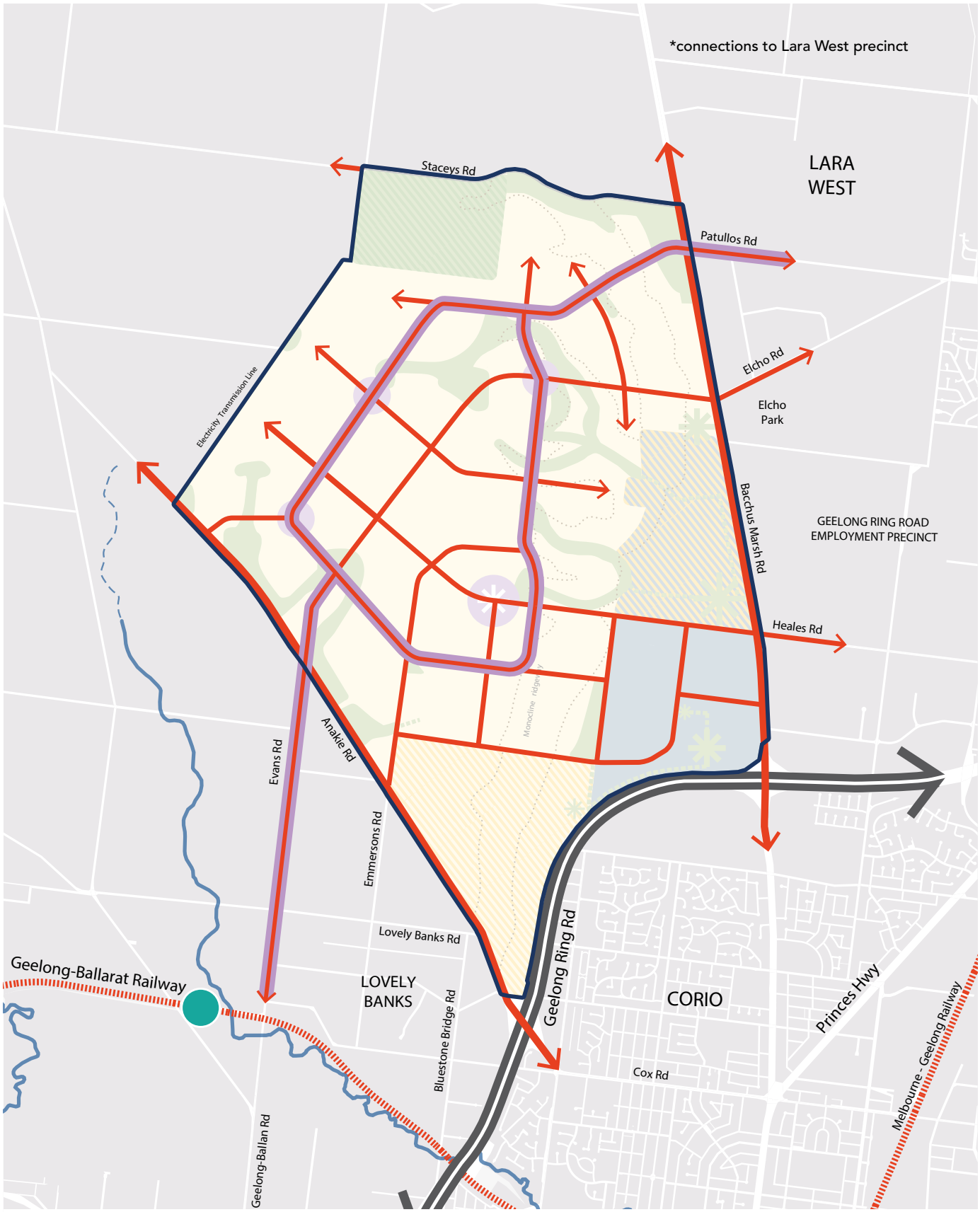
Greater Geelong's Principal Bicycle Network will expand into each neighbourhood to provide cycling connections to the broader city network and deliver:

- **Upgrades to active transport infrastructure at the Bacchus Marsh Road freeway interchange and Anakie Road freeway interchange**
- **A pedestrian bridge across the Geelong Ring Road that links to the Ted Wilson Trail.**

The Principal Bicycle Network provides cyclists with safe, accessible and connected cycling routes within Geelong and will extend into the growth areas via key entry points along river corridors, linear open spaces, arterial roads and interchanges along the Geelong Ring Road.



PLAN 33 **PUBLIC TRANSPORT**
NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- RAILWAY — UPGRADE
- RAILWAY STATION — NEW
- BUS CAPABLE ROAD — INTEGRATED TRANSPORT NETWORK
- DEDICATED PUBLIC TRANSPORT — CLEVER AND CREATIVE CORRIDOR

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PUBLIC TRANSPORT

NORTHERN GEELONG GROWTH AREA

CONTEXT

Existing public transport infrastructure in proximity to the Northern Geelong Growth Area includes:

- Lara Railway Station, located 5.5 kilometres to the north-east
- Corio Railway Station, located 4.5 kilometres to the south-east
- Bus 10, between Lara Railway Station and Corio Shopping Centre, stopping on Bacchus Marsh Road.

New public transport infrastructure to support urban development in the Northern Geelong Growth Area is illustrated on Plan 33 and 38 and includes:

- Commuter-based passenger rail services on the Geelong-Ballarat railway between Geelong and Bannockburn
- A new railway station on the Geelong-Ballarat railway in proximity to Geelong-Ballan Road
- Public transport infrastructure linking the growth areas to Lara Railway Station and Corio Railway Station via high frequency services
- The Clever and Creative Corridor, providing a dedicated, separated public transport corridor linking neighbourhoods within the growth area and creating easier access to the broader Geelong region
- Public transport priority at intersections on the arterial road and Clever and Creative Corridor networks
- A bus-capable arterial road and connector street network
- Consideration of new and emerging public transport technologies including light rail, bus rapid transit, trackless trams, electric and autonomous vehicles and 'last mile' modes that link residents to public transport.

ACTION N4.2.1

Public transport will be central to the design of neighbourhoods and promote mode shift from private vehicles.

A comprehensive street network will be designed and established that prioritises public transport movements within and between neighbourhoods. The network will:

- Maximise safety and connectivity for public transport users
- Provide direct access to the Clever and Creative Corridor via local bus routes
- Support ultra-low-floor buses and convenient and frequent bus stops on arterial roads and connector streets that all households can access within a walkable distance
- Connect and interchange at key destinations in the urban landscape, including activity centres, community hubs, schools, employment precincts and arterial roads
- Overcome or avoid challenges associated with topography in its design.

ACTION N4.2.2

Public transport will be the highest priority beyond active transport in the design and management of the integrated transport network.

The integrated transport network will be designed to maximise public transport use by facilitating infrastructure that allows services to be accessible, frequent and reliable including:

- Bus capable arterial roads and connector streets
- Bus stops that are paired and connect to footpaths on both sides of all streets
- Safe and convenient crossing points in close proximity to bus stops
- Bus priority at intersections achieved with strong and consistent visual and physical cues.

ACTION N4.2.3

The Clever and Creative Corridor will be a key destination for public transport by supporting higher density neighbourhoods, delivering fast and convenient services and encouraging the adoption of new technologies. Land for a dedicated, separated public transport infrastructure will be secured from 'day one' along the corridor to ensure that large-scale public transport modes can be supplied as part of urban development.

Design of the Clever and Creative Corridor will prioritise public transport at all stages of development by delivering:

- Land reservation for a 14-metre median or side-running corridor that can facilitate landscaping and all existing and future public transport infrastructure technologies including light rail, rapid bus transit and trackless trams
- Bus capable carriageways as part of its interim design
- Bus stops located on the outstand to maintain bus priority as part of interim design
- Intersections limited to connector street and arterial road intersections
- Substantial large tree canopy that provides shelter from all weather conditions
- 'Station' platform arrangements as part of the ultimate design that are:
  - Bilateral, opposing configurations within the 14-metre median
  - Expandable based on new technologies
  - Mid-block at attractors including activity centres and community hubs
  - Separated in each direction at major intersections
  - Safe and accessible for all ages and abilities.

ACTION N4.2.4

Urban development will provide 'day one' public transport services for initial residents of new neighbourhoods to combat reliance on private vehicles for commuter trips.

Public transport services will be provided for initial residents of new communities that link to central Geelong at morning and afternoon peak times. Early provision of services may necessitate developer-operated shuttle bus services.

ACTION N4.2.5

Capacity to deliver public transport infrastructure will be a key consideration in the design of the integrated transport network where constraints are associated with the topography of the Lovely Banks monocline.

Impacts of the steep slope along the Lovely Banks monocline will be mitigated by designing the integrated transport network to navigate along contours and lessen slope gradients where possible.

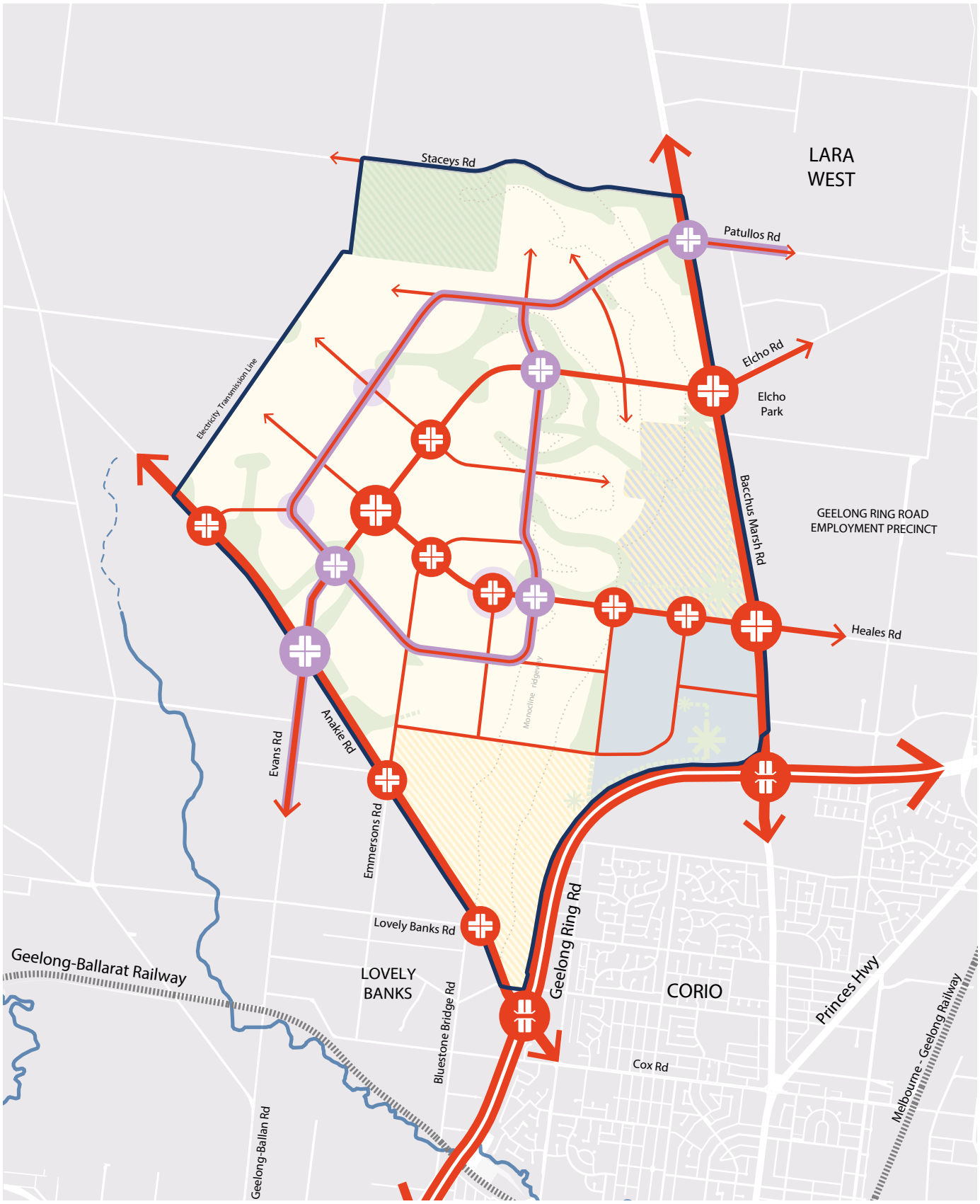
ACTION N4.2.6

Greater Geelong's Public Transport Network will expand into each neighbourhood to provide public transport connections to the broader city network and deliver:

- **Upgrades to the Bacchus Marsh Road freeway interchange and Anakie Road freeway interchange**
- **Upgrades to the external road network connecting to Corio Railway Station**
- **Upgrades to the external road network connecting to Lara Railway Station.**

New neighbourhoods will access Geelong's 'go anywhere' public transport network that provides high frequency connections to central Geelong as part of the Transport Network Operation Plan.

PLAN 34 **INTEGRATED TRANSPORT**
NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- GEELONG RING ROAD UPGRADE CONNECTION
- GEELONG RING ROAD
- ARTERIAL ROAD
- CONNECTOR STREET INDICATIVE ALIGNMENT
- MAJOR SIGNALISED INTERSECTION ARTERIAL X ARTERIAL
- SIGNALISED INTERSECTION ARTERIAL X CONNECTOR
- CLEVER AND CREATIVE SIGNALISED INTERSECTION ARTERIAL X CORRIDOR

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INTEGRATED TRANSPORT

NORTHERN GEELONG GROWTH AREA

CONTEXT

Existing road networks in proximity to the Northern Geelong Growth Area includes:

- Bacchus Marsh Road, a two-lane state arterial road with an interchange at the Geelong Ring Road
- Anakie Road, a two-lane rural arterial road with an interchange at the Geelong Ring Road
- Staceys Road, a two-lane rural arterial road
- Local roads entering the growth area at Elcho Road, Heales Road, Evans Road and Emmersons Road
- Minor local roads connecting to existing properties

New integrated transport infrastructure to support urban development in the Northern Geelong Growth Area is illustrated on Plan 34 and 38 and includes:

- The Clever and Creative Corridor
- Upgrade and duplication of Bacchus Marsh Road and Anakie Road to urban-standard arterial roads
- Upgrade of freeway interchanges on the Geelong Ring Road at Bacchus Marsh Road and Anakie Road
- Upgrade, duplication and realignment of Elcho Road, Heales Road and Evans Road to urban-standard arterial roads
- Upgrade of Emmersons Road and parts of Tower Hill Drive to urban-standard connector streets
- A new and comprehensive connector street network
- Signalised intersections along the arterial road and Clever and Creative Corridor networks
- Controlled intersections along the connector street network, where required
- Consideration of new and emerging integrated transport technologies that are electrified, autonomous, shared and connected.



ACTION N4.3.1

Strategic transport modelling will be undertaken for each precinct to establish a detailed integrated transport network.

Assessment of the proposed integrated transport network will be utilised with detailed land use planning. Key elements of the framework plan, including access to Geelong rail network and the Clever and Creative Corridor, will form a key objectives of each assessment.

ACTION N4.3.2

The integrated transport network will be central to the design of neighbourhoods and positively contribute to the public realm. Arterial roads and local and connector streets will be designed as 'streets for people.'

The integrated transport network will be designed to acknowledge streets as important shared public spaces providing benefits to all users. The network will deliver a green setting that contributes to the broader open space network and deliver:

- Continuous large tree canopy along all nature strips and central medians providing adequate width to grow large mature trees
- Low speed environments that minimise road widths
- Landscaped service roads on arterial roads that provide access to abutting properties and kerbside parking
- Shared paths on both sides of arterial roads and at least one side of connector streets
- Passive surveillance created by continuous development frontages or the open space network
- Rural road typologies along rural interfaces on the north and western boundary of the growth area and within the Batesford township
- Water sensitive urban design, where appropriate.

ACTION N4.3.3

Design and management of the integrated transport network will facilitate efficient private vehicle movements whilst encouraging mode shift to active and public transport.

The integrated transport network will cater for private and commercial vehicle movements by delivering:

- Upgrade and duplication of the Midland Highway and Hamilton Highway
- Upgrade and duplication of Bacchus Marsh Road and Anakie Road
- Upgrade of existing interchanges with the Geelong Ring Road
- Local arterial roads generally based on a one-mile grid, subject to local landform constraints
- Arterial road carriageways designed to maintain traffic flows and minimise conflicts by directing intermittent traffic movements (e.g. waste management) to service roads
- Connector streets generally centrally located within the one-mile grid, subject to local landform constraints
- Connection to all key destinations in the urban landscape including active centres, community hubs, schools, employment precincts and the open space network
- Arterial road and connector street movements within the Clever and Creative Corridor, where applicable
- Controlled intersections that cater for safe and convenient access, surrounding land uses and forecast traffic volumes.

ACTION N4.3.4

The integrated transport network will be designed to maximise community enjoyment of the Clever and Creative Corridor.

The Clever and Creative Corridor is the community's central access point to activity centres, community facilities and services, open space, and active and public transport networks. The design of the integrated transport network will prioritise the strategic intent of the corridor by ensuring that:

- Local and connector streets directly adjoining the corridor are designed as low speed environments
- Crossovers of the corridor are limited to signalised intersections
- Intersections are designed to prioritise safe active transport movements.

ACTION N4.3.5

Design of the integrated transport network will consider constraints associated with the topography of the Lovely Banks monocline.

Impacts of steep slope along the Lovely Banks monocline will be mitigated by designing the integrated transport network to navigate along contours and lessen slope gradients where possible and avoid extended lengths of road running up and down the monocline escarpment.

ACTION N4.3.6

The integrated transport network will provide private vehicle connections to the broader city network and deliver:

- **Upgrades to the Bacchus Marsh Road freeway interchange and the Anakie Road freeway interchange along the Geelong Ring Road**
- **Upgrades to the external road network connecting toward Lara**
- **Upgrades to the external road network connecting toward central Geelong**
- **Upgrades to Evans Road between the growth areas to connect the Clever and Creative Corridor.**

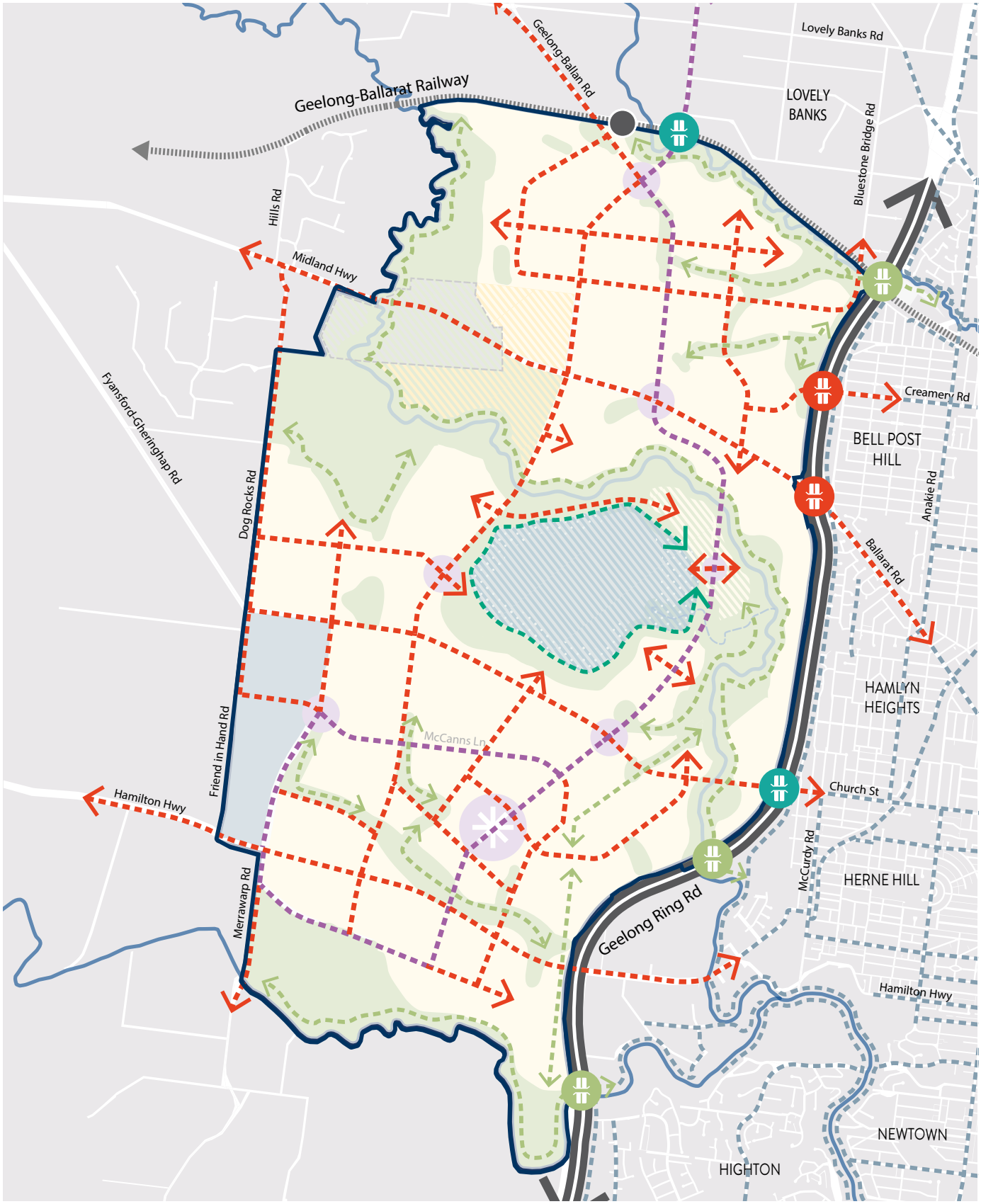
Upgrades to the integrated transport network necessitated by urban development will be designed to be compatible with the delivery of the principal public transport network.

ACTION N4.3.7

Road treatments will be utilised to deter 'cut-through' movements in rural living areas.

Road design will safeguard rural living areas from intrusive traffic movements.

PLAN 35 **ACTIVE TRANSPORT**
WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- SHARED PATH — LAKESIDE RECREATION
- PRINCIPAL BICYCLE NETWORK
- SHARED PATH — WATERWAYS
- SHARED PATH — CLEVER AND CREATIVE CORRIDOR
- SHARED PATH — INTEGRATED TRANSPORT NETWORK
- ACTIVE TRANSPORT CONNECTION — UPGRADE
- ACTIVE TRANSPORT CONNECTION — NEW
- ACTIVE TRANSPORT CONNECTION — RIVER AND CREEK CORRIDORS

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ACTIVE TRANSPORT

WESTERN GEELONG GROWTH AREA

CONTEXT

Existing active transport infrastructure in proximity to the Western Geelong Growth Area includes:

- Ted Wilson Trail, a 12-kilometre walking and cycling path adjoining the Geelong Ring Road linking Corio and Hamlyn Heights
- Tom McKean Trail, a walking and cycling path along the defunct railway between Fyansford and North Geelong
- A shared path on the Midland Highway between the Geelong Ring Road and Geelong-Ballan Road
- A shared path to the west of Dog Rocks Road
- Local connection provided under the Geelong-Ballarat railway at Bluestone Bridge Road
- Local connection provided under the Geelong Ring Road at the Moorabool River in Fyansford.

New active transport infrastructure to support urban development in the Northern Geelong Growth Area is illustrated on Plan 35 and includes:

- Safe and direct linear corridors that minimise crossovers and allow commuter-based trips, including the Clever and Creative Corridor
- Comprehensive networks, including off-road shared paths on all arterial roads and connector streets
- Shared paths to localised activity centres and social infrastructure that encourage walking and cycling
- Low-speed local and connector streets that allow safe on-road cycling
- Consideration of new and emerging active transport technologies including electric bicycles and scooters, bicycle-sharing systems and other micro-mobility and 'last mile' modes.

ACTION W4.1.1

Walking and cycling will be central to the design of neighbourhoods and promote mode shift from private vehicles to active transport.

A comprehensive active transport network will be established that prioritises walking and cycling within and between neighbourhoods. The network of shared paths will:

- Maximise safety and connectivity for active transport users
- Create direct access to the Clever and Creative Corridor
- Connect key destinations in the urban landscape, including activity centres, community hubs, schools and employment precincts
- Directly interface with the open space network and waterways, where paths are constructed above flood levels to an all-weather standard
- Overcome or avoid challenges associated with topography in its design.

ACTION W4.1.2

Walking and cycling will be the highest priority in the design and management of the integrated transport network.

The integrated transport network will be designed as a pedestrian and cycle friendly environment by delivering a network of off-road shared paths, shared zones and priority spaces including:

- Footpaths on both sides of all streets
- Shared paths on connectors street and arterial roads
- Safe and convenient crossing points
- Safe and convenient transition between on and off-road bicycle networks
- Pedestrian and bicycle priority at intersections achieved with strong and consistent visual and physical cues.

ACTION W4.1.3

The Clever and Creative Corridor will be a key destination for active transport by supporting walkable neighbourhoods, delivering commuter-based cycling infrastructure and encouraging the adoption of new technologies. Dedicated active transport infrastructure will be delivered from 'day one' in the corridor to encourage early adoption of active transport in new neighbourhoods.

Design of the Clever and Creative Corridor will prioritise active transport at all stages of development by delivering:

- Dedicated off-road shared paths incorporated within the tree-lined median or side-running reserve as part of its interim design
- Dedicated off-road shared paths incorporated within the nature strip as part of its ultimate design
- Bicycle parking facilities at high activity and interchange locations along the corridor
- Bicycle sharing facilities at high activity and interchange locations along the corridor
- Pedestrian crossings and suitable landing areas at station locations as part of its ultimate design
- Substantial large tree canopy that provides shelter from all weather conditions.

ACTION W4.1.4

Active transport will be prioritised in the design of linear open space corridors, particularly along the corridors of the Moorabool River, Barwon River and Cowies Creek and surrounding the lake.

The river and creek corridors provide linear open space opportunities that allows the wider community to experience the natural landscape and connect directly into Geelong's Principal Bicycle Network. Shared paths along the river and creek corridors will be designed to maximise ease of use and provide safe and convenient connections between key attractions and the Clever and Creative Corridor.

ACTION W4.1.5

Active transport infrastructure will be designed along the Moorabool River corridor, lake precinct and Geelong Ring Road to manage safety and access constraints associated with the topography of the area.

Impacts of steep slope along these corridors will be mitigated by providing adjoining shared paths that lessen slope gradients, control speed and provide opportunities for users to rest between key attractions and the Clever and Creative Corridor.

ACTION W4.1.6

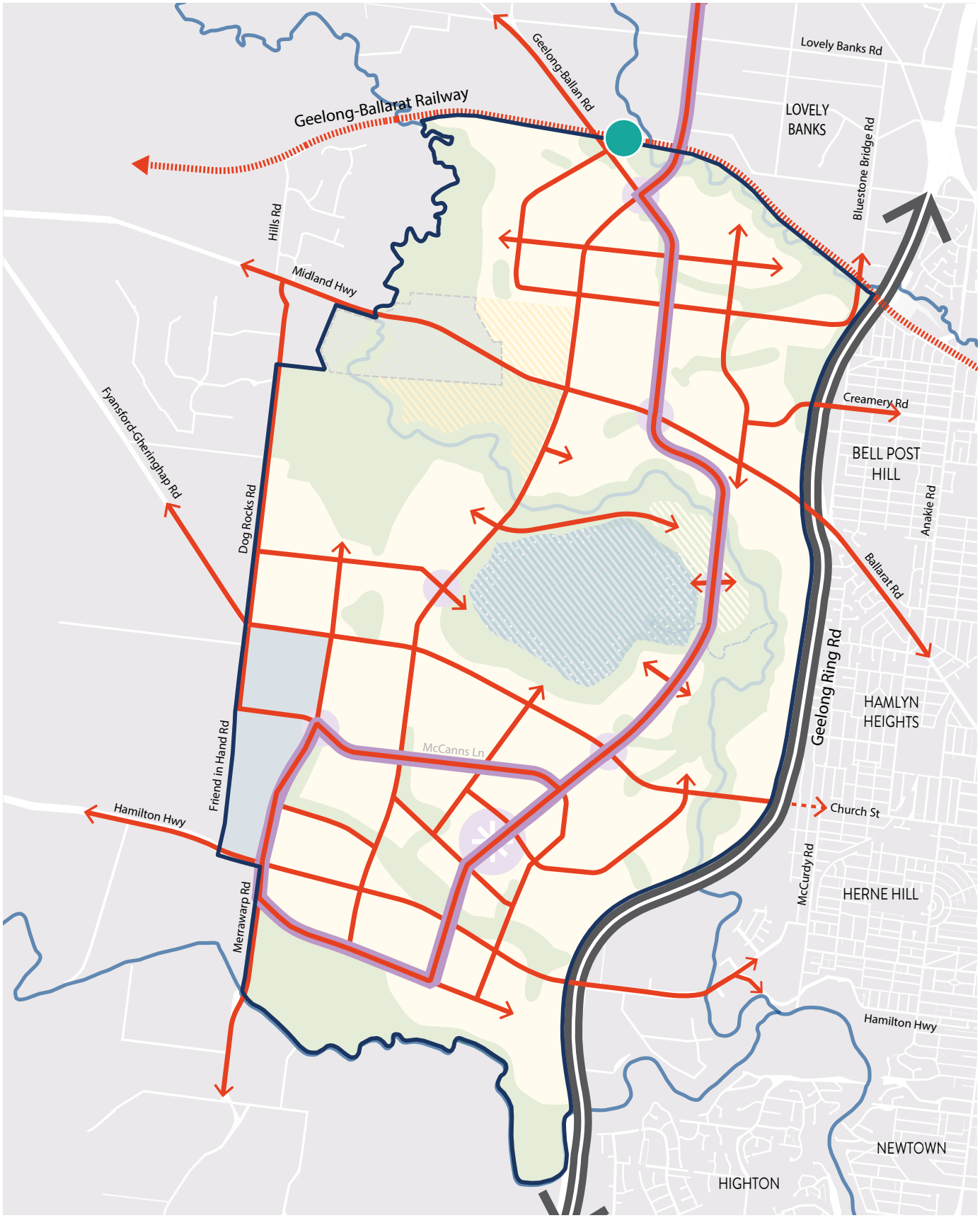
Greater Geelong's Principal Bicycle Network will expand into each neighbourhood to provide cycling connections to the broader city network and deliver:

- **Upgrades to active transport infrastructure at the Midland Highway freeway interchange, Hamilton Highway freeway interchange and Creamery Road freeway flyover**
- **New active transport infrastructure that provides connections across the Geelong Ring Road along river and creek corridors**
- **New active transport infrastructure where additional connections are created to the Geelong Ring Road.**

The Principal Bicycle Network provides cyclists with safe, accessible and connected cycling routes within Geelong and will extend into the growth areas via key entry points along river corridors, linear open spaces, arterial roads and interchanges along the Geelong Ring Road.


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PLAN 36 **PUBLIC TRANSPORT**
WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- RAILWAY — UPGRADE
- RAILWAY STATION — NEW
- BUS CAPABLE ROAD — INTEGRATED TRANSPORT NETWORK
- DEDICATED PUBLIC TRANSPORT — CLEVER AND CREATIVE CORRIDOR

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PUBLIC TRANSPORT

WESTERN GEELONG GROWTH AREA

CONTEXT

Existing public transport infrastructure in proximity to the Northern Geelong Growth Area includes:

- Geelong-Ballarat railway currently carries freight rail and previously carried passenger services, with the former Moorabool Railway Station abutting the northern boundary of the growth area
- North Geelong Railway Station, located three kilometres to the east
- Geelong Railway Station, located five kilometres to the east
- Bus route 19, between Geelong and Bannockburn, operates along the Midland Highway
- Bus route 25, between Geelong Railway Station and Bell Post Hill, operates along Creamery Road.

New public transport infrastructure to support urban development in the Northern Geelong Growth Area is illustrated on Plan 36 and 38 and includes:

- Commuter-based passenger rail services on the Geelong-Ballarat railway between Geelong and Bannockburn
- A new railway station on the Geelong-Ballarat railway in proximity to Geelong-Ballan Road
- Public transport infrastructure linking the growth areas to North Geelong Station and Geelong Railway Station via high frequency services
- The Clever and Creative Corridor, providing a dedicated, separated public transport corridor linking neighbourhoods in the growth area and the broader Geelong region
- Public transport priority at intersections on the arterial road and Clever and Creative Corridor networks
- A bus-capable arterial road and connector street network
- Consideration of new and emerging public transport technologies including light rail, bus rapid transit, trackless trams, electric and autonomous vehicles and 'last mile' modes that link residents to public transport.

ACTION W4.2.1

Public transport will be central to the design of neighbourhoods and promote mode shift from private vehicles.

A comprehensive street network will be designed and established that prioritises public transport movements within and between neighbourhoods. The network will:

- Maximise safety and connectivity for public transport users
- Provide direct access to the Clever and Creative Corridor via local bus routes
- Support ultra-low-floor buses and convenient and frequent bus stops on arterial roads and connector streets that all households can access within a walkable distance
- Connect and interchange at key destinations in the urban landscape, including activity centres, community hubs, schools, employment precincts and arterial roads
- Overcome or avoid challenges associated with topography in its design.

ACTION W4.2.2

Public transport will be the highest priority beyond active transport in the design and management of the integrated transport network.

The integrated transport network will be designed to maximise public transport use by facilitating infrastructure that allows services to be accessible, frequent and reliable including:

- Bus capable arterial roads and connector streets
- Bus stops that are paired and connect to footpaths on both sides of all streets
- Safe and convenient crossing points in close proximity to bus stops
- Bus priority at intersections achieved with strong and consistent visual and physical cues.

ACTION W4.2.3

The Clever and Creative Corridor will be a key destination for public transport by supporting higher density neighbourhoods, delivering fast and convenient services and encouraging the adoption of new technologies. Land for a dedicated, separated public transport infrastructure will be secured from 'day one' along the corridor to ensure that large-scale public transport modes can be supplied as part of urban development.

Design of the Clever and Creative Corridor will prioritise public transport at all stages of development by delivering:

- Land reservation for a 14-metre median or side-running corridor that can facilitate landscaping and all existing and future public transport infrastructure technologies including light rail, rapid bus transit and trackless trams
- Bus capable carriageways as part of its interim design
- Bus stops located on the outstand to maintain bus priority as part of interim design
- Intersections limited to connector street and arterial road intersections
- Substantial large tree canopy that provides shelter from all weather conditions
- 'Station' platform arrangements as part of the ultimate design that are:
  - Bilateral, opposing configurations within the 14-metre median
  - Expandable based on new technologies
  - Mid-block at attractors including activity centres and community hubs
  - Separated in each direction at major intersections
  - Safe and accessible for all ages and abilities.

ACTION W4.2.4

Urban development will provide 'day one' public transport services for initial residents of new neighbourhoods to combat reliance on private vehicles for commuter trips.

Public transport services will be provided for initial residents of new communities that link to central Geelong at morning and afternoon peak times. Early provision of services may necessitate developer-operated shuttle bus services.

ACTION W4.2.5

Capacity to deliver public transport infrastructure will be a key consideration in the design of the integrated transport network where constraints are associated with the topography of the Moorabool River and Cowies Creek corridors and Batesford Quarry.

Impacts of steep slope along the river and creek corridors and quarry will be mitigated by designing the integrated transport network to navigate along contours and lessen slope gradients where possible.

ACTION W4.2.6

Greater Geelong's Public Transport Network will expand into each neighbourhood to provide public transport connections to the broader city network and deliver:

- **Upgrades to the Midland Highway freeway interchange, Hamilton Highway freeway interchange and Creamery Road freeway flyover**
- **Upgrades to the external road network connecting to North Geelong Railway Station**
- **Upgrades to the external road network connecting to Geelong Railway Station.**
- **New public transport infrastructure where additional connections are created to the Geelong Ring Road, including a potential public transport-only flyover connecting to Church Street, Hamlyn Heights.**

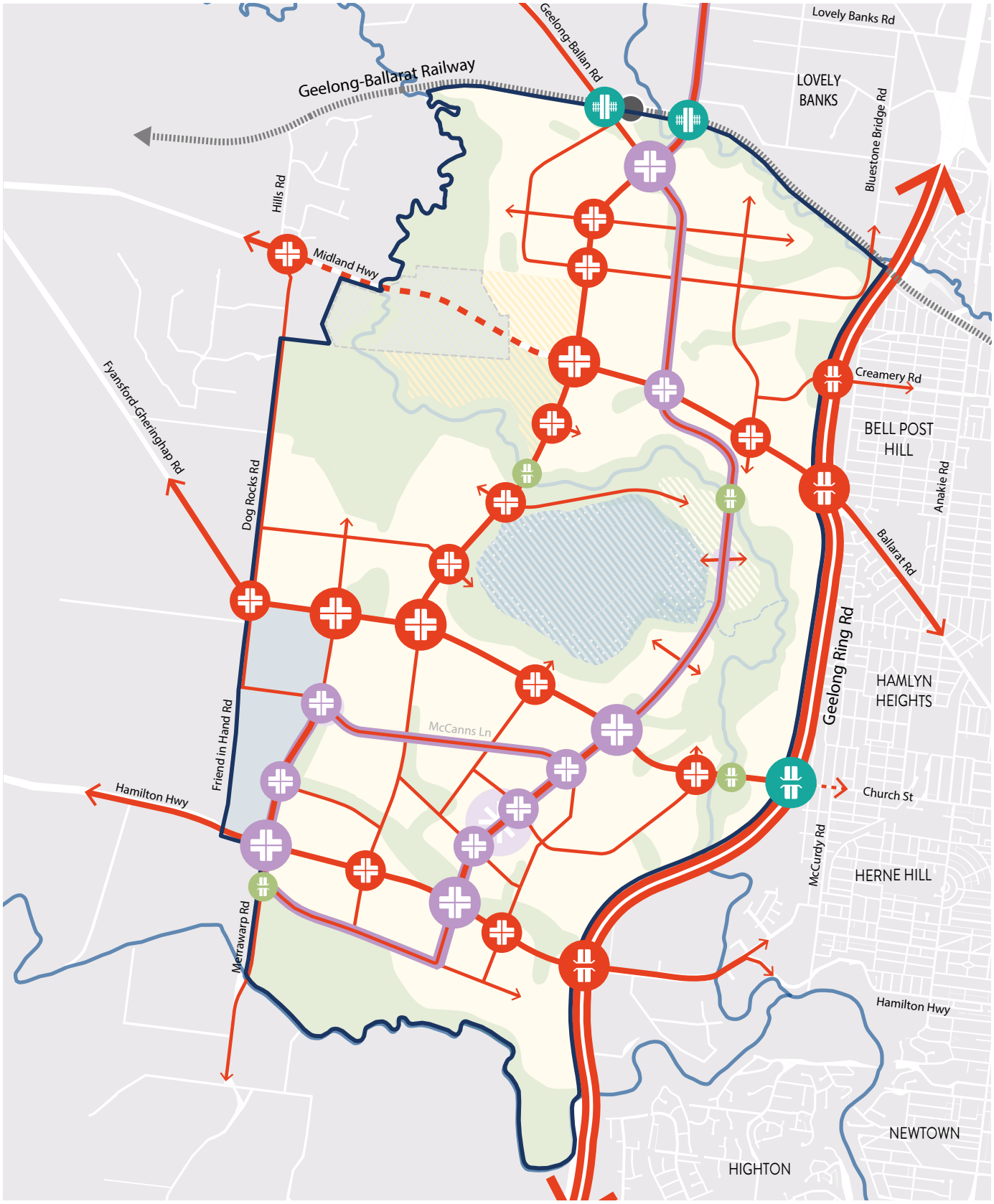
New neighbourhoods will access Geelong's 'go anywhere' public transport network that provides high frequency connections as part of the Transport Network Operation Plan.

ACTION W4.2.7

Sequencing of urban development will protect the opportunity for transit-orientated development along the Geelong-Ballarat railway between Geelong-Ballan Road and Evans Road.

Urban development in proximity to the Geelong-Ballarat railway will retain the capacity to deliver a railway station and associated infrastructure in anticipation of commuter-based passenger rail services between Geelong and Bannockburn, including grade seperations at Geelong-Ballan Road and Evans Road that provide safety for all transport movements.

PLAN 37 **INTEGRATED TRANSPORT**
WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- GEELONG RING ROAD
- ARTERIAL ROAD
- MIDLAND HIGHWAY
  SUBJECT TO VICROADS
- CONNECTOR STREET
  INDICATIVE ALIGNMENT
- RAILWAY CROSSING
  GRADE SEPERATION
- ACTIVE TRANSPORT CONNECTION
  RIVER AND CREEK CORRIDORS
- GEELONG RING ROAD
  UPGRADE CONNECTION
- GEELONG RING ROAD
  NEW CONNECTION
  HALF-DIAMOND INTERCHANGE (WESTERN APPROACH)
  PUBLIC TRANSPORT ACCESS TO CHURCH ST ONLY
- MAJOR SIGNALISED INTERSECTION
  ARTERIAL X ARTERIAL
- SIGNALISED INTERSECTION
  ARTERIAL X CONNECTOR
- CLEVER AND CREATIVE SIGNALISED INTERSECTION
  ARTERIAL X CORRIDOR

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INTEGRATED TRANSPORT

WESTERN GEELONG GROWTH AREA

CONTEXT

Existing road networks within proximity to the Western Geelong Growth Area includes:

- Midland Highway, a two-lane state highway with an interchange at the Geelong Ring Road
- Hamilton Highway, a two-lane state highway with an interchange at the Geelong Ring Road
- Geelong-Ballan Road, a two-lane, rural-standard state arterial road
- Fyansford-Gheringhap Road, a two-lane, rural-standard state arterial road
- Merrawarp Road, a two-lane, rural-standard state arterial road
- Friend in Hand Road, a two-lane, rural-standard arterial road
- Creamery Road, a local road with a flyover on the Geelong Ring Road
- Local connections entering the growth area at Evans Road and Bluestone Bridge Road
- Minor local roads connecting to the Batesford town and other existing properties.

New integrated transport infrastructure to support urban development in the Northern Geelong Growth Area is illustrated on Plan 37 and 38 and includes:

- The Clever and Creative Corridor
- Upgrade and duplication of the Midland Highway* and Hamilton Highway to urban-standard arterial roads
- Upgrade of parts of Geelong-Ballan Road, Evans Road and Lynnburn Road to urban-standard arterial roads
- A new south-west arterial road to the west of Batesford Quarry
- A new east-west arterial road to the south of Batesford Quarry
- Upgrade of freeway interchanges on the Geelong Ring Road at the Midland Highway and Hamilton Highway
- A new half-diamond freeway interchange on the west side of the Geelong Ring Road in direct proximity to Church Street, Hamlyn Heights (subject to detailed investigation)
- Grade separations on the Geelong-Ballarat Railway as part of commuter-based services
- Upgrade of Dog Rocks Road, Merrawarp Road, Creamery Road, parts of McCanns Lane and parts of Fyansford-Gheringhap Road, Blackall Road and Friend in Hard Road to urban-standard connector streets
- A new and comprehensive connector street network
- Signalised intersections along the arterial road and Clever and Creative Corridor networks
- Controlled intersections along the connector street network, where required.

**The upgrade of the Midland Highway and any polential realignment is subject to future investigation by VicRoads*

ACTION W4.3.1

Strategic transport modelling will be undertaken for each precinct to establish a detailed integrated transport network.

Assessment of the proposed integrated transport network will be utilised with detailed land use planning. Key elements of the framework plan, including access to Geelong rail network and the Clever and Creative Corridor, will form a key objectives of each assessment.

ACTION W4.3.2

The integrated transport network will be central to the design of neighbourhoods and positively contribute to the public realm. Arterial roads and local and connector streets will be designed as 'streets for people.'

The integrated transport network will be designed to acknowledge streets as important shared public spaces that provide benefits to all users and deliver a green setting that contributes to the broader open space network. The integrated transport network will be designed to deliver:

- Continuous large tree canopy along all nature strips and central medians providing adequate width to growth large mature trees
- Low speed environments that minimise road widths
- Landscaped service roads on arterial roads that provide access to abutting properties and kerbside parking
- Shared paths on both sides of arterial roads and at least one side of connector streets
- Passive surveillance created by continuous development frontages or the open space network
- Rural road typologies along rural interfaces on the north and western boundary of the growth area and within the Batesford township, where appropriate
- Water sensitive urban design, where appropriate.

ACTION W4.3.3

Design and management of the integrated transport network will facilitate efficient private vehicle movements whilst encouraging mode shift to active and public transport.

The integrated transport network will cater for private and commercial vehicle movements by delivering:

- Upgrade and duplication of the Midland Highway and Hamilton Highway
- Upgrade and duplication of Bacchus Marsh Road and Anakie Road
- Upgrade of existing interchanges with the Geelong Ring Road
- Local arterial roads generally based on a one-mile grid, subject to local landform constraints
- Arterial road carriageways designed to maintain traffic flows and minimise conflicts by directing intermittent traffic movements (e.g. waste management) to service roads
- Connector streets generally centrally located within the one-mile grid, subject to local landform constraints
- Connection to all key destinations in the urban landscape including activity centres, community hubs, schools, employment precincts and the open space network
- Arterial road and connector street movements within the Clever and Creative Corridor, where applicable
- Controlled intersections that cater for safe and convenient access, surrounding land uses and forecast traffic volumes.

ACTION W4.3.4

The integrated transport network will be designed to maximise community enjoyment of the Clever and Creative Corridor.

The Clever and Creative Corridor is the community's central access point to activity centres, community facilities and services, open space, and active and public transport networks. The design of the integrated transport network will prioritise the strategic intent of the corridor by ensuring that:

- Local and connector streets directly adjoining the corridor are designed as low speed environments
- Crossovers of the corridor are limited to signalised intersections
- Intersections are designed to prioritise safe active transport movements.

ACTION W4.3.5

Design of the integrated transport network will consider constraints associated with the topography of the Moorabool River, Barwon River and Cowies Creek corridors, Batesford Quarry and the Geelong Ring Road.

Impacts of steep slope along the river and creek corridors, quarry and Geelong Ring Road will be mitigated by designing the integrated transport network to navigate along contours and lessen slope gradients where possible and avoid extended lengths of road running up and down the monocline escarpment.

ACTION W4.3.6

The integrated transport network will provide private vehicle connections to the broader city network and deliver:

- **Upgrades to the Midland Highway freeway interchange and the Hamilton Highway freeway interchange along the Geelong Ring Road**
- **A new half-diamond freeway interchange on the west side of the Geelong Ring Road in direct proximity to Church Street, Hamlyn Heights (subject to detailed investigation)**
- **Upgrades to the external road network connecting toward central Geelong**
- **Upgrades to Evans Road between the growth areas to connect the Clever and Creative Corridor.**

Upgrades to the integrated transport network necessitated by urban development will be designed to be compatible with the delivery of the principal public transport network.

ACTION W4.3.7

Road treatments will be utilised to deter 'cut-through' movements in proximity to Batesford township.

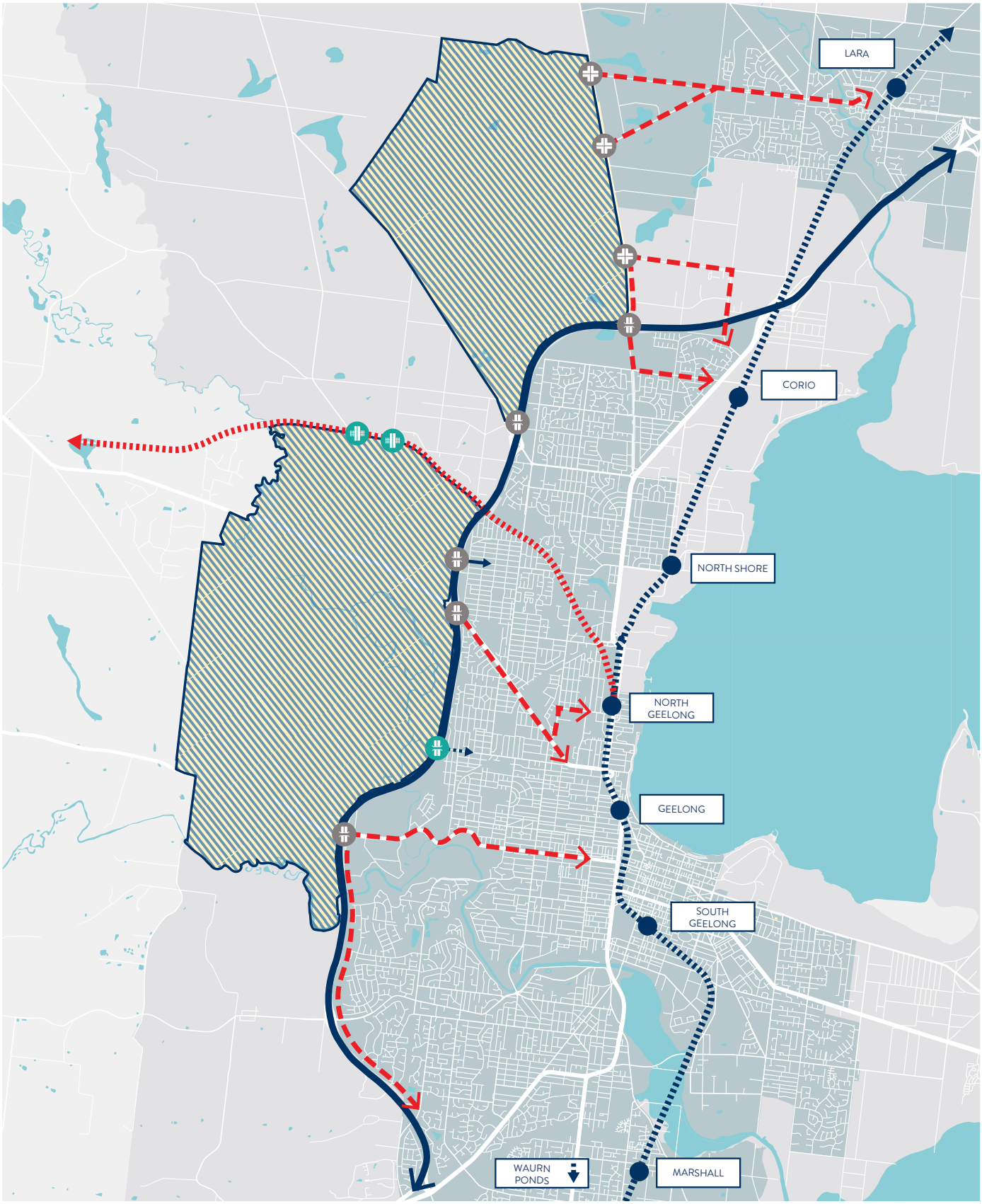
Road design will safeguard Batesford township and rural living areas from intrusive traffic movements.

ACTION W4.3.8

Bridge crossings of the Moorabool River crossings will be limited to key access points.

New bridges that provide vehicle access across the Moorabool River corridor will be limited to opportunities illustrated on Plan 37.

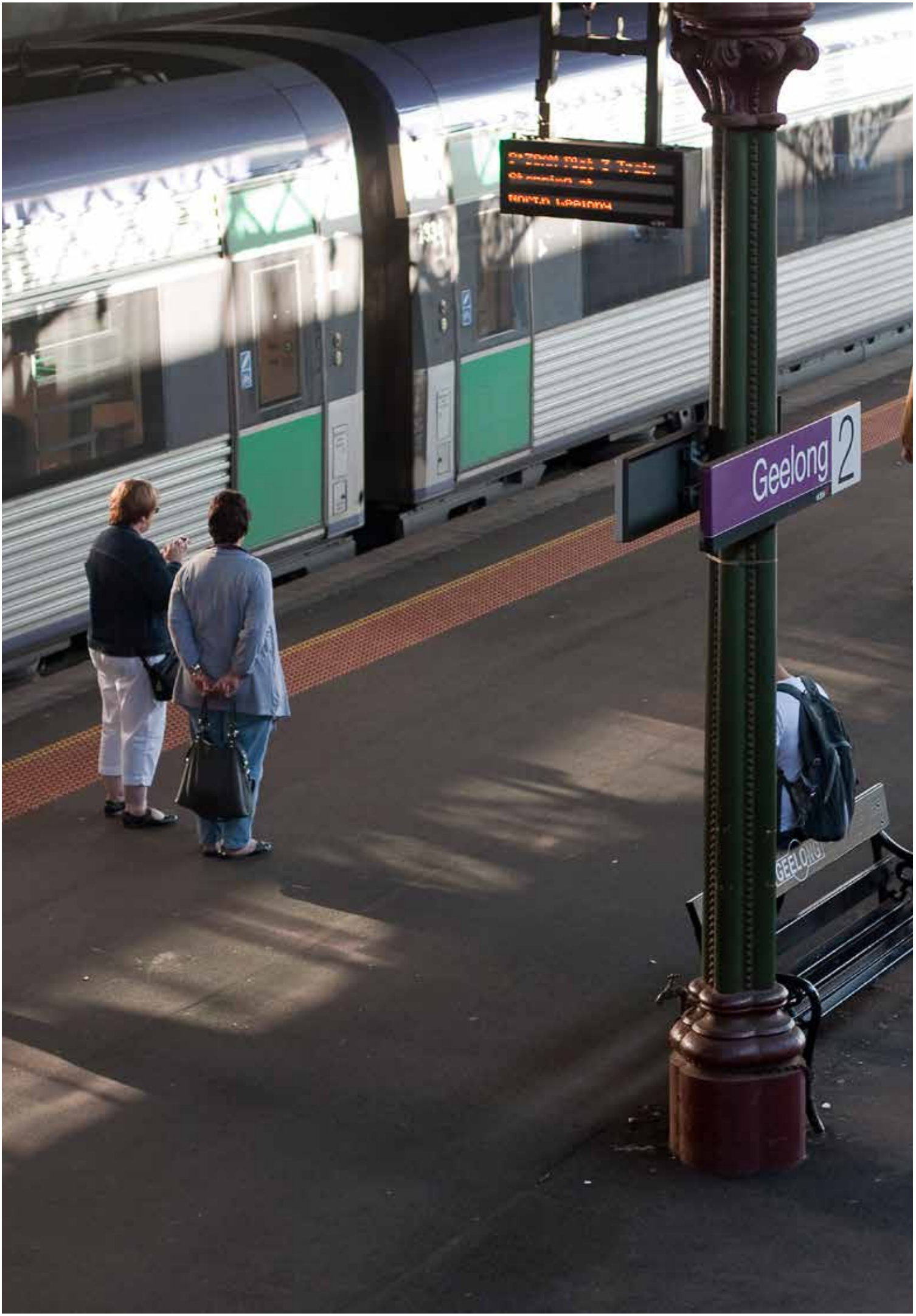
PLAN 38 INTEGRATED TRANSPORT CONNECTIONS
NORTHERN AND WESTERN GEELONG GROWTH AREAS



DRAWING KEY

- PLANNING REGION
- STATION — RAILWAY STATION NAMES
- RAILWAY STATIONS
- RAILWAY — EXISTING RAILWAY
- GEELONG RING ROAD — NEW CONNECTION
- RAILWAY CROSSING — GRADE SEPERATION
- INTERSECTION — SIGNALISED INTERSECTION
- GEELONG RING ROAD — UPGRADE CONNECTION
- RAILWAY — PROPOSED RAILWAY
- ROAD TO RAIL

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Geelong
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DELIVERY

DELIVERY

DELIVERY is the element that commits Geelong's growth areas to sustainable sequencing of new development that provides essential infrastructure and services from the outset.

Successful delivery of this city-shaping project will be measured by our capacity to harness the economic and community benefits of growth whilst maintaining the city's enviable lifestyle and character as part of a larger, greater Geelong.

Greater Geelong's Settlement Strategy provides a strategic framework for managing growth in the Northern and Western Geelong Growth Area and commits the City to:

- Deliver well-planned and sustainable communities
- Implement timely and efficient provision of infrastructure, services and facilities
- Prioritise and promote early provision of public transport infrastructure and services
- Monitor and control land releases and manage the programme of precinct structure plans.

The Northern and Western Geelong Growth Areas will be planned and developed in an orderly sequence of short, medium and long term precincts.

The Clever and Creative Corridor is the unifying element that traverses through Geelong's short, medium and long term precincts. Commitment to delivering the corridor and its adjoining land uses and services is a long-term and fundamental element in realising Geelong's clever and creative vison.

DELIVERY considers the sustainable sequencing of development in the Northern and Western Geelong Growth Areas by prioritising precincts and projecting the essential infrastructure and services required to support Geelong's new neighbourhoods.



PREVIOUS PAGE: CLEVER AND CREATIVE DELIVERY – JOHNSTON PARK RAINGARDEN

DELIVERY **in the Northern and Western Geelong Growth Areas will be guided by these community aspirations, one planet principles and project objectives.**

COMMUNITY ASPIRATIONS



Development and implementation of sustainable solutions



Sustainable development that supports population growth and protects the natural environment

ONE PLANET PRINCIPLES



Sustainable water

Using water efficiently, protecting local water sources and reducing flooding and drought.



Materials and products

Using materials from sustainable sources and promoting products which help people reduce consumption.



Zero waste

Reducing consumption, reusing and recycling to achieve zero waste and zero pollution.



Zero carbon

Making buildings and manufacturing energy efficient and supplying all energy with renewables.

URBAN DEVELOPMENT OBJECTIVES



Stage development to ensure the efficient and orderly provision of infrastructure and services in North Geelong

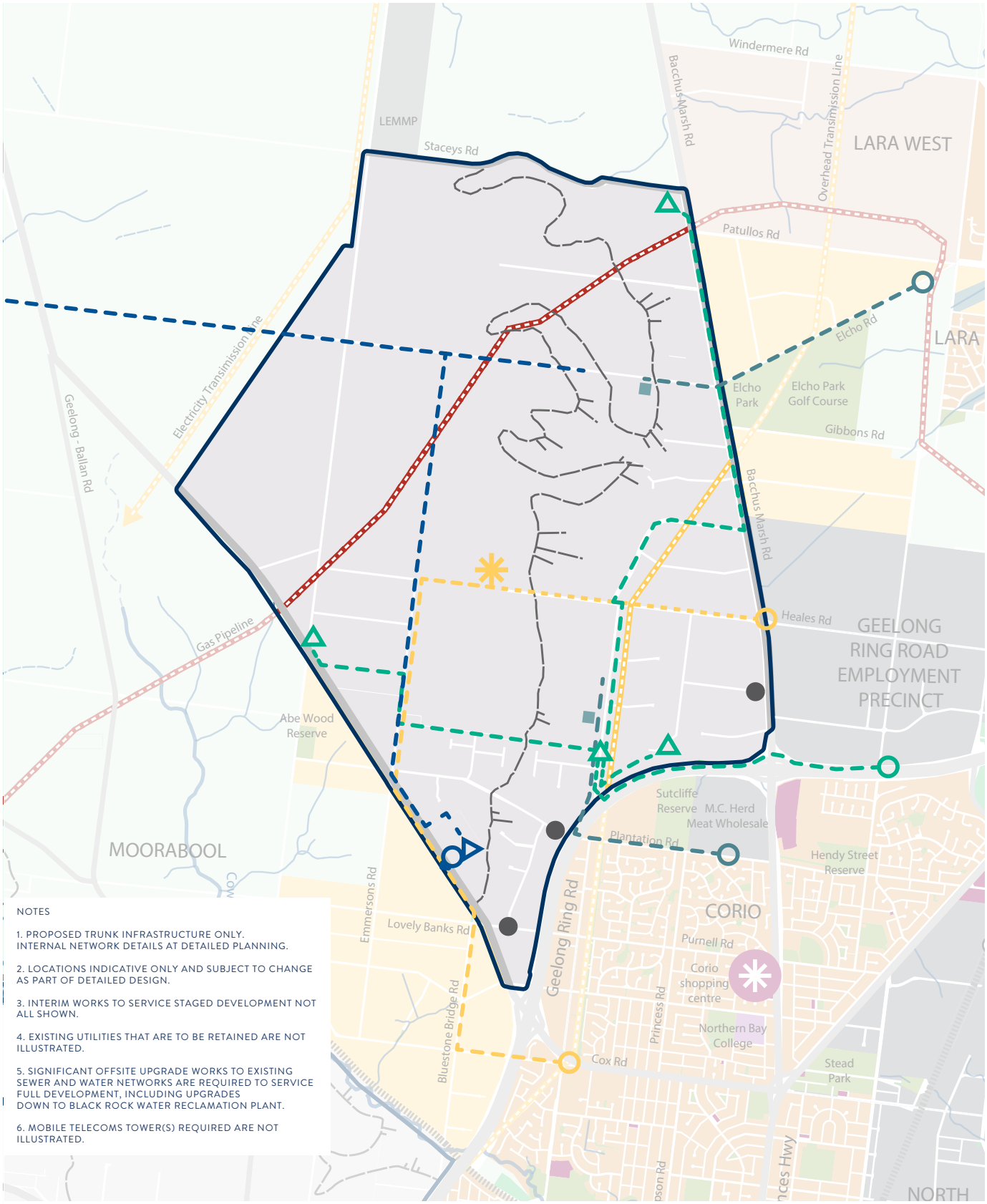
Ensure that staging of development creates early provision of public transport to central Geelong and facilitates coordinated delivery of employment precincts to support job growth in Northern Geelong.



Stage development to ensure the efficient and orderly provision of infrastructure and services in Western Geelong

Ensure that staging of development creates early provision of public transport to central Geelong and preserves long term development aspirations adjoining the Batesford quarry.

PLAN 39 **UTILITIES AND INFRASTRUCTURE**
NORTHERN GEELONG GROWTH AREA



NOTES

1. PROPOSED TRUNK INFRASTRUCTURE ONLY. INTERNAL NETWORK DETAILS AT DETAILED PLANNING.

2. LOCATIONS INDICATIVE ONLY AND SUBJECT TO CHANGE AS PART OF DETAILED DESIGN.

3. INTERIM WORKS TO SERVICE STAGED DEVELOPMENT NOT ALL SHOWN.

4. EXISTING UTILITIES THAT ARE TO BE RETAINED ARE NOT ILLUSTRATED.

5. SIGNIFICANT OFFSITE UPGRADE WORKS TO EXISTING SEWER AND WATER NETWORKS ARE REQUIRED TO SERVICE FULL DEVELOPMENT, INCLUDING UPGRADES DOWN TO BLACK ROCK WATER RECLAMATION PLANT.

6. MOBILE TELECOMS TOWER(S) REQUIRED ARE NOT ILLUSTRATED.

DRAWING KEY

PROPOSED TRUNK SERVICES (INDICATIVE)

- STUDY AREA
- CONNECTION TO EXISTING NETWORK
- WATER
- SEWER
- PUMP STATION — PUMP STATION / STORAGE
- ELECTRICITY
- ZONE SUBSTATION
- TELECOMMUNICATIONS NBN
- FIBRE ACCESS NODE (FAN)
- EXISTING GAS SUPPLY — EXISTING SOURCE OF GAS SUPPLY
- EXISTING ELECTRICITY — EXISTING ELECTRICITY TRANSMISSION TO REMAIN
- EXISTING GAS — HIGH PRESSURE GAS MAIN TO REMAIN
- ELECTRICITY — ELECTRICITY (POTENTIAL)

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UTILITIES AND INFRASTRUCTURE

NORTHERN GEELONG GROWTH AREA

CONTEXT

The infrastructure required to support a city-sized growth area is extensive and diverse. The scale of urban development in the Northern Geelong Growth Area provides opportunities and constraints in the planning and delivery of essential infrastructure: city-shaping projects can be forecast, funded and delivered; however, rapid changes in technology and society may significantly impact utility and infrastructure provision prior to the full development of the growth area.

Greater Geelong is a One Planet Council committed to establishing itself as a carbon neutral city by 2047. Creating carbon neutral neighbourhoods in the Northern Geelong Growth Area is essential to achieving the community-led aspiration for sustainable development that will achieve net zero carbon.

Infrastructure will be delivered in the Northern Geelong Growth Area via various stakeholders and including:

- Capital works by the City of Greater Geelong
- Capital works projects by state government agencies
- Subdivision works by land developers
- Utility service providers.

Infrastructure will be funded in the Northern Geelong Growth Area via:

- Development contributions plans or infrastructure contributions plans as prepared by the City of Greater Geelong
- Works in kind projects completed by land developers on behalf of the City and/or state government agencies
- Agreement under section 173 of the *Planning and Environment Act 1987*
- Works by utility service providers
- City-funded projects
- State and federal government-funded projects.

A high level estimate of the transport, stormwater drainage and social infrastructure needed to support Geelong's new neighbourhoods has been formulated for each precinct on pages 222–229.

ACTION N5.1.1

All lots will be provided with potable water, electricity, reticulated sewerage, stormwater drainage and telecommunications.

Utilities will be delivered underground in a coordinated manner that:

- Bundles infrastructure to maximise space for large canopy tree planting within road verges
- Responds to the local site context and uses logical placement principles
- Locates infrastructure within existing easements, where practicable
- Relocates existing above ground electricity cables underground (unless greater than 66kV)
- Aligns with trunk infrastructure illustrated on Plan 39, subject to detailed investigation
- Minimises disruption during off site works to connect to existing supply networks
- Aligns with environmental protection principles for river and waterway crossings
- Follows a logical sequencing of development and efficient rollout of infrastructure
- Responds to site topography, particularly in steep areas of the monocline escarpment.

ACTION N5.1.2

A servicing plan will be prepared for each precinct structure plan that outlines the utilities required to deliver sustainable development outcomes reflected in the relevant integrated water management strategy and environmentally sustainable design (ESD) action plan.

Provision of other services, including recycled water and gas, will be subject to these detailed investigations to determine how urban development will deliver sustainable water, zero carbon and zero waste. Indicative trunk infrastructure illustrated on Plan 39 represents a conventional servicing approach that is subject to change and innovation as part of detailed precinct structure planning.

ACTION N5.1.3

Placement of utilities will not detract from the amenity of the neighbourhood, particularly the open space network.

Utilities will be delivered to maintain an attractive and healthy public realm in a manner that:

- Locates above ground infrastructure outside of key view lines with landscape screening
- Avoids and minimises impacts on waterways and disturbance of their landform, biodiversity and heritage values
- Avoids and minimises impacts on any conservation areas.

ACTION N5.1.4

Staging of urban development will provide for delivery of ultimate utility servicing infrastructure.

Where delivery of the ultimate infrastructure is not possible, alternate proposals will demonstrate how any interim infrastructure adequately services the development and how the infrastructure will enable delivery of the ultimate servicing network.

Subdivision of land will deliver a wide range of local infrastructure to support new neighbourhoods.

ACTION N5.1.5

Subdivision of land will meet the total cost of delivering local infrastructure where it is not included in the relevant development or infrastructure contributions plan including:

- Local and connector streets (including the Clever and Creative Corridor), intersections, bridges and traffic management measures along arterial roads and local and connector streets, landscaping and lighting
- Shared, pedestrian and bicycle paths along the integrated transport network, waterway and open space networks and easements and appropriate bicycle parking and lighting
- Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing public open space
- Basic improvements to the open space network, including local, linear and district parks and sports reserves
- Utilities and stormwater drainage
- Appropriate noise attenuation along the Geelong Ring Road.

ACTION N5.1.6

The integrity of the existing gas pipeline will be maintained as part of urban development.

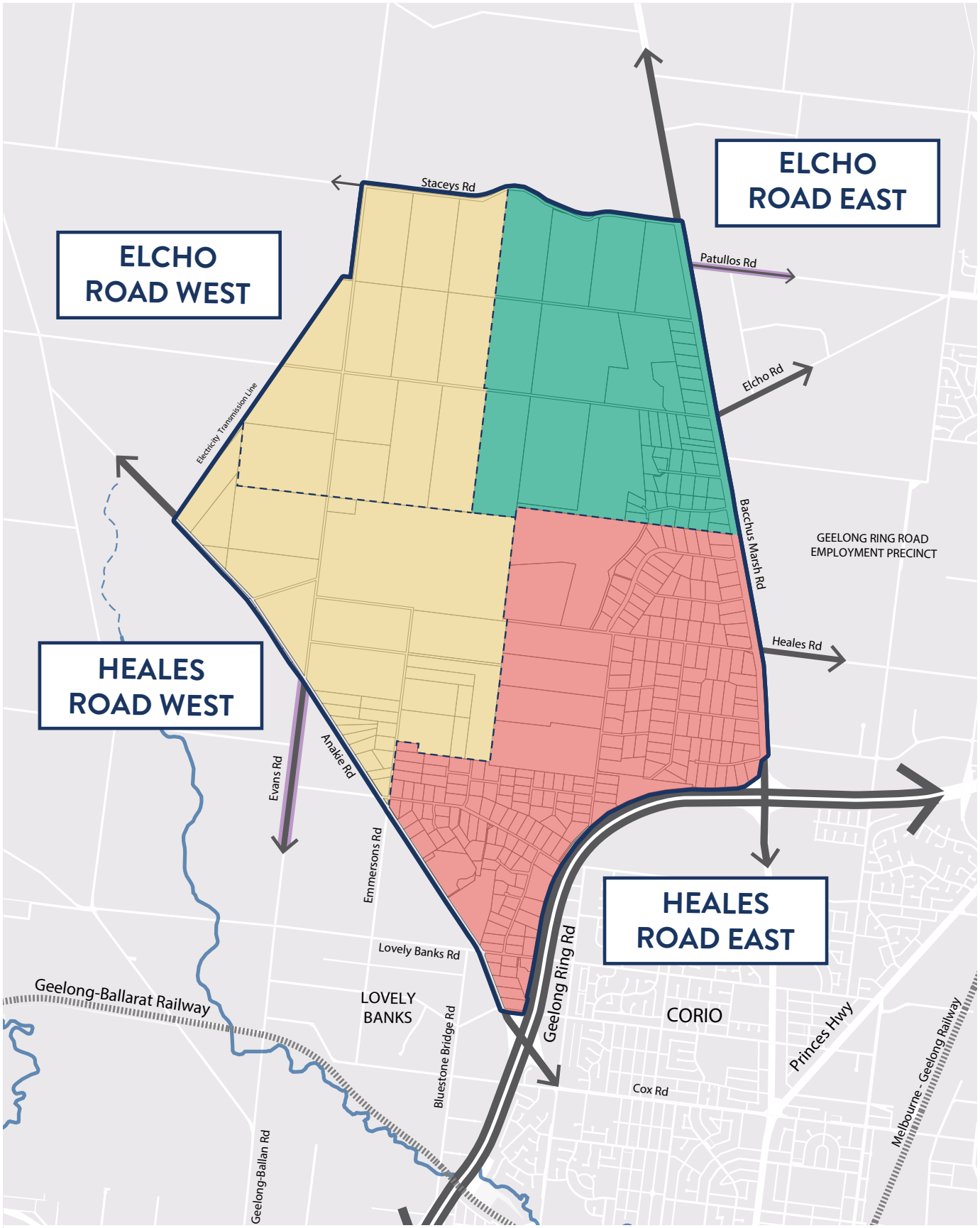
Development within and adjoining the gas pipeline easement will deliver road, stormwater drainage and utility infrastructure that intersects the pipeline at 90 degrees with engineering that does not threaten the pipeline. Trees and shrubs will not be planted within three metres of the gas pipeline.

ACTION N5.1.7

Urban development will acknowledge and maintain electricity transmission line easements.

Subdivision layout and landscaping of land within and adjacent to electricity transmission line easements will seek to minimise the visual impact of the transmission lines and towers and achieve appropriate public interface with the easements.

PLAN 40 **DEVELOPMENT SEQUENCING**
NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- SHORT TERM PRECINCT
- MEDIUM TERM PRECEINCT
- LONG TERM PRECINCT

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DEVELOPMENT SEQUENCING

NORTHERN GEELONG GROWTH AREA

CONTEXT

Sequencing of urban development is critical to the success of Geelong's new neighbourhoods and must be undertaken in manner that benefits the city's broader community and economy.

The release and management of new development fronts has implications for the delivery of infrastructure and services. The City is responsible for funding growth area infrastructure in partnership with the Victorian Government and land developers. Managing the timing of costs associated with development begins with the decision to commence a precinct structure plan as it forms a direct pathway to urban development. Careful consideration for initiating a precinct structure plan is as important as the subsequent detailed planning.

Commencing new urban development in proximity to existing neighbourhoods is generally preferred as it will allow nearby access to services for new residents prior to the delivery of local infrastructure. Where possible, private sector investment and contributions toward early infrastructure provision will be fully explored to support the early stages of Geelong's new neighbourhoods.

The Northern Geelong Growth Area will be planned and developed in an orderly sequence of short, medium and long term precincts as illustrated on Plan 40:

- Short term precinct:
  - Elcho Road East (illustrated on Plan 41)
- Medium term precinct:
  - Elcho Road West (illustrated on Plan 42)
  - Heales Road West (illustrated on Plan 43)
- Long term precinct:
  - Heales Road East (illustrated on Plan 44).

Urban development in the Northern Geelong Growth Area will commence on the land adjoining Lara West and prioritise early connections to Lara Railway Station and Lara Town Centre. New communities will be established throughout the western plateau in the medium-term before urban development is considered in the south-eastern part of the growth area. The Clever and Creative Corridor will be accessible to all precincts.

Each precinct will accommodate a standalone, neighbourhood-sized community that is sufficient to support local services, ensuring the short-term precincts will not be dependent on the immediate or premature development of subsequent precincts.

ACTION N5.2.1

The commencement of any precinct structure plan will be initiated by the City based on strategic policy and budgeting.

Recommendations for the commencement of a precinct structure plan will be based on:

- The City's Settlement Strategy
- Maintaining an adequate supply of residential land
- Sequencing proposed in the Northern and Western Geelong Growth Areas Framework Plan
- The capacity for urban development in the precinct to meet the community-led aspirations, one planet principles and project objectives
- Executing individual third party funding agreements with land developers that is sufficient to undertake technical studies.

ACTION N5.2.2

Simultaneous preparation of precinct structure plans in the Northern Geelong Growth Area will be not be supported unless necessitated by the City's strategic policy and considerations outlined in Action N5.2.1.

Releasing a new precinct structure plan for development necessitates the provision of infrastructure and services that must be carefully managed by the City and the Victorian Government. The anticipated dwelling and population yield of each precinct in the growth area is substantial in the local context. Preparation of a precinct structure plan requires significant resourcing, budgeting and community and stakeholder engagement and should be undertaken in succession.

ACTION N5.2.3

The commencement and approval of precinct structure plans in the Northern Geelong Growth Area will be undertaken in the following sequence:

- **Elcho Road East Precinct Structure Plan prior to Elcho Road West Precinct Structure Plan or Heales Road West Precinct Structure Plan**
- **All other precinct structure plans prior to Heales Road East.**

Urban development will be supported that provides initial connections to Lara and delays urban development in rural living areas in Lovely Banks and the southern half of the Lovely Banks monocline in the short and medium term.

ACTION N5.2.4

Precinct structure plans will be prepared by the City to provide detailed guidance for the design and development of Geelong's new neighbourhoods.

Precinct structure plans establish clear guidance for future land use and development, offering greater certainty to stakeholders and supporting the timely and coordinated provision of infrastructure. A City-led precinct structure planning process will:

- Allow the City to plan and manage the impacts of growth
- Ensure that precinct structure plans are guided by community aspirations, one planet principles and project objectives
- Respond to the Northern and Western Geelong Growth Areas Framework Plan
- Execute individual third party funding agreements with land developers to fund a set of City-led technical reports needed to inform each precinct structure plan
- Deliver a suite of technical studies and supporting documents for the precinct structure plan
- Incorporate a development contributions plan or infrastructure contributions plan to identify funding mechanisms for essential infrastructure.

ACTION N5.2.5

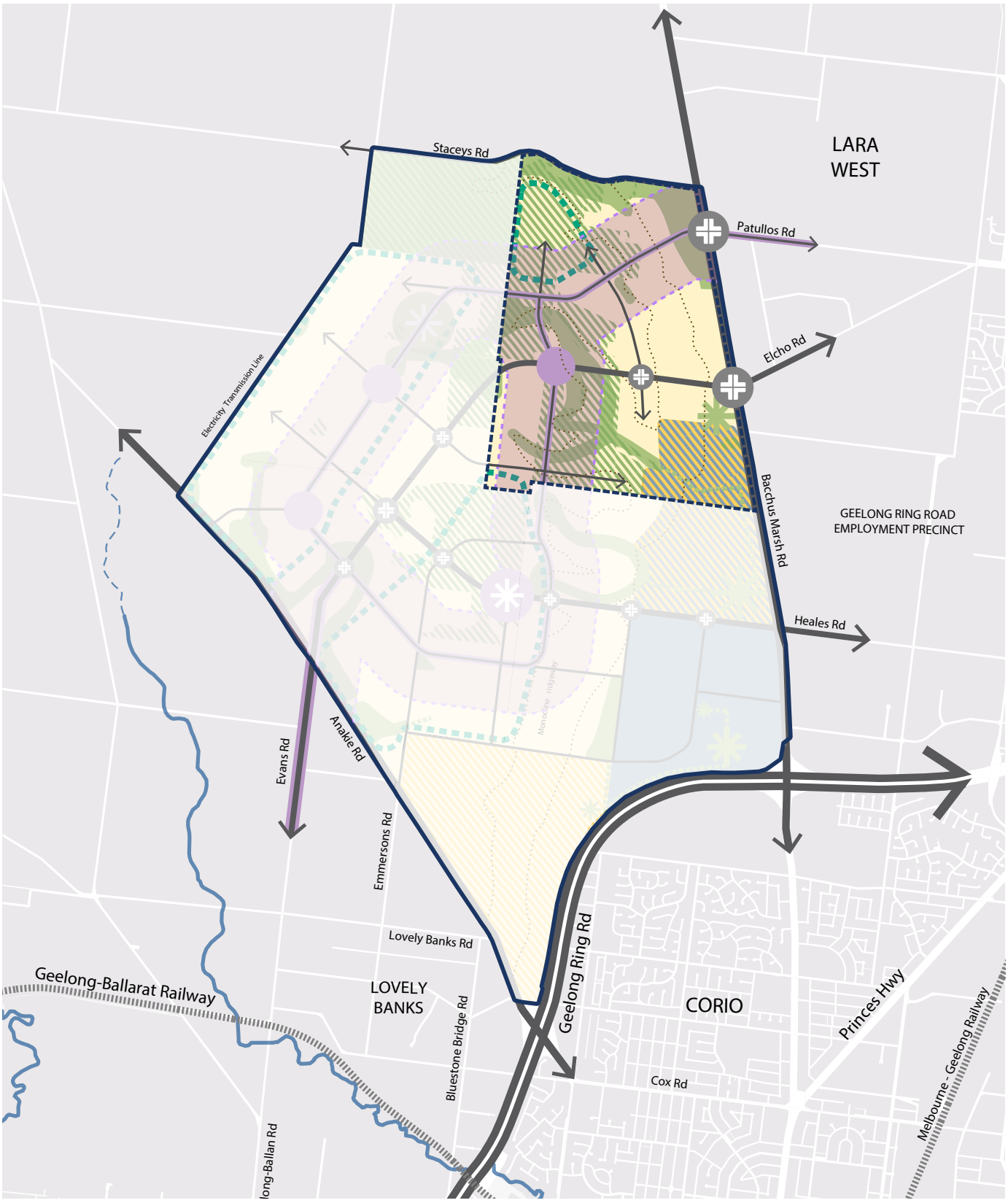
Development staging will provide for the timely provision and delivery of the integrated transport network, including the Clever and Creative Corridor, and land for social infrastructure.

Creating sustainable communities will rely on providing early access to social infrastructure and safe and convenient public and active transport. Essential infrastructure will be provided from the early stages of urban development including:

- Bus-capable arterial roads (including reservations) and connector streets and bridges constructed to the property boundary
- Access from an arterial road to each new lot via a sealed road
- Connection of the on- and off-road pedestrian and bicycle networks to key destinations inside and outside each precinct
- Land for community infrastructure, active recreation and open space.

PLAN 41 ELCHO ROAD EAST PRECINCT

NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- GEELONG RING ROAD
- ARTERIAL ROAD
- CONNECTOR STREET — INDICATIVE ALIGNMENT
- RESIDENTIAL
- EXISTING NATIVE VEGETATION
- RURAL LIVING — FUTURE INVESTIGATION OF EMPLOYMENT
- MONOCLINE ESCARPMENT
- LAND SUITABLE FOR COMMUNITY FACILITY — FLAT TOPOGRAPHY AND LARGER LAND PARCELS
- CLEVER AND CREATIVE CORRIDOR — 400-METRE CATCHMENT
- CLEVER AND CREATIVE CORRIDOR
- ACTIVITY CENTRE — NEIGHBOURHOOD
- SIGNALISED INTERSECTION — ARTERIAL X ARTERIAL
- SIGNALISED INTERSECTION — ARTERIAL X CONNECTOR
- POTENTIAL WATERWAYS
- MAJOR WATERCOURSE
- WATERWAYS

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ELCHO ROAD EAST PRECINCT STRUCTURE PLAN

NORTHERN GEELONG GROWTH AREA

INFRASTRUCTURE REQUIREMENTS

Integrated transport infrastructure

The estimated integrated transport infrastructure required to support new communities includes:

State infrastructure

- Upgrade and duplication of Bacchus Marsh Road*
- Public transport services*

Local infrastructure

- The Clever and Creative Corridor*
- Local arterial road duplication and partial realignment of Elcho Road within the growth area with external upgrades on Patullos Road and Elcho Road towards Lara Railway Station*
- Three arterial road intersections on Bacchus Marsh Road
- Two local arterial road intersections on Elcho Road
- A minimum of four Clever and Creative Corridor intersections on the arterial road and connector street network*
- Linear active transport corridor along the gas pipeline easement
- Linear active transport corridor along the monocline ridgeway
- A connector and local street network including upgrades to Staceys Road.

Waterway infrastructure

The estimated waterway infrastructure required to support new communities includes:

Local infrastructure

- Integrated water management that retains water within the urban environment and conveys stormwater flows to the Hovells Creek catchment and Elcho Road catchment.

Social infrastructure

The estimated social infrastructure required to support new communities includes:

- One multi-purpose community centre incorporating a neighbourhood house, flexible community meeting spaces and community gardens that is co-located with other uses such as seniors and youth centres and/or a men's shed*
- One integrated children's centre incorporating maternal and child health services, community meeting spaces, a kindergarten and long and occasion care centres*
- One long day child care centre
- One health and wellbeing centre incorporating a community health centre, flexible community meeting spaces, youth and seniors spaces and services to support aged, disabled and culturally and linguistically diverse members of the community*
- Two primary schools*
- A network of active open space (sports and recreation) and passive open space (local parks) for residential land equivalent to 10% of the net developable area
- Internal demand for a sub-regional sport reserves and facilities to be provided outside the precinct
- An indoor recreation centre.*

ESTIMATED GROWTH

TOTAL GROWTH AREA 485 hectares

TOTAL RESIDENTIAL AREA 346 hectares

ANTICIPATED DWELLINGS 4,162

ANTICIPATED POPULATION 11,652

NON DEVELOPMENT AREA 96 hectares

FUTURE EMPLOYMENT POTENTIAL 43 hectares

**Infrastructure requirements based on estimated growth.*

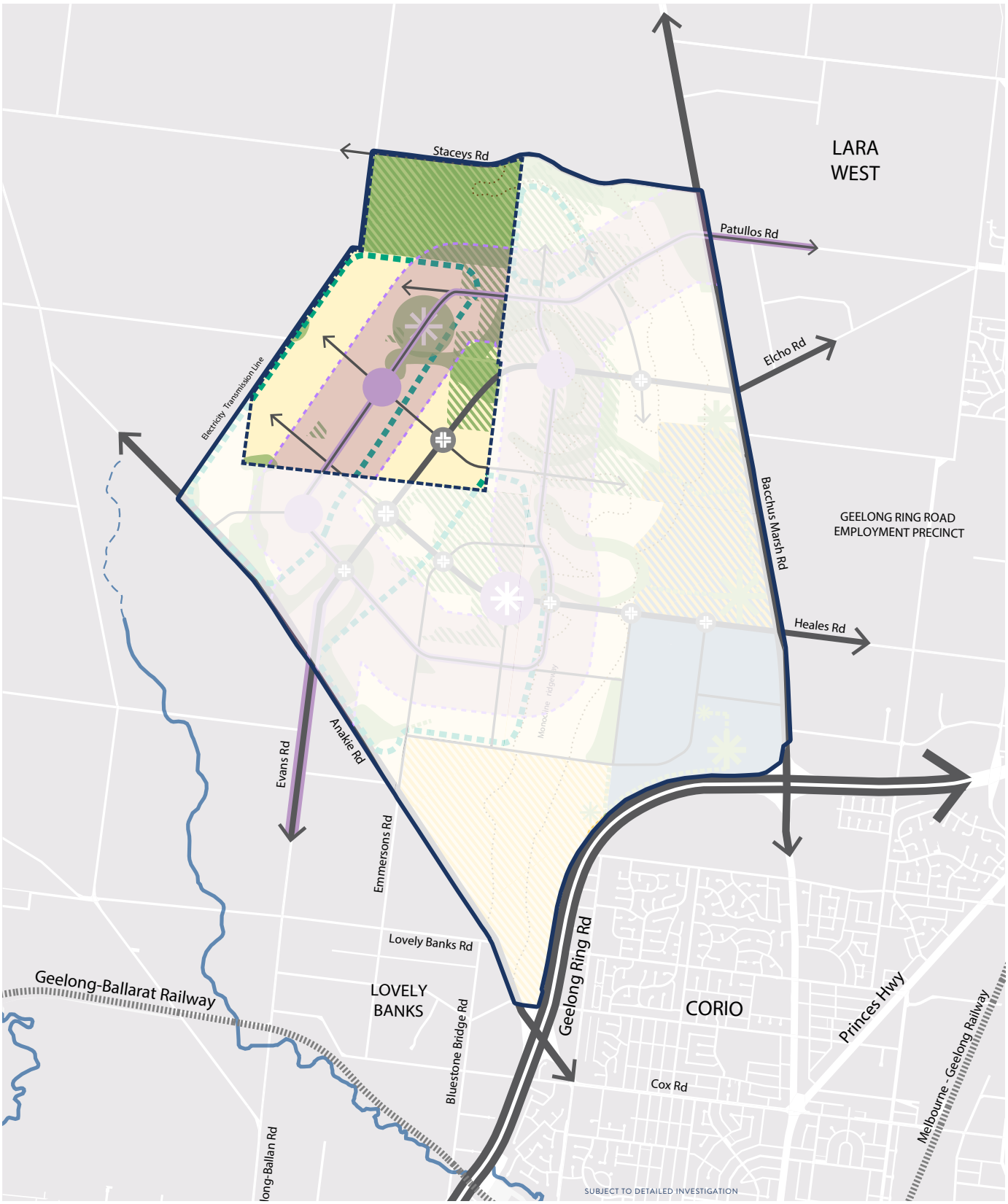
PRECINCT FEATURES

- The Clever and Creative Corridor
- A neighbourhood activity centre located on the monocline ridgeway and the Clever and Creative Corridor
- The monocline ridgeway, a linear park providing public access to the precinct's best view lines
- The monocline escarpment with its iconic landform and view lines
- Elcho Homestead heritage precinct
- The gas pipeline linear corridor, a linear park providing dedicated active transport movements
- The constructed waterway network.

**Infrastructure required to support multiple precincts.*

PLAN 42 ELCHO ROAD WEST PRECINCT

NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- GEELONG RING ROAD
- ARTERIAL ROAD
- CONNECTOR STREET — INDICATIVE ALIGNMENT
- RESIDENTIAL
- EXISTING NATIVE VEGETATION
- CLEVER AND CREATIVE CORRIDOR — 400-METRE CATCHMENT
- AGRICULTURE — FUTURE INVESTIGATION OF CONSERVATION
- LAND SUITABLE FOR COMMUNITY FACILITY — FLAT TOPOGRAPHY AND LARGER LAND PARCELS
- CLEVER AND CREATIVE CORRIDOR
- ACTIVITY CENTRE — NEIGHBOURHOOD
- POTENTIAL LOCATION FOR SUB-REGIONAL SPORTS RESERVE
- SIGNALISED INTERSECTION — ARTERIAL X CONNECTOR
- MAJOR WATERCOURSE
- MONOCLINE ESCARPMENT
- WATERWAYS

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ELCHO ROAD WEST PRECINCT STRUCTURE PLAN

NORTHERN GEELONG GROWTH AREA

INFRASTRUCTURE REQUIREMENTS

Integrated transport infrastructure

The estimated integrated transport infrastructure required to support new communities includes:

State infrastructure

- Public transport services.*

Local infrastructure

- The Clever and Creative Corridor*
- Local arterial road duplication and realignment of Elcho Road
- One local arterial road intersection on Elcho Road
- A minimum of three Clever and Creative Corridor intersections on the connector street network*
- Linear active transport corridor along the gas pipeline easement
- A connector and local street network including upgrades to Staceys Road.

Waterway infrastructure

The estimated waterway infrastructure required to support new communities includes:

Local infrastructure

- Integrated water management that retains water within the urban environment and conveys stormwater flows to the Hovells Creek catchment, Elcho Road catchment and Cowies Creek catchment.

Social infrastructure

The estimated social infrastructure required to support new communities includes:

- One neighbourhood centre that incorporate flexible community meeting spaces
- One maternal and child health centre
- One kindergarten
- Two long day child care centres
- Two primary schools*
- One secondary school*
- A network of active open space (sports and recreation) and passive open space (local parks) for residential land equivalent to 10% of the net developable area
- Internal demand for a sub-regional sport reserves and facilities to be provided outside the precinct
- Potential provision of a sub-regional sport reserves and facilities on ten hectares of unencumbered land.*

ESTIMATED GROWTH

TOTAL GROWTH AREA 437 hectares

TOTAL RESIDENTIAL AREA 309 hectares

ANTICIPATED DWELLINGS 3,939

ANTICIPATED POPULATION 11,031

NON DEVELOPMENT AREA 127 hectares

**Infrastructure requirements based on estimated growth.*

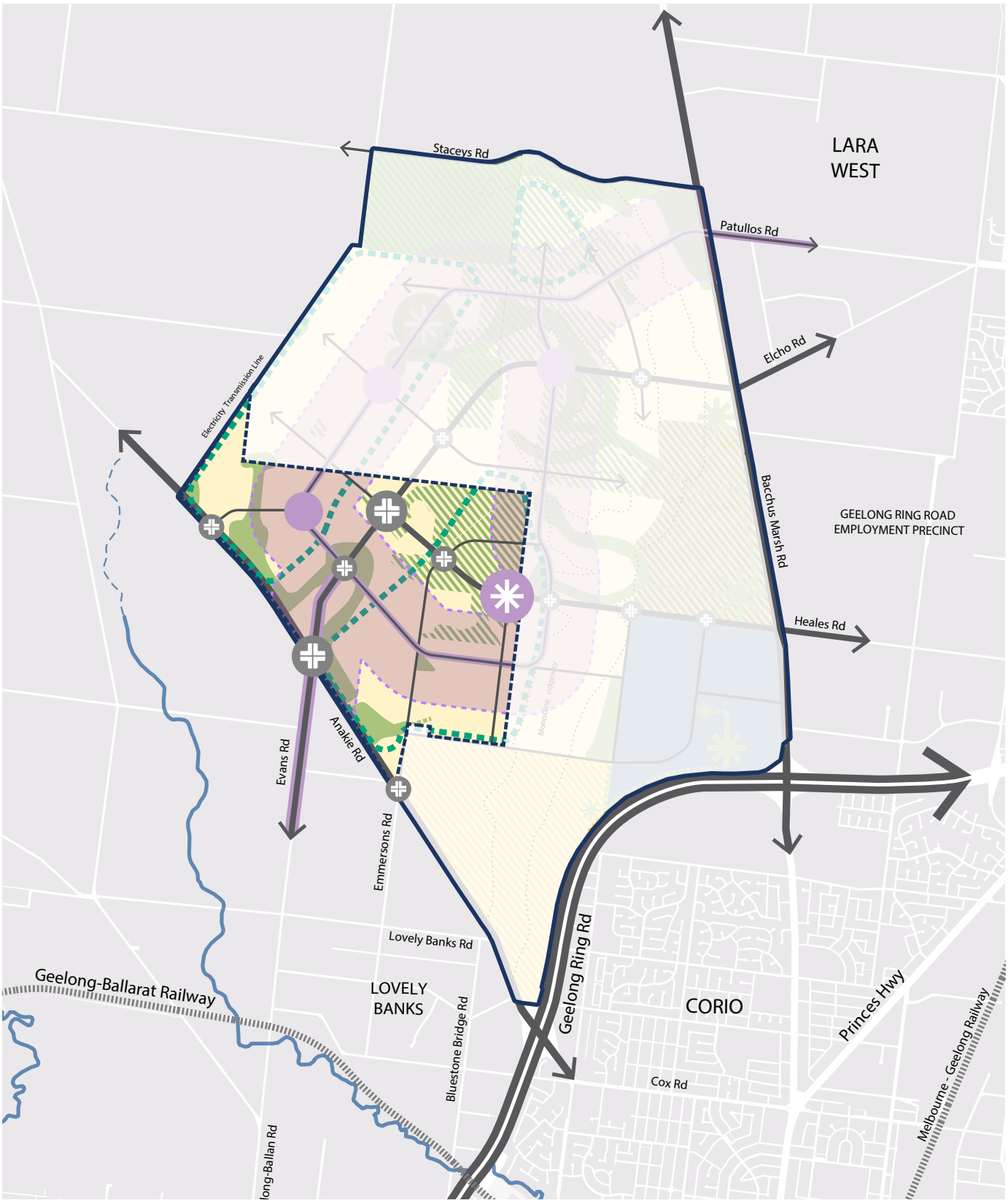
PRECINCT FEATURES

- The Clever and Creative Corridor
- A neighbourhood activity centre located on the Clever and Creative Corridor
- The gas pipeline linear corridor, a linear park providing active transport movements
- The constructed waterway network
- A potential conservation area, subject to future investigation
- A sub-regional sports reserve, subject to future investigation and location.

**Infrastructure required to support multiple precincts.*

PLAN 43 HEALES ROAD WEST PRECINCT

NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- GEELONG RING ROAD
- ARTERIAL ROAD
- CONNECTOR STREET — INDICATIVE ALIGNMENT
- RESIDENTIAL
- EXISTING NATIVE VEGETATION
- CLEVER AND CREATIVE CORRIDOR — 400-METRE CATCHMENT
- LAND SUITABLE FOR COMMUNITY FACILITY — FLAT TOPOGRAPHY AND LARGER LAND PARCELS
- WATERWAYS
- CLEVER AND CREATIVE CORRIDOR
- ACTIVITY CENTRE — SUB-REGIONAL
- ACTIVITY CENTRE — NEIGHBOURHOOD
- SIGNALISED INTERSECTION — ARTERIAL X ARTERIAL
- SIGNALISED INTERSECTION — ARTERIAL X CONNECTOR
- POTENTIAL WATERWAYS
- MAJOR WATERCOURSE

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HEALES ROAD WEST PRECINCT STRUCTURE PLAN

NORTHERN GEELONG GROWTH AREA

INFRASTRUCTURE REQUIREMENTS

Integrated transport infrastructure

The estimated integrated transport infrastructure required to support new communities includes:

State infrastructure

- Public transport services.*

Local infrastructure

- The Clever and Creative Corridor*
- Local arterial upgrade and duplication of Anakie Road*
- Local arterial duplication and realignment of Evans Road
- External upgrade of Evans Road towards the Western Geelong Growth Area to connect the Clever and Creative Corridor*
- Local arterial duplication and realignment of Heales Road
- Two arterial road intersections on Anakie Road
- A minimum of five Clever and Creative Corridor intersections on the arterial road and connector street network*
- Three arterial road intersections on Heales Road
- High-capacity connector street upgrade of Emmersons Road
- Linear active transport corridor along the gas pipeline easement
- A connector and local street network.

Waterway infrastructure

The estimated waterway infrastructure required to support new communities includes:

Local infrastructure

- Integrated water management that retains water within the urban environment and conveys stormwater flows to the Elcho Road catchment, Cowies Creek catchment and Wharf Road catchment.

Social infrastructure

The estimated social infrastructure required to support new communities includes:

- One cultural hub incorporating a library, arts and cultural spaces and meeting rooms*
- One multi-purpose community centre incorporating a neighbourhood house, flexible community meeting spaces and community gardens that is co-located with other uses such as seniors and youth centres and/or a men's shed*
- One integrated children's centres incorporating maternal and child health services, community meeting spaces, a kindergarten and long and occasion care centres*
- One long day child care centres
- Three primary schools*
- One secondary school*
- One police station collocated with a justice centre*
- A network of active open space (sports and recreation) and passive open space (local parks) for residential land equivalent to 10% of the net developable area
- Internal demand for a sub-regional sport reserves and facilities to be provided outside the precinct
- An indoor recreation centre.*

Infrastructure required to support multiple precincts.

ESTIMATED GROWTH

TOTAL GROWTH AREA **467 hectares**

TOTAL RESIDENTIAL AREA **406 hectares**

ANTICIPATED DWELLINGS **5,174**

ANTICIPATED POPULATION **14,488**

NON DEVELOPMENT AREA **61 hectares**

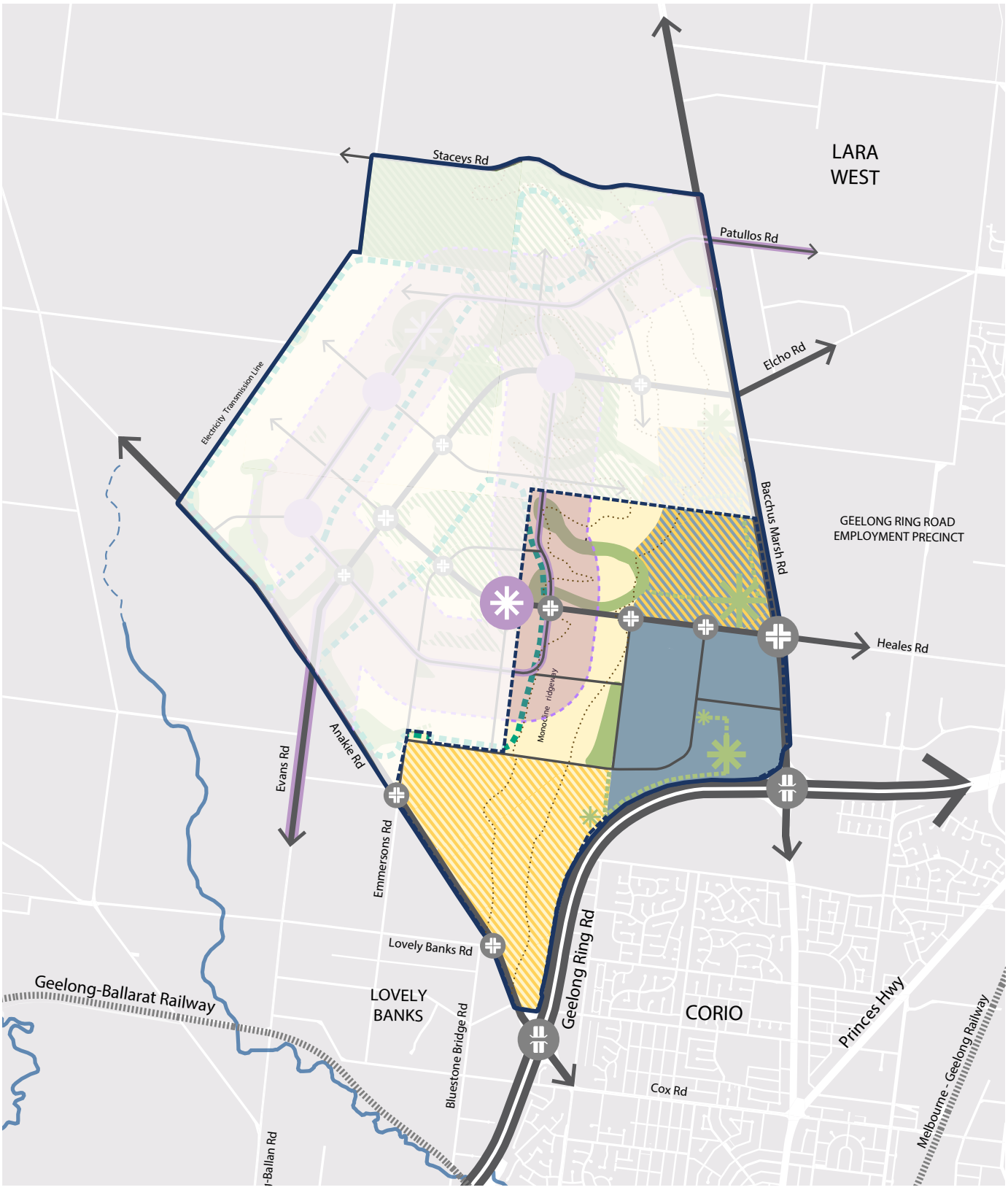
Infrastructure requirements based on estimated growth.

PRECINCT FEATURES

- The Clever and Creative Corridor
- A sub-regional activity centre (western plateau section), located on the monocline ridgeway and the Clever and Creative Corridor
- A neighbourhood activity centre located on the Clever and Creative Corridor
- The gas pipeline linear corridor, a linear park providing dedicated active transport movements
- The constructed waterway network.

PLAN 44 HEALES ROAD EAST PRECINCT

NORTHERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- GEELONG RING ROAD
- ARTERIAL ROAD
- CONNECTOR STREET — INDICATIVE ALIGNMENT
- RESIDENTIAL
- RURAL LIVING — FUTURE INVESTIGATION OF RESIDENTIAL
- RURAL LIVING — FUTURE INVESTIGATION OF EMPLOYMENT
- EMPLOYMENT
- CLEVER AND CREATIVE CORRIDOR — 400 - METRE CATCHMENT
- LAND SUITABLE FOR COMMUNITY FACILITY — FLAT TOPOGRAPHY AND LARGER LAND PARCELS
- CLEVER AND CREATIVE CORRIDOR
- ACTIVITY CENTRE — SUB-REGIONAL
- GEELONG RING ROAD — UPGRADE CONNECTION
- SIGNALISED INTERSECTION — ARTERIAL X ARTERIAL
- SIGNALISED INTERSECTION — ARTERIAL X CONNECTOR
- POTENTIAL WATERWAYS
- MAJOR WATERCOURSE
- MONOCLINE ESCARPMENT
- WATERWAYS

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HEALES ROAD EAST PRECINCT STRUCTURE PLAN

NORTHERN GEELONG GROWTH AREA

INFRASTRUCTURE REQUIREMENTS

Integrated transport infrastructure

The estimated integrated transport infrastructure required to support new communities includes:

State infrastructure

- Upgrade and duplication of Bacchus Marsh Road*
- Upgrade of Bacchus Marsh Road interchange on the Geelong Ring Road*
- Upgrade of Anakie Road interchange on the Geelong Ring Road*
- Pedestrian bridge connecting Lovely Banks and Corio on Tower Hill Drive*
- Public transport services.*

Local infrastructure

- The Clever and Creative Corridor*
- Local arterial upgrade and duplication of Anakie Road*
- One arterial road intersections on Anakie Road
- Local arterial road upgrade and duplication of Heales Road with external upgrades towards Corio Railway Station*
- One arterial road intersection on Bacchus Marsh Road
- Two local arterial road intersections on Heales Road
- A minimum of three Clever and Creative Corridor intersections on arterial road and connector street network
- Linear active transport corridor along the monocline ridgeway
- A connector and local street network including Tower Hill Drive upgrade
- Additional arterial road and intersection connection on Anakie Road, subject to future investigation of residential in existing rural living areas.

Waterway infrastructure

The estimated waterway infrastructure required to support new communities includes:

Local infrastructure

- Integrated water management that retains water within the urban environment and conveys stormwater flows to the Elcho Road catchment, Cowies Creek catchment and Wharf Road catchment.
- Additional integrated water management infrastructure, subject to future investigation of residential in existing rural living areas.

Social infrastructure

The estimated social infrastructure required to support new communities includes:

- One neighbourhood centre that incorporate flexible community meeting spaces
- One maternal and child health centre
- One kindergarten
- One long day child care centre
- One primary school*
- One emergency hub incorporating ambulance, fire and state emergency services.*
- A network of active open space (sports and recreation) and passive open space (local parks) for residential land equivalent to 10% of the net developable area
- Internal demand for a sub-regional sport reserves and facilities to be provided outside the precinct
- A network of passive open space (local parks) for employment land equivalent to 2% of the net developable area.

ESTIMATED GROWTH

- TOTAL GROWTH AREA **700 hectares**
- TOTAL RESIDENTIAL AREA **384 hectares**
- ANTICIPATED DWELLINGS **3,799**
- ANTICIPATED POPULATION **10,638**
- TOTAL EMPLOYMENT AREA **177 hectares**
- NON DEVELOPMENT AREA **70 hectares**
- FUTURE RESIDENTIAL POTENTIAL **202 hectares**
- FUTURE EMPLOYMENT POTENTIAL **82 hectares**

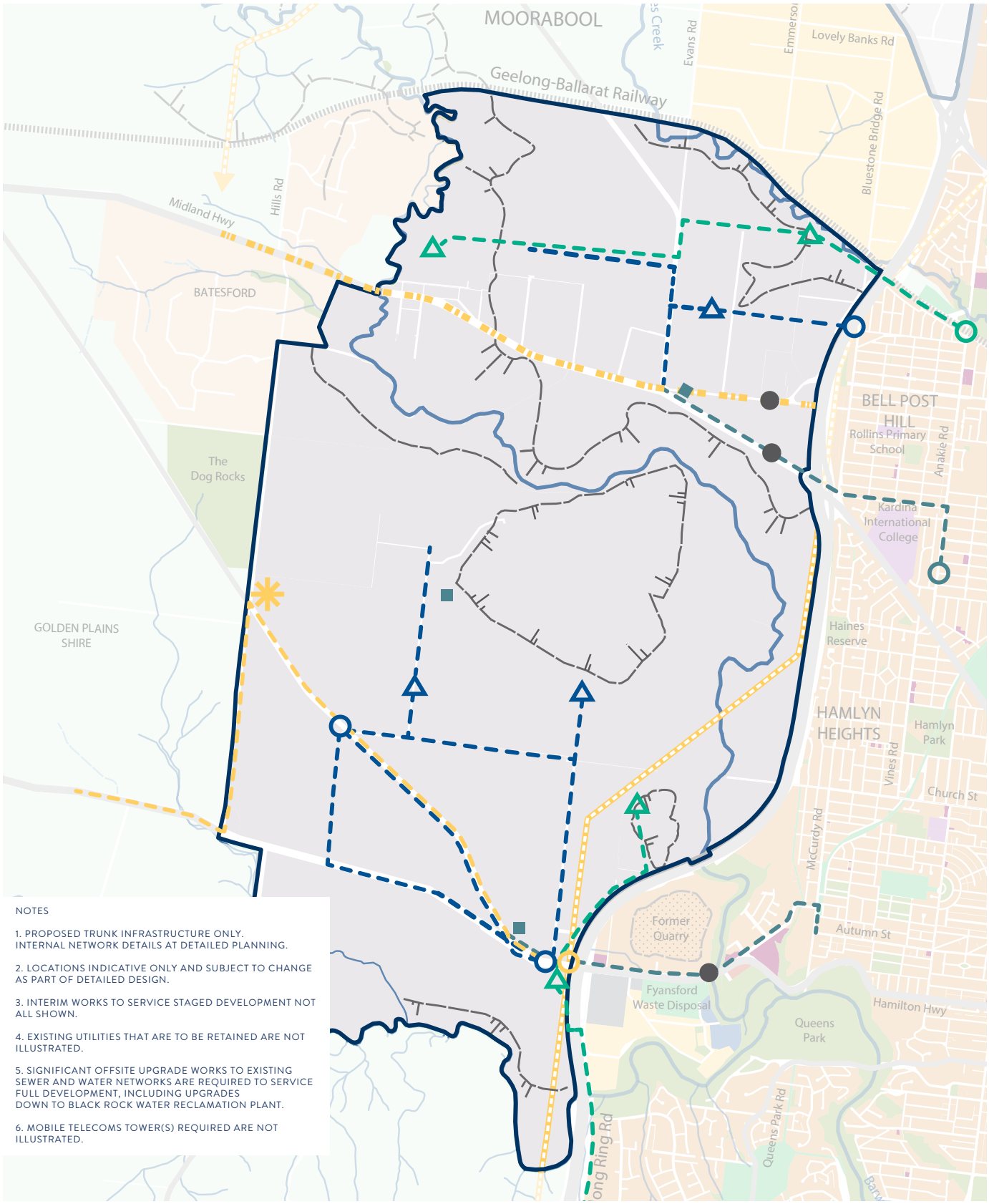
**Infrastructure requirements based on estimated growth.*

PRECINCT FEATURES

- The Clever and Creative Corridor
- A sub-regional activity centre (monocline ridgeway section), located on the monocline ridgeway and the Clever and Creative Corridor
- The monocline ridgeway, a linear park providing public access to the precinct's best view lines
- The monocline escarpment with its iconic landform and view lines
- The constructed waterway network
- Employment precinct.

**Infrastructure required to support multiple precincts.*

PLAN 45 **UTILITIES AND INFRASTRUCTURE**
WESTERN GEELONG GROWTH AREA



NOTES

1. PROPOSED TRUNK INFRASTRUCTURE ONLY. INTERNAL NETWORK DETAILS AT DETAILED PLANNING.

2. LOCATIONS INDICATIVE ONLY AND SUBJECT TO CHANGE AS PART OF DETAILED DESIGN.

3. INTERIM WORKS TO SERVICE STAGED DEVELOPMENT NOT ALL SHOWN.

4. EXISTING UTILITIES THAT ARE TO BE RETAINED ARE NOT ILLUSTRATED.

5. SIGNIFICANT OFFSITE UPGRADE WORKS TO EXISTING SEWER AND WATER NETWORKS ARE REQUIRED TO SERVICE FULL DEVELOPMENT, INCLUDING UPGRADES DOWN TO BLACK ROCK WATER RECLAMATION PLANT.

6. MOBILE TELECOMS TOWER(S) REQUIRED ARE NOT ILLUSTRATED.

DRAWING KEY

PROPOSED TRUNK SERVICES (INDICATIVE)

- STUDY AREA
- CONNECTION TO EXISTING NETWORK
- WATER
- SEWER
- PUMP STATION — PUMP STATION / STORAGE
- ELECTRICITY
- ZONE SUBSTATION
- TELECOMMUNICATIONS NBN
- FIBRE ACCESS NODE (FAN)
- EXISTING GAS SUPPLY — EXISTING SOURCE OF GAS SUPPLY
- EXISTING ELECTRICITY — EXISTING ELECTRICITY TRANSMISSION TO REMAIN
- FUTURE ELECTRICITY LINE — FUTURE SEPARATE (APPROX 2021) ELECTRICITY LINE TO BE RETAINED

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UTILITIES AND INFRASTRUCTURE

WESTERN GEELONG GROWTH AREA

CONTEXT

The infrastructure required to support a city-sized growth area is extensive and diverse. The scale of urban development in the Western Geelong Growth Area provides opportunities and constraints in the planning and delivery of essential infrastructure: city-shaping projects can be forecast, funded and delivered; however, rapid changes in technology and society may significantly impact utility and infrastructure provision prior to the full development of the growth area. Ongoing extraction at the Batesford Quarry increases the complexity of future planning.

Greater Geelong is a One Planet Council committed to establishing itself as a carbon neutral city by 2047. Creating carbon neutral neighbourhoods in the Western Geelong Growth Area is essential to achieving the community-led aspiration for sustainable development that will achieve net zero carbon.

Delivery of utilities and infrastructure is particularly complex in the Western Geelong Growth Area given that initial urban development will occur to the north and south of Batesford Quarry as its operations remain active. Strategic planning of infrastructure will be important in facilitating early growth and delivering networks that connect when the quarry area is transformed.

The open space network, particularly the river and creeks corridors and floodplains and Dog Rocks Sanctuary, will need to be protected when delivering infrastructure and utilities. Planning and construction of utilities and infrastructure should minimise disturbance to the Batesford township.

Infrastructure will be delivered in the Western Geelong Growth Area via various stakeholders including:

- Capital works by the City of Greater Geelong
- Capital works projects by state government agencies
- Subdivision works by land developers
- Utility service providers.

Infrastructure will be funded in the Western Geelong Growth Area via:

- Development contributions plans or infrastructure contributions plans as prepared by the City of Greater Geelong
- Works in kind projects completed by land developers on behalf of the City and/or state government agencies
- Agreement under section 173 of the *Planning and Environment Act 1987*
- Works by utility service providers
- City-funded projects
- State and federal government-funded projects.

A high level estimate of the transport, stormwater drainage and social infrastructure needed to support Geelong's new neighbourhoods has been formulated for each precinct on pages 238–248.

ACTION W5.1.1

All lots will be provided with potable water, electricity, reticulated sewerage, stormwater drainage and telecommunications.

Utilities will be delivered underground in a coordinated manner that:

- Bundles infrastructure to maximise space for large canopy tree planting within road verges
- Responds to the local site context and uses logical placement principles
- Locates infrastructure within existing easements, where practicable
- Relocate existing above ground electricity cables underground (unless greater than 66kV)
- Aligns with trunk infrastructure illustrated on Plan 45, subject to detailed investigation
- Minimises disruption during off site works to connect to existing supply networks
- Aligns with environmental protection principles for river and waterway crossings
- Follows a logical sequencing of development and efficient rollout of infrastructure
- Responds to site topography, particularly around the quarry, stockpiles and river and creek corridors.

ACTION W5.1.2

A servicing plan will be prepared for each precinct structure plan that outlines the utilities required to deliver sustainable development outcomes reflected in the relevant integrated water management strategy and environmentally sustainable design (ESD) action plan.

Provision of other services, including recycled water and gas, will be subject to these detailed investigations to determine how urban development will deliver sustainable water, zero carbon and zero waste. Indicative trunk infrastructure illustrated on Plan 45 represents a conventional servicing approach that is subject to change and innovation as part of detailed precinct structure planning.

ACTION W5.1.3

Placement of utilities will not detract from the amenity of the neighbourhood, particularly the open space network.

Utilities will be delivered to maintain an attractive and healthy public realm in a manner that:

- Locates above ground infrastructure outside of key view lines with landscape screening
- Avoids and minimises impacts on waterways and disturbance of their landform, biodiversity and heritage values
- Avoids and minimises impacts on any conservation areas.

ACTION W5.1.4

Staging of urban development will provide for delivery of ultimate utility servicing infrastructure.

Where delivery of the ultimate infrastructure is not possible, alternate proposals will demonstrate how any interim infrastructure adequately services the development and how the infrastructure will enable delivery of the ultimate servicing network.

ACTION W5.1.5

Subdivision of land will deliver a wide range of local infrastructure to support new neighbourhoods.

Subdivision of land will meet the total cost of delivering local infrastructure where it is not included in the relevant development or infrastructure contributions plan including:

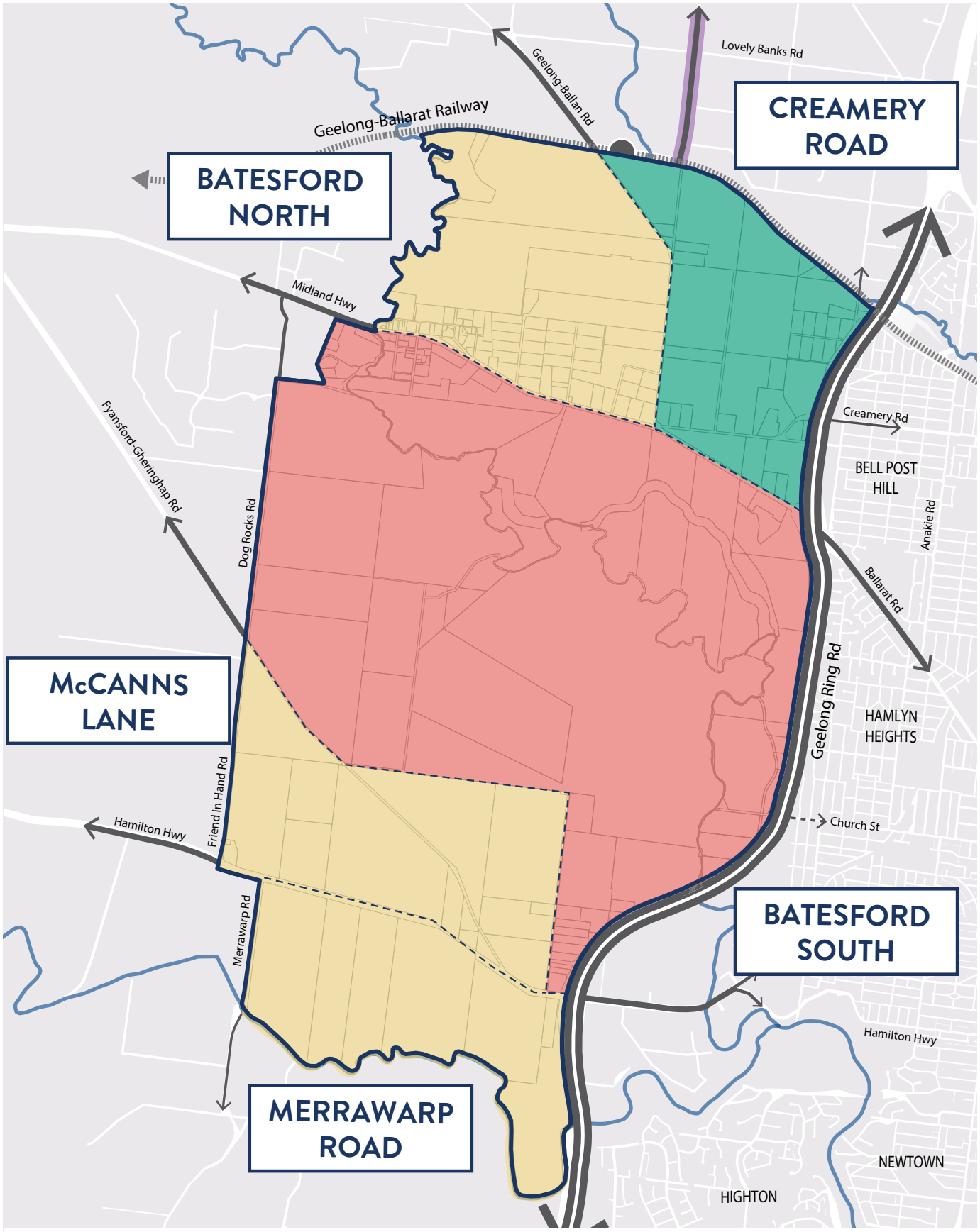
- Local and connector streets (including the Clever and Creative Corridor), intersections, bridges and traffic management measures along arterial roads and local and connector streets and landscaping and lighting
- Shared, pedestrian and bicycle paths along the integrated transport network, waterway and open space networks and easements and appropriate bicycle parking and lighting
- Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing public open space
- Basic improvements to the open space network, including local, linear and district parks and sports reserves
- Utilities and stormwater drainage
- Appropriate noise attenuation along the Geelong Ring Road.

ACTION W5.1.6

Urban development will acknowledge and maintain electricity transmission line easements.

Subdivision layout and landscaping of land within and adjacent to electricity transmission line easements will seek to minimise the visual impact of the transmission lines and towers and achieve appropriate public interface with the easements.

PLAN 46 **DEVELOPMENT SEQUENCING**
WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- SHORT TERM PRECINCT
- MEDIUM TERM PRECEINCT
- LONG TERM PRECINCT

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DEVELOPMENT SEQUENCING

WESTERN GEELONG GROWTH AREA

CONTEXT

Sequencing of urban development is critical to the success of Geelong's new neighbourhoods and must be undertaken in manner that benefits the city's broader community and economy.

The release and management of new development fronts has implications for the delivery of infrastructure and services. The City is responsible for funding growth area infrastructure in partnership with the Victorian Government and land developers. Managing the timing of costs associated with development begins with the decision to commence a precinct structure plan as it forms a direct pathway to urban development. Careful consideration for initiating a precinct structure plan is as important as the subsequent detailed planning.

Commencing new urban development in proximity to existing neighbourhoods is generally preferred as it will allow nearby access to services for new residents prior to the delivery of local infrastructure. Where possible, private sector investment and contributions toward early infrastructure provision will be fully explored to support the early stages of Geelong's new neighbourhoods.

The Western Geelong Growth Area will be planned and developed in an orderly sequence of short, medium and long term precincts as illustrated on Plan 46:

- Short term precinct:
  - Creamery Road (illustrated on Plan 47)
- Medium term precinct:
  - Batesford North (illustrated on Plan 48)
  - McCanns Lane (illustrated on Plan 49)
  - Merrawarp Road (illustrated on Plan 50)
- Long term precinct:
  - Batesford South (illustrated on Plan 51).

Urban development in the Western Geelong Growth Area will commence on the land adjoining Bell Post Hill with direct access to central Geelong via Ballarat Road. New neighbourhoods will be established along the Midland Highway and Hamilton Highway corridors in the medium-term before urban development is considered in proximity to Batesford Quarry. The Clever and Creative Corridor will be accessible to all precincts.

Each precinct will accommodate a standalone, neighbourhood-sized community that is sufficient to support local services, easing the short-term precincts will not be dependent on the immediate or premature development of subsequent precincts. The large size and development potential of the Batesford South precinct means that the Western Geelong Growth Area will develop as two separate, smaller growth corridors in the short and medium term with large-scale infrastructure requirements triggered by long-term urban development.

ACTION W5.2.1

The commencement of any precinct structure plan will be initiated by the City based on strategic policy and budgeting.

Recommendations for the commencement of a precinct structure plan will be based on:

- The City's Settlement Strategy
- Maintaining an adequate supply of residential land
- Sequencing proposed in the Northern and Western Geelong Growth Areas Framework Plan
- The capacity for urban development in the precinct to meet the community aspirations, one planet principles and project objectives
- Executing individual third party funding agreements with land developers that is sufficient to undertake technical studies.

ACTION W5.2.2

Simultaneous preparation of precinct structure plans in the Western Geelong Growth Area will be not be supported unless necessitated by the City's strategic policy and considerations outlined in Action W5.2.1.

Releasing a new precinct structure plan for development necessitates the provision of infrastructure and services that must be carefully managed by the City and the Victorian Government. The anticipated dwelling and population yield of each precinct in the growth area is substantial in the local context. Preparation of a precinct structure plan requires significant resourcing, budgeting and community and stakeholder engagement and should be undertaken in succession.

ACTION W5.2.3

The commencement and approval of precinct structure plans in the Western Geelong Growth Area will be undertaken in the following sequence:

- **Creamery Road Precinct Structure Plan prior to Batesford North Precinct Structure Plan**
- **Creamery Road Precinct Structure Plan prior to McCanns Lane Precinct Structure Plan and Merrawarp Road Precinct Structure Plan**
- **All other precinct structure plans prior to Batesford South Precinct Structure Plan.**

Urban development will be supported that provides initial connections to urban Geelong via the Midland Highway and Hamilton Highway. Urban development south of the Midland Highway and north of McCanns Lane will be avoided in the short to medium term to ensure that the transition of Batesford Quarry is undertaken in a strategic and consolidated manner.

ACTION W5.2.4

Precinct structure plans will be prepared by the City to provide detailed guidance for the design and development of Geelong's new neighbourhoods.

Precinct structure plans establish clear guidance for future land use and development, offering greater certainty to stakeholders and supporting the timely and coordinated provision of infrastructure. A City-led precinct structure planning process will:

- Allow the City to plan and manage the impacts of growth
- Ensure that precincts structure plans are guided by community aspirations, one planet principles and project objectives
- Respond to the Northern and Western Geelong Growth Areas Framework Plan
- Execute individual third party funding agreements with land developers to fund a set of City-led technical reports needed to inform each precinct structure plan
- Deliver a suite of technical studies and supporting documents for the precinct structure plan
- Incorporate a development contributions plan or infrastructure contributions plan to identify funding mechanisms for essential infrastructure.

ACTION W5.2.5

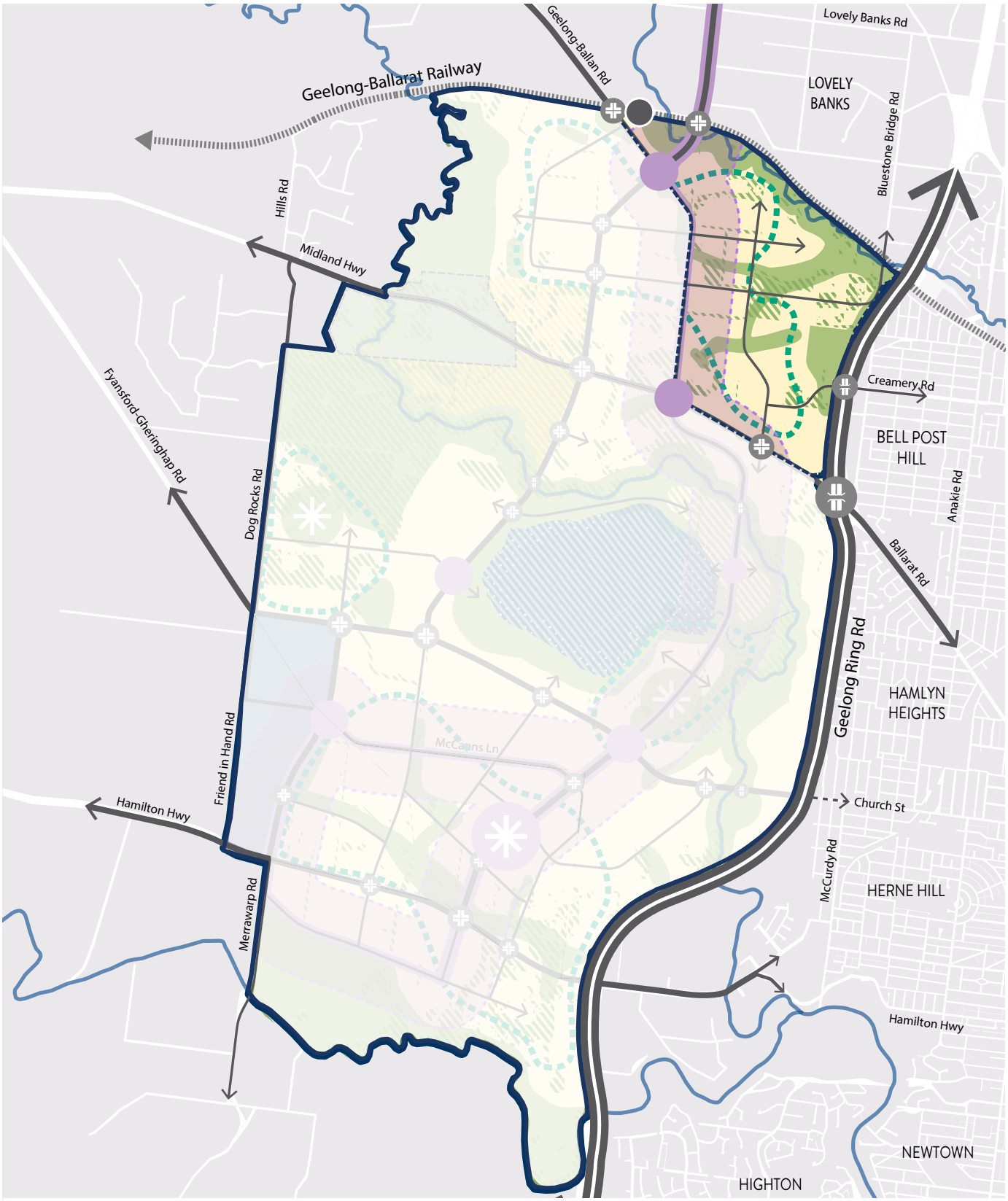
Development staging will provide for the timely provision and delivery of the integrated transport network, including the Clever and Creative Corridor, and land for social infrastructure.

Creating sustainable communities will rely on providing early access to social infrastructure and safe and convenient public and active transport. Essential infrastructure will be provided from the early stages of urban development including:

- Bus-capable arterial roads (including reservations), connector streets and bridges, constructed to the property boundary
- Access from an arterial road to each new lot via a sealed road
- Connection of the on- and off-road pedestrian and bicycle network to key destinations inside and outside each precinct
- Land for community infrastructure, active recreation and open space.

PLAN 47 CREAMERY ROAD PRECINCT

WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- GEELONG RING ROAD
- ARTERIAL ROAD
- CONNECTOR STREET (INDICATIVE ALIGNMENT)
- CLEVER AND CREATIVE CORRIDOR (400-METRE CATCHMENT)
- CLEVER AND CREATIVE CORRIDOR
- EXISTING NATIVE VEGETATION
- ACTIVITY CENTRE (NEIGHBOURHOOD)
- WATERWAYS
- SIGNALISED INTERSECTION (ARTERIAL X CONNECTOR)
- GEELONG RING ROAD UPGRADE CONNECTION
- ACTIVE TRANSPORT CONNECTION (RIVER AND CREEK CORRIDORS)
- LAND SUITABLE FOR COMMUNITY FACILITY (FLAT TOPOGRAPHY AND LARGER LAND PARCELS)
- RESIDENTIAL
- MAJOR WATERCOURSE
- FUTURE RAILWAY STATION

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CREAMERY ROAD PRECINCT STRUCTURE PLAN

WESTERN GEELONG GROWTH AREA

INFRASTRUCTURE REQUIREMENTS

Integrated transport infrastructure

The estimated integrated transport infrastructure required to support new communities includes:

State infrastructure

- Geelong-Ballarat railway corridor*
- New railway station, subject to commuter rail services*
- Upgrade and duplication of the Midland Highway with external upgrades towards North Geelong Railway Station*
- Upgrade of the Midland Highway interchange on the Geelong Ring Road*
- Rail overpass of Geelong-Ballarat railway line on the Clever and Creative corridor and the Cowies Creek corridor, subject to commuter rail services*
- Public transport services.*

Local infrastructure

- The Clever and Creative Corridor, including upgrade of Geelong-Ballan Road and upgrade and realignment of Evans Road*
- External upgrade of Evans Road towards the Northern Geelong Growth Area to connect the Clever and Creative Corridor*
- One arterial road intersection on the Midland Highway
- A minimum of four Clever and Creative Corridor intersections on the arterial road and connector street network*
- Linear active transport corridor along Cowies Creek
- A connector and local street network including upgrades to Creamery Road and Bluestone Bridge Road.

Waterway infrastructure

The estimated waterway infrastructure required to support new communities includes:

State partnership

- Cowies Creek corridor masterplan*

Local infrastructure

- Integrated water management that retains water within the urban environment and conveys stormwater flows to the Cowies Creek catchment.

Social infrastructure

The estimated social infrastructure required to support new communities includes:

- One multi-purpose community centre incorporating a neighbourhood house, flexible community meeting spaces and community gardens that is co-located with other uses such as seniors and youth centres and/or a men's shed*
- One maternal and child health centre
- One kindergarten
- One long day child care centre
- Two primary schools*
- One emergency hub incorporating ambulance, fire and state emergency services.*
- A network of active open space (sports and recreation) and passive open space (local parks) for residential land equivalent to 10% of the net developable area
- Internal demand for a sub-regional sport reserves and facilities to be provided outside the precinct.

ESTIMATED GROWTH

TOTAL GROWTH AREA 350 hectares

TOTAL RESIDENTIAL AREA 236 hectares

ANTICIPATED DWELLINGS 3,012

ANTICIPATED POPULATION 8,433

NON DEVELOPMENT AREA 114 hectares

**Infrastructure requirements based on estimated growth.*

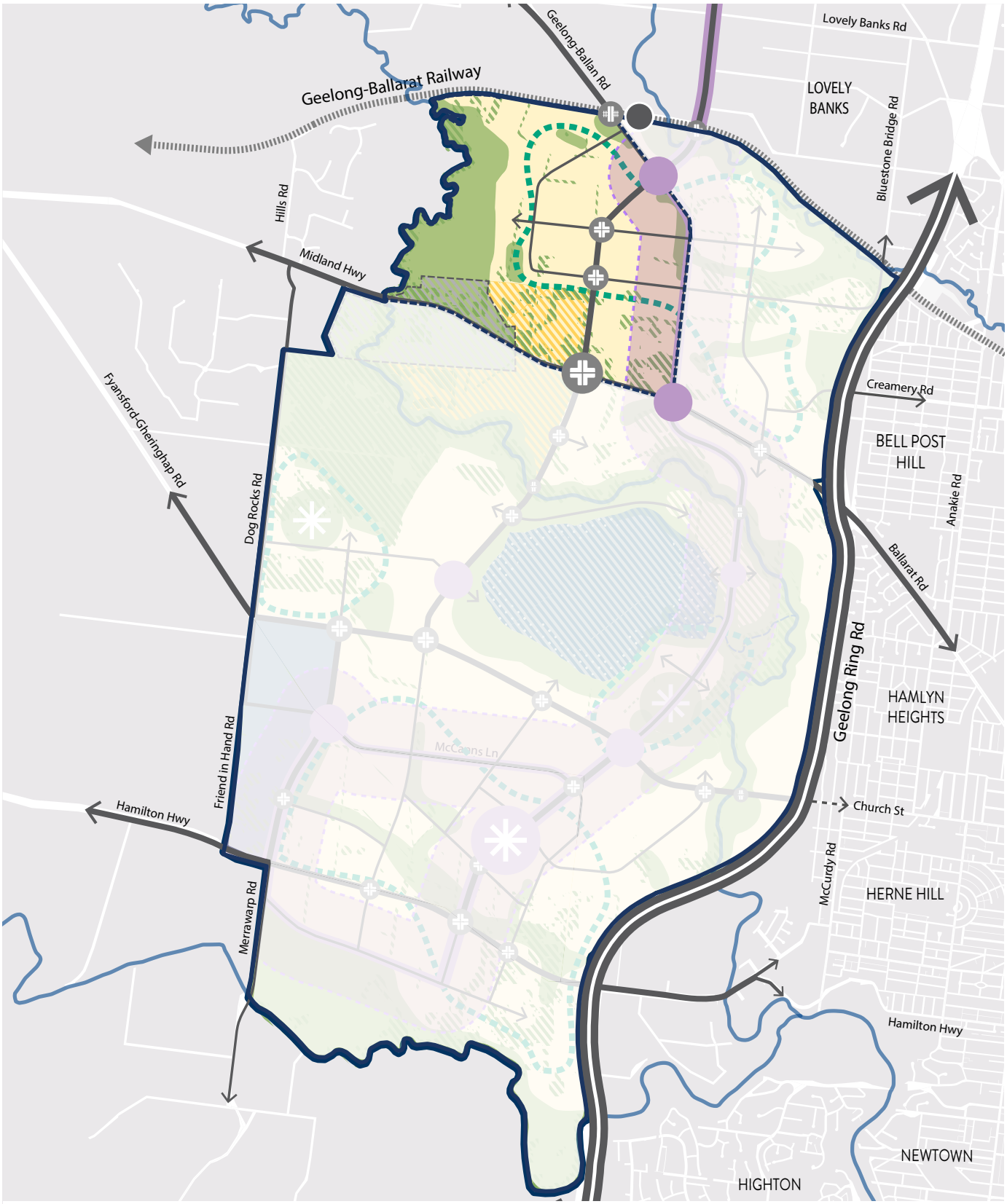
PRECINCT FEATURES

- The Clever and Creative Corridor
- A neighbourhood activity centre located on the Clever and Creative Corridor (subject to location assessment)
- Cowies Creek corridor open space network
- Myers Reserve
- The constructed waterway network.

**Infrastructure required to support multiple precincts.*

PLAN 48 **BATESFORD NORTH PRECINCT**

WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- GEELONG RING ROAD
- ARTERIAL ROAD
- CONNECTOR STREET — INDICATIVE ALIGNMENT
- RESIDENTIAL
- RURAL LIVING — FUTURE INVESTIGATION OF RESIDENTIAL
- BATESFORD TOWNSHIP
- WATERWAYS
- LAND SUITABLE FOR COMMUNITY FACILITY — FLAT TOPOGRAPHY AND LARGER LAND PARCELS
- CLEVER AND CREATIVE CORRIDOR — 400-METRE CATCHMENT
- CLEVER AND CREATIVE CORRIDOR
- EXISTING NATIVE VEGETATION
- ACTIVITY CENTRE — NEIGHBOURHOOD
- SIGNALISED INTERSECTION — ARTERIAL X ARTERIAL
- SIGNALISED INTERSECTION — ARTERIAL X CONNECTOR
- MAJOR WATERCOURSE
- FUTURE RAILWAY STATION

0 250 500 750 1000
1:40000m at A4

BATESFORD NORTH PRECINCT STRUCTURE PLAN
WESTERN GEELONG GROWTH AREA

INFRASTRUCTURE REQUIREMENTS

Integrated transport infrastructure

The estimated integrated transport infrastructure required to support new communities includes:

State infrastructure

- Geelong-Ballarat railway corridor*
- Rail overpass of Geelong-Ballarat railway line on Geelong-Ballan Road, subject to commuter rail services*
- Upgrade and duplication of the Midland Highway*
- Upgrade of the Midland Highway interchange on the Geelong Ring Road*
- Public transport services.*

Local infrastructure

- The Clever and Creative Corridor, including upgrade of Geelong-Ballan Road*
- A minimum of four Clever and Creative Corridor intersections on the arterial road and connector street network*
- Local arterial road duplication and extension of Lynnburn Road
- One arterial road intersection on the Midland Highway*
- One arterial road intersection on Geelong-Ballan Road
- Two local arterial road intersections on the extension of Lynnburn Road
- A local arterial road, connector and local street network
- Linear active transport corridor along the Moorabool River corridor.

Waterway infrastructure

The estimated waterway infrastructure required to support new communities includes:

State partnership

- Moorabool River corridor masterplan*

Local infrastructure

- Integrated water management that retains water within the urban environment and conveys stormwater flows to the Moorabool River catchment and Cowies Creek catchment.

Social infrastructure

The estimated social infrastructure required to support new communities includes:

- One neighbourhood centre that incorporate flexible community meeting spaces
- One integrated children's centres incorporating maternal and child health services, community meeting spaces, a kindergarten and long and occasion care centres*
- One long day child care centre
- Two primary schools*
- One secondary school*
- A network of active open space (sports and recreation) and passive open space (local parks) for residential land equivalent to 10% of the net developable area
- Internal demand for a sub-regional sport reserves and facilities to be provided outside the precinct
- An indoor recreation centre.*

ESTIMATED GROWTH

TOTAL GROWTH AREA 430 hectares

TOTAL RESIDENTIAL AREA 331 hectares

ANTICIPATED DWELLINGS 3,799

ANTICIPATED POPULATION 10,638

NON DEVELOPMENT AREA 99 hectares

FUTURE RESIDENTIAL POTENTIAL 65 hectares

**Infrastructure requirements based on estimated growth.*

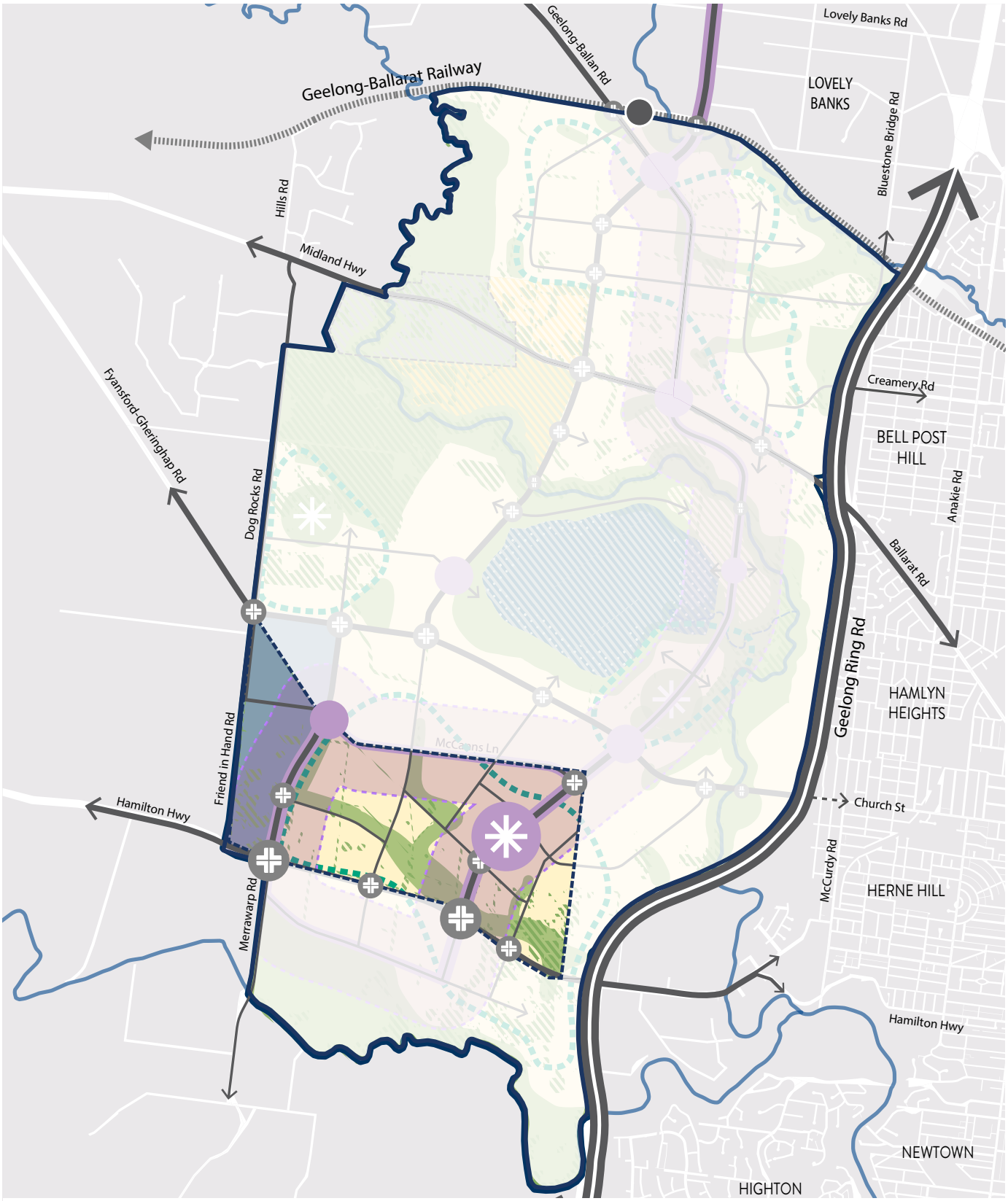
PRECINCT FEATURES

- The Clever and Creative Corridor
- Future station on the Geelong-Ballarat railway corridor, subject to commuter rail services
- A transit-orientated neighbourhood activity centre on the Clever and Creative Corridor in proximity to the potential future railway station location
- A neighbourhood activity centre located on the Clever and Creative Corridor (subject to location assessment)
- Moorabool River corridor open space network
- The constructed waterway network
- Batesford township.

**Infrastructure required to support multiple precincts.*

PLAN 49 McCANNS LANE PRECINCT

WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- GEELONG RING ROAD
- ARTERIAL ROAD
- CONNECTOR STREET (INDICATIVE ALIGNMENT)
- RESIDENTIAL
- EMPLOYMENT
- WATERWAYS
- EXISTING NATIVE VEGETATION
- LAND SUITABLE FOR COMMUNITY FACILITY (FLAT TOPOGRAPHY AND LARGER LAND PARCELS)
- CLEVER AND CREATIVE CORRIDOR (400-METRE CATCHMENT)
- CLEVER AND CREATIVE CORRIDOR
- ACTIVITY CENTRE (SUB-REGIONAL)
- ACTIVITY CENTRE (NEIGHBOURHOOD)
- SIGNALISED INTERSECTION (ARTERIAL X ARTERIAL)
- SIGNALISED INTERSECTION (ARTERIAL X CONNECTOR)
- MAJOR WATERCOURSE
- FUTURE RAILWAY STATION

0 250 500 750 1000
1:40000m at A4

McCANNS LANE PRECINCT STRUCTURE PLAN

WESTERN GEELONG GROWTH AREA

INFRASTRUCTURE REQUIREMENTS

Integrated transport infrastructure

The estimated integrated transport infrastructure required to support new communities includes:

State infrastructure

- Upgrade and duplication of Hamilton Highway with external upgrades towards Geelong Railway Station*
- Upgrade of the Hamilton Highway interchange on the Geelong Ring Road*
- Realignment and localisation of Fyansford-Gheringhap Road as part of ultimate road network*
- Public transport services.*

Local infrastructure

- The Clever and Creative Corridor*
- A minimum of nine Clever and Creative Corridor intersections on the arterial road and connector street network*
- Three arterial road intersections on the Hamilton Highway
- Local upgrades on Friend in Hand Road and McCanns Lane
- A local arterial road, connector and local street network.

Waterway infrastructure

The estimated waterway infrastructure required to support new communities includes:

Local infrastructure

- Integrated water management that retains water within the urban environment and conveys stormwater flows to the Moorabool River catchment and Barwon River catchment.

Social infrastructure

The estimated social infrastructure required to support new communities includes:

- One cultural hub incorporating a district library, museum, arts and cultural spaces and meeting rooms*
- One multi-purpose community centre incorporating a neighbourhood house, flexible community meeting spaces and community gardens that is co-located with other uses such as seniors and youth centres and/or a men's shed*
- One long day child care centres
- One kindergarten
- One maternal and child health centre
- One health and wellbeing centre incorporating a community health centre, flexible community meeting spaces, youth and seniors spaces and services to support aged, disabled and culturally and linguistically diverse members of the community*
- Two primary schools*
- One secondary school*
- One police station collocated with a justice centre*
- A network of active open space (sports and recreation) and passive open space (local parks) for residential land equivalent to 10% of the net developable area
- Internal demand for a sub-regional sport reserves and facilities to be provided outside the precinct
- A network of passive open space (local parks) for employment land equivalent to 2% of the net developable area.

ESTIMATED GROWTH

TOTAL GROWTH AREA 410 hectares

TOTAL RESIDENTIAL AREA 247 hectares

ANTICIPATED DWELLINGS 3,148

ANTICIPATED POPULATION 8,814

TOTAL EMPLOYMENT AREA 85 hectares

NON DEVELOPMENT AREA 78 hectares

**Infrastructure requirements based on estimated growth.*

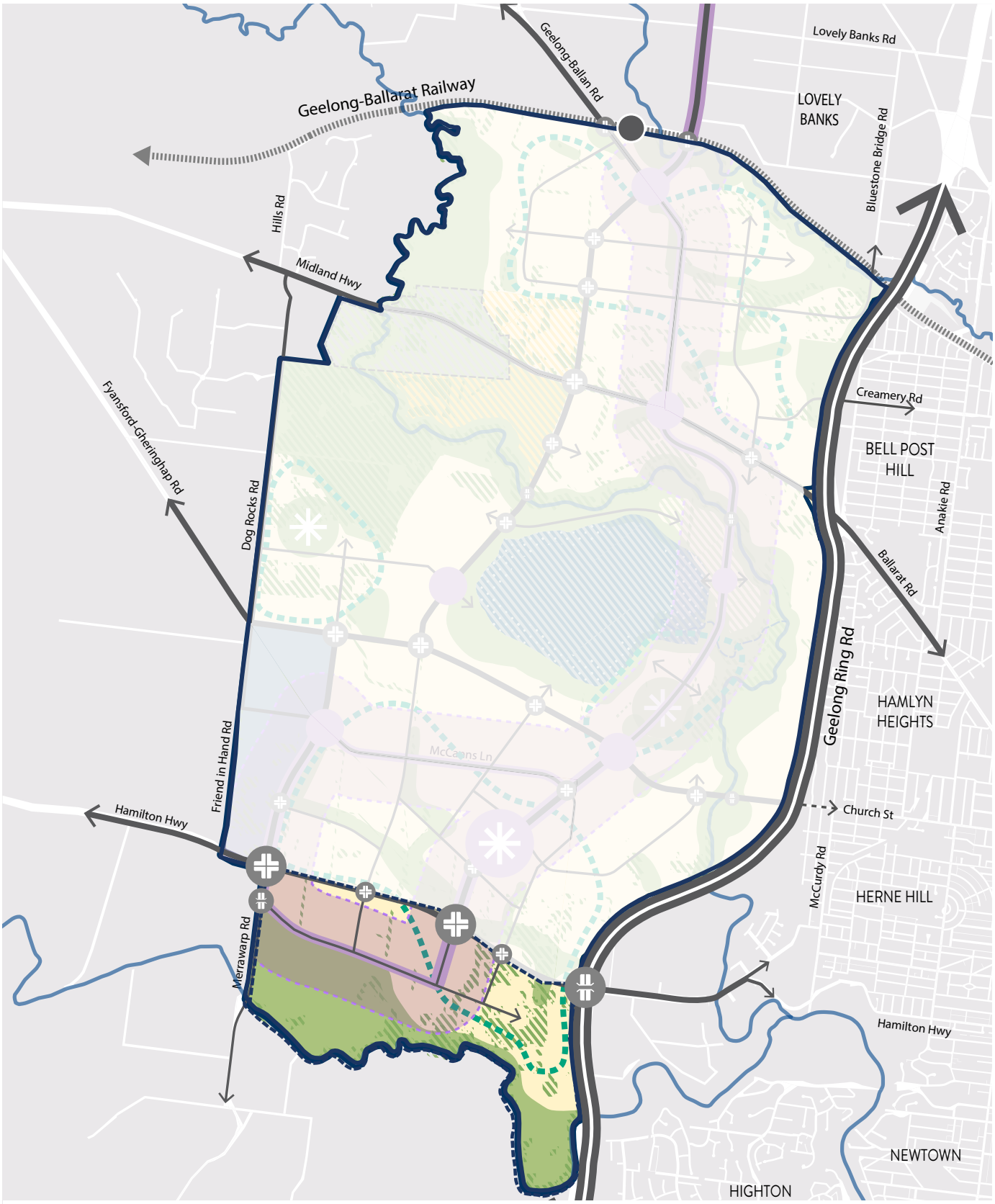
PRECINCT FEATURES

- The Clever and Creative Corridor
- A sub-regional activity centre located on the Clever and Creative Corridor
- A neighbourhood activity centre located on the Clever and Creative Corridor adjoining the employment precinct and waterways
- The constructed waterway network
- Employment precinct.

**Infrastructure required to support multiple precincts.*

PLAN 50 MERRAWARP ROAD PRECINCT

WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- GEELONG RING ROAD
- ARTERIAL ROAD
- CONNECTOR STREET — INDICATIVE ALIGNMENT
- RESIDENTIAL
- WATERWAYS
- LAND SUITABLE FOR COMMUNITY FACILITY — FLAT TOPOGRAPHY AND LARGER LAND PARCELS
- CLEVER AND CREATIVE CORRIDOR — 400-METRE CATCHMENT
- CLEVER AND CREATIVE CORRIDOR
- EXISTING NATIVE VEGETATION
- SIGNALISED INTERSECTION — ARTERIAL X ARTERIAL
- SIGNALISED INTERSECTION — ARTERIAL X CONNECTOR
- GEELONG RING ROAD — UPGRADE CONNECTION
- ACTIVE TRANSPORT CONNECTION — RIVER AND CREEK CORRIDORS
- MAJOR WATERCOURSE
- FUTURE RAILWAY STATION

0 250 500 750 1000
1:40000m at A4

MERRAWARP ROAD PRECINCT STRUCTURE PLAN
WESTERN GEELONG GROWTH AREA

INFRASTRUCTURE REQUIREMENTS

Integrated transport infrastructure

The estimated integrated transport infrastructure required to support new communities includes:

State infrastructure

- Upgrade and duplication of Hamilton Highway with external upgrades towards Geelong Railway Station*
- Upgrade of the Hamilton Highway interchange on the Geelong Ring Road*
- Public transport services.

Local infrastructure

- The Clever and Creative Corridor
- A minimum of five Clever and Creative Corridor intersections on the arterial and connector street network*
- Two arterial road intersections on Hamilton Highway*
- A connector and local street network
- Linear active transport corridor along the Barwon River corridor.

Waterway infrastructure

The estimated waterway infrastructure required to support new communities includes:

State partnership

- Barwon River corridor masterplan

Local infrastructure

- Integrated water management that retains water within the urban environment and conveys stormwater flows to the Moorabool River catchment and Barwon River catchment.

Social infrastructure

The estimated social infrastructure required to support new communities includes:

- One neighbourhood centre that incorporate flexible community meeting spaces
- One maternal and child health centre
- One kindergarten
- One long day child care centre
- One primary school*
- A network of local sports and recreation reserves and facilities throughout the precinct across nine hectares of unencumbered land
- A network of active open space (sports and recreation) and passive open space (local parks) for residential land equivalent to 10% of the net developable area
- Internal demand for a sub-regional sport reserves and facilities to be provided outside the precinct.

ESTIMATED GROWTH

TOTAL GROWTH AREA 375 hectares

TOTAL RESIDENTIAL AREA 181 hectares

ANTICIPATED DWELLINGS 2,306

ANTICIPATED POPULATION 6,456

NON DEVELOPMENT AREA 194 hectares

**Infrastructure requirements based on estimated growth.*

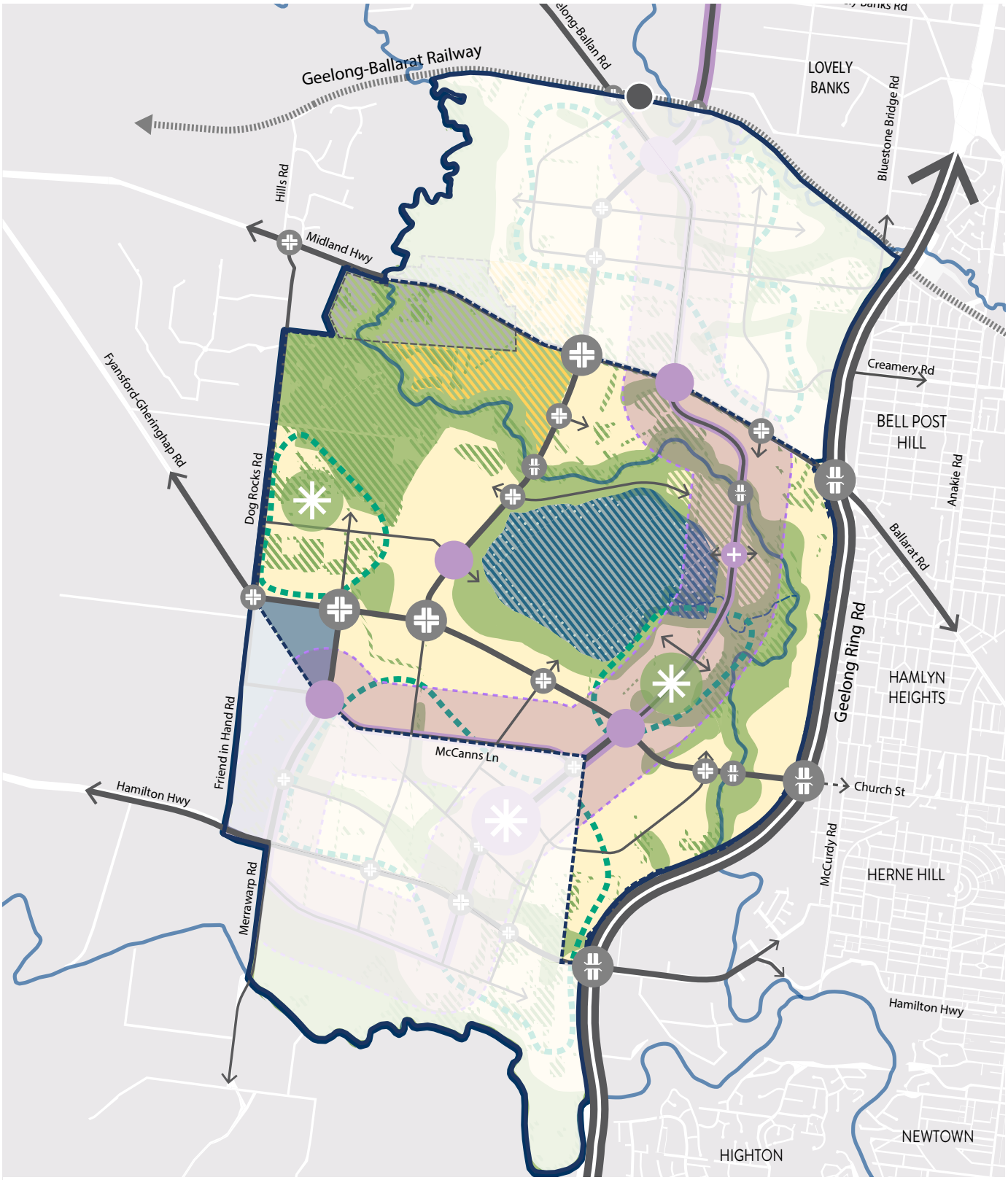
PRECINCT FEATURES

- The Clever and Creative Corridor
- Barwon River corridor open space network.

**Infrastructure required to support multiple precincts.*

PLAN 51 BATESFORD SOUTH PRECINCT

WESTERN GEELONG GROWTH AREA



DRAWING KEY

- STUDY AREA
- GEELONG RING ROAD
- ARTERIAL ROAD
- CONNECTOR STREET — INDICATIVE ALIGNMENT
- RESIDENTIAL
- EMPLOYMENT
- LAKESIDE RESIDENTIAL — FUTURE INVESTIGATION OF CONSERVATION
- WATERWAYS
- LAKE WATERBODY
- AGRICULTURE — FUTURE INVESTIGATION OF RURAL LIVING
- BATESFORD TOWNSHIP
- LAND SUITABLE FOR COMMUNITY FACILITY — FLAT TOPOGRAPHY AND LARGER LAND PARCELS
- CLEVER AND CREATIVE CORRIDOR — 400-METRE CATCHMENT
- CLEVER AND CREATIVE CORRIDOR
- SIGNALISED INTERSECTION — ARTERIAL X ARTERIAL
- SIGNALISED INTERSECTION — ARTERIAL X CONNECTOR
- GEELONG RING ROAD — UPGRADE CONNECTION
- ACTIVE TRANSPORT CONNECTION — RIVER AND CREEK CORRIDORS
- MAJOR WATERCOURSE
- ACTIVITY CENTRE — NEIGHBOURHOOD
- FUTURE RAILWAY STATION
- EXISTING NATIVE VEGETATION
- POTENTIAL LOCATION FOR SUB-REGIONAL SPORTS RESERVE

0 250 500 750 1000
1:40000m at A4

BATESFORD SOUTH PRECINCT STRUCTURE PLAN
WESTERN GEELONG GROWTH AREA

INFRASTRUCTURE REQUIREMENTS

Integrated transport infrastructure

The estimated integrated transport infrastructure required to support new communities includes:

State infrastructure

- Upgrade and duplication of the Midland Highway with external upgrades towards North Geelong Railway Station*
- Half-diamond interchange on the western side of Geelong Ring Road in proximity to Church Street, subject to detailed future investigation*
- Local freeway flyover on the Geelong Ring Road connecting to Church Street, allowing dedicated active and public transport movements, subject to detailed future investigation*
- Realignment and localisation of Fyansford-Gheringhap Road as part of the ultimate road network*
- Public transport services.*

Local infrastructure

- The Clever and Creative Corridor*
- A minimum of five Clever and Creative Corridor intersections on the arterial road and connector street network*
- Three new road bridge crossings of the Moorabool River, including two arterial road bridges*
- A local arterial road, connector and local street network including upgrades to Dog Rocks Road and Blackall Road
- Seven local arterial road intersections
- One arterial road intersection on Midland Highway at Blackall Road, within Golden Plains Shire.

Waterway infrastructure

The estimated waterway infrastructure required to support new communities includes:

State partnership

- Moorabool River corridor masterplan*

Local infrastructure

- Integrated water management that retains water within the urban environment and conveys stormwater flows to the Moorabool River catchment.*

Social infrastructure

The estimated social infrastructure required to support new communities includes:

- One multi-purpose community centre incorporating a neighbourhood house, flexible community meeting spaces and community gardens that is co-located with other uses such as seniors and youth centres and/or a men's shed*
- One neighbourhood centre that incorporate flexible community meeting spaces
- One integrated children's centres incorporating maternal and child health services, community meeting spaces, a kindergarten and long and occasion care centres*
- One kindergarten
- Two long day child care centres
- Four primary school*
- One secondary school*
- A network of active open space (sports and recreation) and passive open space (local parks) for residential land equivalent to 10% of the net developable area
- Internal demand for a sub-regional sport reserves and facilities to be provided outside the precinct
- Potential provision of a sub-regional sport reserves and facilities on approximately twelve hectares of unencumbered land*
- A network of passive open space (local parks) for employment land equivalent to 2% of the net developable area.

**Infrastructure required to support multiple precincts.*

BATESFORD SOUTH PRECINCT STRUCTURE PLAN

WESTERN GEELONG GROWTH AREA

ESTIMATED GROWTH

TOTAL GROWTH AREA 1,676 hectares

TOTAL RESIDENTIAL AREA 869 hectares

ANTICIPATED DWELLINGS 10,689

ANTICIPATED POPULATION 29,928

TOTAL EMPLOYMENT AREA 32 hectares

NON DEVELOPMENT AREA 775 hectares

**Infrastructure requirements based on estimated growth.*

PRECINCT FEATURES

- Regional-scale lake and open space network at Batesford Quarry
- Moorabool River corridor open space network
- Dog Rocks Flora and Fauna Sanctuary
- The Clever and Creative Corridor
- A neighbourhood activity centre located on the Clever and Creative Corridor and adjoining the employment precinct and waterways (subject to location assessment)
- A neighbourhood activity centre adjoining the western side of the future lake
- A specialised neighbourhood activity centred located on the Clever and Creative Corridor and adjoining the eastern side of the future lake with potential public access to the water
- A sub-regional sports reserve, subject to future investigation and location
- The constructed waterway network
- Employment precinct.



KEY STAKEHOLDERS

The Northern and Western Geelong Growth Areas Framework Plan has been prepared in consultation with a broad range of stakeholders including:

The Greater Geelong community

Landowners and occupiers of the Northern and Western Geelong Growth Areas

The Department of Education and Training

The Department of Environment, Land, Water and Planning

The Department of Health and Human Services

The Department of Jobs Precincts and Regions

The Department of Justice and Community Safety

The Department of Transport

Regional Development Victoria

Transport for Victoria

Victorian Planning Authority

Regional Roads Victoria

Major Road Projects Victoria

VicRoads

Victoria Police

Country Fire Authority

Ambulance Victoria

Wadawurrung

G21 Regional Alliance

Golden Plains Shire

Barwon Water

Corangamite Catchment Management Authority

Southern Rural Water

Deakin University

The Gordon

Barwon Health

Barwon South West Waste and Resource Recovery Group

Geelong Regional Library Corporation

Catholic Education Melbourne

APA Group

Ausnet Services

Powercor Australia

Telstra

NBN Co

REFERENCES

The Northern and Western Geelong Growth Areas Framework Plan has been prepared with reference to the following technical reports:

ENVIRONMENT

- *Stormwater Management Strategy* and *Flood Impact Assessment: Volume 2 Developed Conditions* (draft) – Western Geelong Growth Area – Water Technology – February 2019
- *Stormwater Management Strategy* and *Flood Impact Assessment: Volume 2 Developed Conditions* (draft) – Northern Geelong Growth Area – SMEC – February 2019
- *Stormwater Management Strategy* and *Flood Impact Assessment: Volume 1 Existing Conditions* – Western Geelong Growth Area – Water Technology – January 2019
- *Stormwater Management Strategy* and *Flood Impact Assessment: Volume 1 Existing Conditions* – Northern Geelong Growth Area – SMEC – September 2018
- *Integrated Water Cycle Management Position Paper* – Barwon Water and the City of Greater Geelong – September 2018
- *Flora and Fauna Technical Report* – Northern Geelong Growth Area – Ecology and Heritage Partners – September 2017
- *Flora and Fauna Technical Report* – Western Geelong Growth Area – Ecology and Heritage Partners – August 2017
- *Geotechnical, Hydrogeological* and *Contamination Assessment* – Western Geelong Growth Area – Douglas Partners – May 2017
- *Geotechnical, Hydrogeological* and *Contamination Assessment* – Northern Geelong Growth Area – Ground Science – April 2017
- *Post Contact Heritage Assessment* – Northern Geelong Growth Area – Ecology and Heritage Partners – December 2016
- *Post Contact Heritage Assessment* – Western Geelong Growth Area – Ecology and Heritage Partners – December 2016
- *Aboriginal Heritage Assessment* – Northern Geelong Growth Area – Ecology and Heritage Partners – November 2016
- *Aboriginal Heritage Assessment* – Western Geelong Growth Area – Ecology and Heritage Partners – November 2016.

NEIGHBOURHOOD

- *ESD Action Plan* – Hip v Hype – Ongoing
- *Social Infrastructure Report* – Tap Consulting – March 2019
- *ESD Opportunities Report* – Hip v Hype – March 2017.

ECONOMY

- *Employment Land Report* – SGS – December 2017
- *Activity Centres Assessment Report* – Tim Nott – September 2017
- *Activity Centre Catchment Analysis Discussion Paper* – Northern Geelong Growth Area – Essential Economics – August 2017
- *Lovely Banks Urban Form and Capacity Assessment* – Northern Geelong Growth Area – Essential Economics – July 2017
- *Retail and Activity Centre Technical Report* – Western Geelong Growth Area – Urban Enterprise – June 2017.

MOVEMENT

- *Geelong Growth Areas Transport Infrastructure Strategy* – Transport for Victoria and Victorian Planning Authority partnership – Ongoing project
- *Movement and Access Strategy Report* (draft) – GTA – March 2019
- *Clever and Creative Corridor* – AECOM – November 2018
- *Road and Rail Planning Investigations* AECOM – September 2017
- *Active Transport Principles Report* – Movendo – August 2017.

DELIVERY

- *Integrated Water Management Strategy* – Barwon Water and DELWP partnership – Ongoing project
- *Infrastructure Futures* – Deakin University partnership – Ongoing project
- *Utilities Servicing Strategy Report* (draft) – GHD – January 2019
- *APA Gas Pipeline Safety Management Workshop Report* – GPA Engineering – Northern Geelong Growth Area – January 2017.



CITY OF GREATER GEELONG

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CUSTOMER SERVICE CENTRE

100 Brougham Street
Geelong VIC 3220
8.00am – 5.00pm

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CITY OF GREATER
GEELONG

2. RIPPLESIDE PARK - INCLUSIVE PLAY SPACE DEVELOPMENT

Source:	**Community Life – Social Planning and Investment**
Acting Director:	**Robyn Stevens**
Portfolio	**Social and Infrastructure Planning**

Purpose

1. To confirm the governance arrangements for the development of an inclusive play space at Rippleside Park.

Background

2. In 2018 the City received a proposal from a community member, to consider developing an inclusive play space within the municipality. Discussions have been held regarding the proposal with charity organisations Touched By Olivia and Variety - The Children's Charity. These organisations have a partnership that delivers inclusive play spaces across Australia.

3. The municipality currently has limited play opportunities for people with disabilities. In Greater Geelong, over 14,000 people need help in their day-to-day lives, with an increase in help needed amongst younger demographics.

Key Matters

4. The Rippleside playground was built in 2000 and is identified for renewal. The proposal is to redevelop the Geelong Community Adventure Playground at Rippleside Park into an inclusive play space, employing Universal Design principles.

5. This proposed redevelopment is consistent with the *Access and Inclusion Plan 2018 - 2022* that outlines the City's commitment to upholding the rights of all people and ensures an accessible environment that offers the opportunity for participation and inclusion for everyone, regardless of ability. The redevelopment is also consistent with the *Geelong Play Strategy 2012 - 2021* as it offers an opportunity to renew and maintain significant, but ageing play structures.

6. The proposed governance arrangement for this project is a partnership with the charity organisations Touched by Olivia and Variety. The key responsibilities of these organisations will be community fundraising and promotion of the project throughout Geelong and nationally. The partnership model is intended to bring additional funding to the project via mechanisms not generally available to government.

7. The partnership would entitle the charity organisations Touched by Olivia and Variety to naming rights over the play space. Importantly, the naming rights will apply to the play space only, not to Rippleside Park.

Cr Murrihy moved, Cr Kontelj seconded -

8. **That Council:**

8.1 authorise the CEO to enter into a memorandum of understanding with Touched By Olivia and Variety to partner in the delivery of an inclusive play space at Rippleside Park; and

8.2 note the partnership entitles the charity organisations to naming rights, with the likely name of the new play space being "Livvi's Place".

Cr Nelson left the meeting room at 7.57pm
Cr Nelson re-entered the meeting room at 7.59pm

Carried.

Attachment 1

Financial Implications

1. No budget is allocated to this project in the current 2018-19 financial year.

2. Based on similar projects in other municipalities, the preliminary estimated cost for construction will be approximately $1,000,000 plus an additional amount of $500,000 to upgrade the surrounds and toilet facilities.

3. Subject to the planning and design phases of this project being complemented in a timely way, we anticipate construction could start in 2020-21 financial year.

4. Funding from other community partners and the state government will be sought via a fundraising campaign led by the charity organisation partners in this project - Touched By Olivia and Variety. It is anticipated that fundraising could form an estimated 20 per cent of the project costs (including direct financial contributions and in-kind support).

5. The charity partners have experience in the delivery of over $40 million of co-designed and co-created places across the country over the last decade.

6. The potential financial benefits from the proposed partnership include access to a network of suppliers who offer discounts on equipment, design and service and leveraging the charity organisations' ability to secure grants, raise funds and secure pro bono goods and services.The current play space is an ageing asset due for renewal. Annual maintenance costs approximately $50,000 which include inspections, maintenance, repairs and materials. Due to the design, age and timber materials, the maintenance is labour intensive and high cost. A new, site-specific facility will reduce these maintenance costs.

7. Rippleside Park has existing infrastructure to support the project such as toilets, car parking, picnic and barbeque facilities and is also well connected with walking trails.

Community Engagement

8. Following consultation with the local community organisation - Friends of Rippleside Park & Environs (FoRPE) - a letter of support for the development of an accessible play space has been received. The letter states (in part) "*support for the Council Officers' recommendation that the existing playground be replaced with an all-accessible play space within the existing footprint on condition that it is a local project using local employment. FoRPE acknowledges Council's offer to continue to consult with FoRPE and other key stake holders on this proposed visionary plan*."

9. Community engagement will be an extensive part of this project. Local residents, disability agencies and advocacy groups, community groups, prospective park users, community members and Council's Access and Inclusion Advisory Committee will be engaged throughout the project.

10. Should Council resolve to proceed with the recommendations of this report, a detailed engagement plan will be developed.

11. The governance and management of the project will be overseen by the City in accordance with the City's standard project management framework.

12. It is proposed that for this project a fundraising committee also be established. The key purpose of the fundraising committee would be to seek financial support for the project from within the community and other levels of Government. A fund-raising strategy will be developed as the project progresses.

13. It is proposed that the membership of the fundraising committee be developed via an expression of interest (EOI). The EOI would seek applications from interested members of the community in being part of the fundraising committee for the project. Councillors would be briefed on the outcome of the expression of interest and the shortlisting of candidates prior to a final decision being made.

Social Equity Considerations

14. Play is for everyone, young and old, families and carers and people of all abilities. The importance of play is recognised by the United Nations Convention on the Right of the Child. The United Nations recognises play as a right for all children. Play is essential to children's development.

15. The City's *Geelong Play Strategy 2012-2021* also recognises the important role play offers to the development of children and their families and in the development of prosperous and cohesive communities. The strategy recognises that play enables children to learn new skills, make friends and build self-confidence. Play is important to the health and wellbeing of people of all ages and cultural backgrounds.

16. Geelong currently has limited play opportunities for people with disabilities. With over 14,000 people with a disability in the region, an ageing population increasingly involved in the everyday care of their grandchildren and a multicultural society, play spaces should provide an inclusive experience for all.

17. The development of an inclusive playground addresses the first three goals in the *Access and Inclusion Action Plan 2018-2022*:

    17.1 Ensure facilities, buildings, environments and experiences are accessible to everyone;

    17.2 Provide more accessible public urban space; and

    17.3 Increase the number of community facilities with accessible toilets and adult change facilities.

18. Best practice has been defined as structures and environments that comply with Universal Design principles and meet the needs of the widest possible range of people. Universal Design creates spaces that can be used and accessed regardless of a person's age, level of ability, cultural background or any other factors that contribute to the diversity of our community.

19. Rippleside Park is a central and highly accessible location within the municipality.

Policy/Legal/Statutory Implications

20. A memorandum of understanding (MOU) will be developed between Variety / Touched By Oliva and the City. The MOU is not a legal relationship; its intent is to demonstrate a harmonious and cooperative approach by City of Greater Geelong and Variety / Touched By Olivia to develop an inclusive playground at Rippleside Park.

21. The naming of the new play space will be in line with the state government's Naming Rules for Places in Victoria 2016. These rules are the statutory requirements and therefore mandatory for Council.

Alignment to Council Plan

22. The development of an inclusive play space is consistent with the following strategic priorities of the *Council Plan*:

22.1 *Improved health and safety for our community* – by improving the safety and user satisfaction of community infrastructure, creating more health and fitness options and promoting active living;

22.2 *Informed social infrastructure and planning* – by providing more quality spaces that support active lifestyles, delivering accessible and attractive community infrastructure based on community need and maintaining our public open space;

22.3 *A more inclusive and diverse community* – by supporting activities that improve social connections in our community, improving access to facilities and programs for people of all abilities; and

22.4 *A destination that attracts local and international visitors*.

Conflict of Interest

23. No Council officers or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Risk Assessment

24. Three possible project management arrangements were considered:

I. Externally managed by charity organisations, with input and approvals from the City;

II. Solely managed by the City; and

III. Collaboratively managed by the City and with input from charity organisations for fundraising, design, consultation and promotion.

25. The preferred option is III. The completed play space will be a public asset, owned and managed by the City. It is important that the City has active involvement in the design and construction of the asset however the collaborative approach will increase the chance of success by spreading responsibilities, increasing the diversity of ideas and increasing the buy-in by the user groups and surrounding community. It also increases funding opportunities and scope to apply for grants available to not for profit groups.

26. There is strong community ownership of the existing Geelong Community Adventure Playground (the play space currently at Rippleside Park). It was initiated, planned, funded and constructed with very strong input from the community. 1,500 volunteers contributed to the playground's planning, fundraising and construction. It took three years to plan and six days to construct in November 2000. It was an exceptional example of a collaborative project between the community and the City.

27. The playground was built with funds from the City, state government and 124 local sponsors. Each piece of playground equipment was sponsored by local organisations and 1,200 fence pickets were individually purchased and are still onsite and display the names of the purchaser.

28. The Geelong Community Adventure Playground committee no longer exists.

29. The Friends of Rippleside Park and Environs is an active community group and will be engaged as a key stakeholder as part of the project.

Environmental Implications

30. No significant environmental implications are associated with this report.

3. GROVEDALE MEN'S SHED PROGRAM

Source: **Community Life**
Acting Director: **Robyn Stevens**
Portfolio: **Social and Infrastructure Planning**

Purpose

1. To seek approval to allocate public land for the development of a community shed to accommodate the Grovedale Men's Shed program.

Background

2. For the purpose of this discussion, a differentiation is made between Men's Shed programs (activities and governance), and the facilities from which the programs operate, community sheds (the buildings).

3. Men's Shed programs build social cohesion and connection and are a grassroots example of a dynamic community development movement which can deliver significant health and wellbeing outcomes.

4. There are 14 Men's Shed programs currently operating across the City of Greater Geelong with three operating from City facilities.

5. The Grovedale Men's Shed program has operated from a facility purpose built by Villawood at Club Armstrong in Unity Drive, for five years. The group has 30 members and meet on a Tuesday between 1.00pm-4.00pm. The group have temporarily relocated to a site known as Foundation 61 in Mt Duneed, pending identification of an alternate site.

Key Matters

6. Council allocated $50,000 in the 2018-19 budget to *"Undertake planning work to identify a suitable site in Grovedale locale that will meet the needs of the Grovedale Men's Shed [program] and retain open space at Grovedale hub location*."

7. The Grovedale Men's Shed Inc. have provided in-principle support for further investigating the proposal to co-locate the proposed community shed in the Armstrong Creek West precinct (refer to Attachment, figure 1).

8. A site capability and options analysis was undertaken across 15 potential sites. Three sites were selected for further investigation being Mt Duneed Recreation Reserve, John Croft Reserve in Grovedale, and Armstrong Creek West precinct. The options analysis identified the Armstrong Creek West precinct site at Unity and Sovereign Drive as the preferred site (refer to Attachment, figure 1).

9. The proposal is to consider the delivery of a community shed alongside the development currently in train for other new community infrastructure in the Armstrong Creek West Precinct, which includes delivery of a new child and family centre at Unity Drive, and a new sporting pavillion at Sovereign Drive, Armstrong Creek.

Cr Nelson moved, Cr Murnane seconded:

10. **That Council:**

10.1 endorse in-principle the development of a community shed within the Armstrong Creek West precinct, as delineated in figure 1 of the Attachment; and

10.2 note that a process of design and development will commence, in consultation with the Grovedale Men's Shed Incorporated, to identify the precise location and design of the proposed community shed facility.

Carried.

Attachment 1

Financial Implications

1. The Grovedale Men's Shed Inc. have indicated a facility of approximately 24m x 18m on a concrete slab is required. Preliminary quantity survey (QS) cost estimates indicate construction of a stand-alone facility would be $595,000 depending on construction approach and scope. The requested specifications are significantly larger than those provided for other existing men's shed programs currently located within the City of Greater Geelong.

2. The members of the Grovedale Men's Shed Inc. indicate that they will pursue further funding from the state government of $60,000 once they have a confirmed site. Should the group be successful in obtaining funding from the state government, the capital construction shortfall would be in the order of $515,000 to realise the project.

3. At this stage no funding is being sought from Council toward the capital costs of this proposed development.

4. The proposal is for a community shed to be considered alongside and potentially be co-located with other community facility developments currently underway in the Armstrong Creek West precinct (refer to figure 1), which include the design and development of a new child and family centre and sporting pavillion.

Community Engagement

5. Based on the existence of the program, engagement insights, accessibility requirements and geographical location, a men's shed program is deemed to be required to meet the needs of the population in Grovedale and the surrounding area (including Armstrong Creek). Given the group no longer reside at Club Armstrong, a community shed facility is required for their ongoing program delivery and activities.

6. Community engagement has been ongoing in relation to the proposed development. Social Planning & Investment staff have met with representatives of the Grovedale Men's Shed on a number of occasions to discuss their operations, requirements and preference in relation to a new site.

7. The Grovedale Men's Shed Inc. have provided correspondence to indicate their in-principle support for locating the community shed within the Armstrong Creek West precinct as delineated in figure 1. The correspondence from the Grovedale Men's Shed reads (in part) that *"We accept that there are many good reasons why the Unity Drive Community Hub / Sporting ground sites make good common and commercial sense for the Men's shed. We appreciate that the fact this area is already tagged community use and has less planning issues making it an easy process. Whilst we are happy to support this site we cannot give unqualified support until we have seen the final design. We foresee the proximity to the school and other community groups could be a massive plus in developing shared spaces such as gardens. We appreciate that the space needs to be partially a multi-use facility and that can be achieved by clever design*".

Social Equity Considerations

8. An assessment of population benchmarks and also considering the current provision of similar facilities in other locations, indicates sufficient community demand for development of a community shed, with ability to host a men's shed program.

9. Council has made a commitment to developing a *Gender Equity Framework* to improve gender equity outcomes for the community by ensuring all the City's policies, plans, services and programs include gender equity principles to achieve a fair and inclusive community. Community sheds facilitate social inclusion opportunities for all including Men's Shed programs whilst allowing access for other community groups and activities.

Policy/Legal/Statutory Implications

10. The current *Social Infrastructure Plan (SIP*) recognises Men's Shed programs as a District Level facility with a catchment of 50,000 population. Based on benchmarks the municipality is well catered for in regard to men's shed provisioning. As the program was catered for at Club Armstrong at the time of the SIP development, a new facility was not specifically recommended in the SIP for the Grovedale or Armstrong Creek Planning areas.

11. The *Social Infrastructure Plan* principles encourage:

    11.1 locating of community facilities/spaces as part of a functional major centre with public transport, bike and walking path access;

    11.2 integration of community facilities/spaces with recreation and leisure (indoors and outdoors), where complementary;

    11.3 shared use of community facilities;

    11.4 developing flexible, multipurpose community facilities/spaces which can incorporate a range of commercial and community services and change over time as the community matures; and

    11.5 create adaptable community facilities/spaces appropriate to the level of service demanded.

12. The allocation of a public reserve for a community shed without the acquisition of additional public open space will result in a net loss of open space available to the community. Which is not aligned with *Council Plan 2018-22* – Informed Social Infrastructure Planning commitment to no net loss of open space by suburb.

13. Council has previously refused provision of open space for the development of a Men's Shed at Ocean Grove (2013). Any development that seeks to encroach onto open space would be subject to an Open Space Approval process.

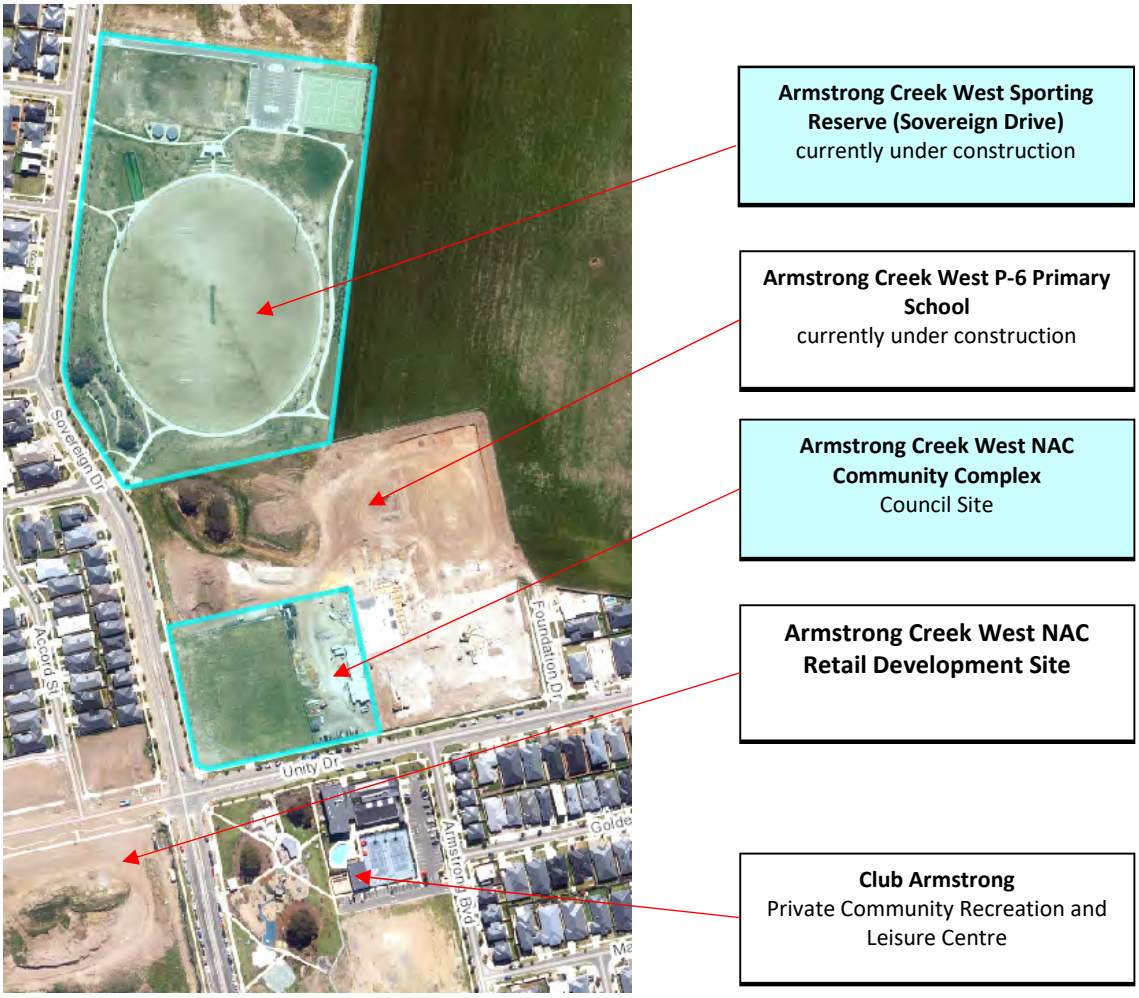
14. Site capability assessments were undertaken on 15 potential sites initially and further analysis was completed on three sites based on Social Infrastructure Plan criteria. The following is a summary of the three potential development options:

Assessment Criteria	**Mt Duneed Recreation Reserve**	**John Croft Reserve, (Grovedale Community Hub)**	**Armstrong Creek West Precinct** **(Refer to Figure 1)**
Site capability	Large recreation reserve containing aboriginal cultural heritage and native vegetation value	Relatively small open space reserve with a substantial community hub, community garden and drainage assets	Site allocated in existing Neighbourhood Activity Precinct (NAC) adjacent to schools, sporting facilities and retail

Assessment Criteria	**Mt Duneed Recreation Reserve**	**John Croft Reserve, (Grovedale Community Hub)**	**Armstrong Creek West Precinct** **(Refer to Figure 1)**
No net loss of open space	Would result in a net loss of open space	Would result in a net loss of open space	No or negligible net loss of open space. Will be integrated with existing proposals for built form in this location.
Planning Scheme considerations	Public Park Recreation Zone (PPRZ) Environmental Significance Overlay (ESO1) Vegetation Protection Overlay (VPO1) Aboriginal Cultural Heritage Overlay (See Figure 1) A Cultural Heritage Management Plan and Native Vegetation Assessment will be required Subject to an Open Space Approval Process	General Residential Zone 1 (GRZ1) & Public Park Recreation Zone (PPRZ) Subject to an Open Space Approval Process	Urban Growth Zone 3 (UGZ3) & Public Park Recreation Zone (PPRZ)
Location	Located on the peri-urban boundary of the CoGG Relatively remote reserve in rural setting	Centrally located to Grovedale Well used reserve in traditional residential setting	Centrally located to Grovedale and Armstrong Creek Growth area
Access to public transport	No	Yes	Yes
Integration with activity centre	No	No	Yes
Flexible multi use/Shared Use/Flexibility	Yes	Yes	Yes

Assessment Criteria	Mt Duneed Recreation Reserve	John Croft Reserve, (Grovedale Community Hub)	Armstrong Creek West Precinct (Refer to Figure 1)
Community Impact	The allocation of public land (PPRZ) may result in a level of community concern about the loss of local public open space for other uses	The allocation of public land (PPRZ) may result in a level of community concern about the loss of local public open space for other uses	Minimal impact as the proposal for built form in this precinct and locations is already identified in the precinct structure plan

Figure 1 **Armstrong Creek West Precinct – Unity and Sovereign Drives, Mount Duneed**



Alignment to Council Plan

15. The development of a Community Shed to service the Grovedale and Armstrong Creek community aligns with a number of Council objectives including:

    15.1 Improved health and safety of our community;

    15.2 Informed social infrastructure and planning; and

    15.3 A more inclusive and diverse community.

16. The allocation of public open space without the acquisition of additional open space within the suburb will contravene *Council Plan 2019-22's* objective of 'no net loss of open space by the suburb'.

Conflict of Interest

17. No Council officers or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Risk Assessment

18. The proposal to locate a community shed within the Armstrong Creek West precinct aligns with the Social Infrastructure Plan principles, minimises the impact on open space and is consistent with Council's policy position in relation to no net loss of open space.

19. The development of a stand-alone singular purpose facility would be inconsistent with the Social Infrastructure Plan principles and at another location (i.e. park or reserve) is likely to result in a more significant loss of dedicated open space.

Environmental Implications

20. Site capability assessments were undertaken on a range of sites including Council owned and managed land, school sites and industrial land holdings.

21. Site capability assessments have been undertaken on 15 potential locations, with further assessment conducted on three potential options. Site assessment criteria included policy alignment, land use and planning scheme implications, locality, access to public transport, development opportunities and site capability.

22. The potential environmental implications of the options not proposed include:

    22.1 Locate the development of a community shed at the Mount Duneed Recreation Reserve in 130 Russells Road, Mount Duneed, however would be subject to an Open Space Approval Process.

    Land capability and site analysis has identified the Mt Duneed Recreation Reserve is a relatively isolated reserve utilised by the Mt Duneed Pony Club and Highton Cricket Club. The reserve is an area of cultural heritage significance and contains remnant vegetation. A Cultural Heritage Management Plan and Native Vegetation assessments will be a statutory obligation in relation to this option. The site has a single access road and no public or pedestrian transport connections.

    22.2 Integrate provision of a community shed at John Croft Reserve, Grovedale Community Hub site, Heyers Road, Grovedale. Development on this site would be subject to an Open Space approval. A master planning process may be required to ensure development would not be detrimental to open space functionality.

Relocation of the community garden has been recommended by Recreation & Open Space unit previously in relation to any developments in this open space reserve. Consideration is also required on potential impact on adjacent residential properties surrounding the reserve.

23. The proposal to locate a community shed in the Armstrong Creek West precinct would allow for the potential integration or colocation of the community shed into the scope of community facilities already planned.

4. GEELONG CITY DEAL – FINALISATION AND SIGNING

Source:	**Investment & Attraction**
Director:	**Brett Luxford**
Portfolio:	**Economic Development**

Purpose

1. To seek Council approval to endorse the Geelong City Deal based on the commitments the City is making to the projects.

Background

2. A Memorandum of Understanding (MOU) to work together on City Deals was signed by the Commonwealth and State Governments in Geelong on 17 January 2018. As a first priority, the Commonwealth and State Governments agreed to work with local governments to deliver the Geelong City Deal. Negotiations between the signatories and the community have been ongoing to finalise the scope of the Geelong City Deal.

3. The State Government detailed their funding commitment to the Geelong City Deal via a pre-budget announcement on 1 May 2018 and then through the allocation in the 2018/19 Victorian Budget.

4. On Monday 29 October 2018, the Commonwealth Government announced their commitment to the City Deal projects.

5. On Monday 11 March 2019, the Commonwealth and State Governments announced that the Geelong City Deal had been secured with supplementary contributions from both the Commonwealth and State Governments.

Key Matters

6. The Geelong City Deal has a focus on the visitor economy and the projects that have been included in the Deal largely reflect that focus. The Commonwealth and State Governments' agreed list of projects is outlined in **Attachment 2**.

7. The City of Greater Geelong has been asked to be a signatory to the Geelong City Deal. By signing the Geelong City Deal, the City of Greater Geelong will be engaged as a key partner in the governance of the City Deal and in the implementation of its agreed commitments. The City of Greater Geelong is the only local government signatory.

8. The City's commitments, as outlined in this report, are either budgeted this financial year or in most instances have been identified through the Strategic Resource Plan that was adopted by Council as part of the 2018/19 budget process.

9. The City will only contribute funding to projects that fall within the City of Greater Geelong municipality.

10. The governance arrangements and implementation plan will be developed by the Commonwealth and State Governments' representatives over the coming months and will be reported back to Council.

11. Other councils will work with the Commonwealth and State Governments to implement projects within their municipality and will be invited to participate in a stakeholder advisory capacity through the Deal's governance arrangements.

Cr Sullivan moved, Cr Murrihy seconded -

12. **That Council:**

12.1 Note the focus of the Geelong City Deal and the key projects that are to be included.

12.2 Subject to appropriate budget approval, support the inclusion of the following Council-funded elements into the Geelong City Deal:

(a) $7.28m 19/20 Gheringhap Street Drain Works (Central Geelong Revitalisation - Existing);

(b) $3m 20/21 Central Geelong Revitalisation Works (New);

(c) $3m 20/21 Geelong Safe Harbour Project (Existing);

(d) $3m 20/21 Convention & Exhibition Centre - Public Realm (New);

(e) $900k 20/21 – 21/24 Smart Parking Activities (New); and

(f) $250k 18/19 Smart City initiatives (Safety Cameras, Ped Counting, Renew Geelong).

12.3 Authorise the Mayor and Chief Executive Officer to finalise the City's contribution to the Geelong City Deal together with the Victorian Government and the Australian Government.

12.4 Authorise the Mayor to endorse the Geelong City Deal on behalf of the City of Greater Geelong.

Carried.

Attachment 1

Financial Implications

1. The City has been invited to be a signatory to the Geelong City Deal and as such is expected to contribute to the City Deal. The City's commitment is in excess of $17m and includes already commitment elements as well as new elements that have been factored into the Strategic Resource Plan that Council adopted as part of the 2018/19 budget.

2. The City's commitments are around Smart City initiatives, support for the Convention and Exhibition Centre, Central Geelong Revitalisation and the Geelong Waterfront Safe Harbour Precinct Project. These elements are all identified as priorities for Council and aligns with the Council Plan 2018-2022.

Community Engagement

3. A number of key stakeholder groups have been involved in the identification of the projects that have been announced as part of the Geelong City Deal including: G21, the Committee for Geelong, Deakin University, the Greater Geelong Chamber of Commerce, Tourism Greater Geelong and the Bellarine, Great Ocean Road Tourism and neighbouring Councils.

Social Equity Considerations

4. The Geelong City Deal represents a significant opportunity to attract a level of funding to Geelong that will help deliver key projects that will help drive the local and regional economy. The creation of employment through these projects will open up opportunities for local residents to gain employment.

5. The Geelong City Deal implementation will also identify key targets that will help ensure that social measures are being considered and improved by the significant investment by all tiers of government.

Policy/Legal/Statutory Implications

6. There are no policy or statutory implications associated with this report.

Alignment to Council Plan

7. This project aligns with a number of strategic priorities identified in the Council Plan 2018-2022 including;

    7.1 A thriving and sustainable economy;

    7.2 Growing our tourism and events and;

    7.3 Innovative Finances and Technology

8. There will also be a number of benefits from the investment that will help address some of the social elements identified in the Council Plan 2018-2022.

Conflict of Interest

9. No officer involved in the development of this report or the negotiation around the Geelong City Deal has any real or perceived conflict of interest.

Risk Assessment

10. By being involved in the Geelong City Deal the City has a greater opportunity to influence outcomes and minimise any risk to either the community or the organisation. To be involved in the implementation however the City needs to be a signatory and make a commitment to the Deal.

Environmental Implications

11. The Geelong City Deal will seek to address many environmental impacts that significant tourism has had on key assets in the region such as the Great Ocean Road.

Attachment 2

GEELONG CITY DEAL PROJECTS – JOINT FUNDED

PROJECT	JOINT FUNDING *(COMMONWEALTH GOVERNMENT / STATE GOVERNMENT)*
Geelong Convention & Exhibition Centre	**$171.2M**
Central Geelong Revitalisation	**$27.85M**
Geelong Waterfront Safe Harbour project	**$3.5M**
Shipwreck Coast Masterplan	**$108.15M**
Queenscliff Ferry Terminal	**$10M**
Deakin University Future Economy Precinct	**$7.6M**
Great Ocean Road Infrastructure Projects	**$27.5M**
TOTAL:	**$355.8M**

1. The table above highlights the projects that have been announced as being jointly funded by the Australian and Victorian Governments for the Geelong City Deal.
2. It should be noted that the value of these projects does not reflect the City's financial contribution to these projects.

5. AUDIT AND RISK COMMITTEE SUMMARY REPORT

Source:	**Governance and Legal Services**
Executive Manager:	**Rebecca Leonard**
Portfolio:	**Leadership and Governance**

Cr Grzybek moved, Cr Murnane seconded -

That in accordance with Section 89 (2) (h) of the Local Government Act 1989, this matter which the Council considers would prejudice the Council or any person, be considered at the conclusion of all other business at which time the meeting be closed to members of the public.

Carried.

6. CONTRACTUAL MATTER

Source:	**Finance & Strategy**
Director:	**Michael Dugina**
Portfolio:	**Leadership and Governance**

Cr Grzybek moved, Cr Aitken 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.

7. CONTRACTUAL MATTER

Source: **Planning and Development**
Director: **Gareth Smith**
Portfolio: **Finance**

Cr Nelson moved, Cr Asher seconded -

That in accordance with Section 89 (2)(d) and (f) of the Local Government Act 1989, this report which relates to contractual matters and legal advice 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 Mansfield

CITY OF GREATER GEELONG RESPONSE TO MUNICIPAL ASSOCIATION OF VICTORIA - RECYCLING ACTION PLAN

Background

Recycling is a key component of waste management in Geelong. The public are strong supporters of recycling and the principles that underpin it. However, the recycling industry in Geelong, and indeed the whole country, is currently in crisis. This is a result of under investment in the industry, reduced options for exporting our recyclable materials, and a variety of market failures. These issues, coupled with unsustainable levels of waste generation, have meant that significant amounts of potentially recyclable material have been going into landfill.

In order to resolve the crisis, a range of short, medium and long-term strategies are required, and cooperation between the public and all three tiers of government is essential. The Municipal Association of Victoria has developed an Action Plan – 'Rescue our Recycling' – that outlines key steps that must be taken by relevant stakeholders (see **Attachment 1)**. This motion is a public endorsement by the City of Greater Geelong of this action plan, a commitment to undertake the steps required by local governments, and an agreement to lobby our state and federal government counterparts to work with local government to address the recycling crisis as a matter of urgency.

This motion aligns with our Council Plan, and our Environment Strategy, and One Planet Living Principals.

Cr Mansfield moved, Cr Mason seconded -

That Council:

1) **endorse the Municipal Association of Victoria's 'Rescue Our Recycling' Action Plan;**
2) **commit to undertaking the steps required by local governments outlined in the Action Plan;**
3) **will write to our local state and federal government MPs calling on them to urgently undertake the required steps outlined in the Action Plan;**
4) **engage with providers of recycling services in the G21 Region to identify opportunities to enhance local recycling; and**
5) **explore options for stream separation in kerbside recycling collections to reduce contamination rates and maximise the value of recyclable material including paper and cardboard, glass, and aluminium.**

Carried.

NOTICE OF MOTION – Cr Aitken

300-400 BRODERICK ROAD, LARA

Background

Since 2013, a materials recycling facility has operated at 300–400 Broderick Road, Lara, (**the site**) which has resulted in a large volume of combustible recyclable and waste material being accumulated on site. Since the commencement of operation of the site, the City has taken all possible action to prevent the site from continuing to operate.

The site operator, C&D Recycling and its director, David McAuliffe, repeatedly breached planning permit conditions and orders from the Victorian Civil and Administrative Tribunal (VCAT).

Late in 2018 C&D Recycling was liquidated and in January this year the Geelong Magistrates Court sentenced Mr McAuliffe to 90 days jail for breaches of the City's enforcement orders. The sentence is now the subject of an appeal by Mr McAuliffe.

The site owner, TASCO, have been responsible for managing and cleaning up the site. On 15 March 2019, TASCO appointed a liquidator, Price Waterhouse Coopers, to wind up the company.

The City has been working closely with the EPA, the CFA, Worksafe and Emergency Management Victoria to oversee the management of the site with a focus on managing the risks associated with the combustible material on site. The agencies and the City have ensured that all steps have been and continue to be taken to protect public health and safety and to protect the environment.

Fire prevention measures have been implemented on site, including:

- Around the clock security patrols;
- Regular testing and monitoring of combustible materials;
- Earth moving, firefighting and heavy equipment on site;
- Installation of two 500,00 water tanks installed on site;
- Removal of large items (such as tyres) around the site perimeter;
- Construction of emergency vehicle access roads; and
- Clearing of vegetation.

The local community has continuously expressed to Council their serious and ongoing concern about the potential impacts of this site on the health and safety of nearby residents, workers and visitors, particularly while the site continues to hold a significant volume of combustible material. The local community want the site cleared as soon as possible.

It remains the Council's highest priority to mitigate the risks to community health and safety and for all materials are removed from the site. Whilst efforts have been made to bring the parties responsible for the current state of the site to account, ongoing efforts are required to hold the operator and the land owner accountable for the clean-up of the site.

Cr Aitken moved, Cr Grzybek seconded -

That Council:

1) **continue to work with the EPA and other agencies to oversee the management of the site to ensure that all steps are being taken to protect public health and safety as the number one priority;**

2) **continue to work with the EPA and other agencies to hold the land owner and the site operator to account for the clean-up of the site, including through the exercise of appropriate regulatory powers in respect of the actions of the corporations involved and their officers;**

3) **write to the Minister for Environment to:**

   a) **express the deep community concern about the site and the community sentiment that all efforts be made and steps be taken to ensure that the health and safety risk to the community be prioritised and the site be cleaned up; and**

   b) **request an investigation into the processes and decisions that lead to this situation, and to make recommendations to ensure situations such as Broderick Road, are not repeated in the future.**

4) **direct the Chief Executive Officer to apply for cancellation of the planning permit for the site once the clean-up is complete; and**

5) **write to the Municipal Association of Victoria highlighting the statewide and local government implications of this issue, the community concerns, and seeking its support for an ongoing collaborative effort by the state government with the Council to ensure that the operator and owner of the site and their respective officers are held accountable for the clean-up of the site and for the state government to recognise the site as a high priority.**

The Mayor vacated the Chair and left the meeting room at 9.04pm
Cr Murrihy assumed the Chair at 9.04pm
The Mayor re-entered the meeting room at 9.06pm
The Mayor resumed the Chair at 9.06pm

Carried.

ASSEMBLY OF COUNCIL RECORD

Source: **Governance and Legal Services**
Chief Executive Officer: **Martin Cutter**
Portfolio: **Leadership & Governance**

Summary

1. Section 80A (2) of the Local Government Act 1989 requires the record of an Assembly of Council be reported to the next practicable Ordinary Meeting of Council.

2. A record of Assembly of Council meeting(s) is attached as an Appendix to this report.

Cr Sullivan moved, Cr Kontelj seconded -

3. That the information be received.

Carried.

RECORD OF ASSEMBLIES OF COUNCIL
(Council Meeting 26 March 2019)

Assembly Details	Councillors	Officer Attendees	Agenda Items	Conflict of Interest Disclosures
Council Briefing **5 March 2019**	Crs Harwood, Aitken, Grzybek, Kontelj, Mansfield, Mason, Murnane, Nelson, Sullivan	M Cutter (CEO) M Dugina (DIR) G Wilson-Browne (DIR) R Stevens (A/DIR) G Smith (DIR) B Luxford (DIR) R Leonard (EXEC MGR) G Russell (MGR) I Hicks (MGR) V Shelton (MGR) M Gallon (MGR) M Kuhn (MGR) A Ross (CO ORD) J Brown (CO ORD) K Ivens (SNR ADV TO MAYOR & CEO) C Francis (OFF)	• Lara Flood Study • Lara Traffic Study • Geelong Waterfront Safe Harbour Precinct – Master Plan • Vision Annual Report – Our Progress 2018 • Councillor Appointment to Tourism Greater Geelong and The Bellarine Inc Committee • Planning Authorisations – Council to Staff	• Nil.

Assembly Details	Councillors	Officer Attendees	Agenda Items	Conflict of Interest Disclosures
Council Budget Briefing **6 March 2019**	Crs Harwood, Aitken, Asher, Kontelj, Mansfield, Mason, Murnane, Sullivan	M Cutter (CEO) M Dugina (DIR) G Wilson-Browne (DIR) R Stevens (A/DIR) G Smith (DIR) B Luxford (DIR) R Leonard (EXEC MGR) M Kelly (MGR) S Boer (MGR) R Smith (MGR) M Kuhn (MG) R Pedretti (MGR) S Sodomaco (MGR) K Fulton (CO ORD) C Ruiter (CO ORD) T Kirwood (MGR) M Mitchell (OFF)	Council Plan Update, Fees and Charges and Income Opportunities, Rating Strategy	Nil.
Civic Accommodation Project Advisory Committee **13 March 2019**	Crs Harwood, Aitken, Murrihy, Mason, Murnane, Nelson, Sullivan	M Cutter (CEO) M Dugina (DIR) B Luxford (DIR) P Anderson (PROJ DIR) S Broadbent (MGR) T Kirwood (MGR) P Harney (OFF) P Taylor (CO ORD)	• Project Update and Design Discussion.	• Nil

Assembly Details	Councillors	Officer Attendees	Agenda Items	Conflict of Interest Disclosures
Council Briefing **19 March 2019**	Crs Harwood, Aitken, Grzybek, Kontelj, Mansfield, Mason, Murrihy, Nelson, Sullivan.	M Cutter (CEO) G Wilson-Browne (DIR) B Luxford (DIR) G Smith (DIR) R Stevens (A/DIR) R Leonard (EXEC MGR) I Hicks (MGR) T Kirwood (MGR) V Shelton (MGR) R Smith (MGR) J Brown (CO ORD) J Malone (CO ORD) K Ivens (SNR ADV TO MAYOR & CEO) J Hurse (MGR) G Russell (MGR) N Anson (PROJ MGR) C Francis (OFF)	• Northern and Western Growth Area – Adoption of Framework Plan • Rippleside Park – Inclusive Play Space Development • Grovedale Men's Shed Program • Audit and Risk Committee Summary Report *(Confidential)* • Contractual Matter *(Confidential)*	• Nil.

PLANNING DELEGATIONS

Source: **Planning & Development - City Development**
Director: **Gareth Smith**
Portfolio: **Sustainable development**

Purpose

1. To provide a schedule of all applications determined under development application powers delegated by Council to members of staff.

Background

2. 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.

3. 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 1989* and section 188 of the *Planning and Environment Act 1987*.

4. 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.

5. 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.

6. The appendix to this report contains a schedule of all applications determined under these delegations.

Cr Sullivan moved, Cr Mason seconded -

7. **That the information be received.**

Carried.

Planning Decisions Report - February

App Number	Location	Application Type	Decision Date	Description	Authority Description/No of Objectors
PP-106-2011/D	PARENT - 190-192 Myers Street, GEELONG VIC 3220	Development of 193 apartments, use and development of offices, retail and two (2) food & drink premises (cafes), reduction in car parking, waiver of loading bay requirements and partial demolition & alterations to heritage buildings	22/2/2019	Amended Permit	Development Hearings Panel
PP-1248-2018	Unit 2/187 Kilgour Street, GEELONG VIC 3220	Construction of a Dwelling on Lot Less than 300sqm and within a Heritage Overlay	8/2/2019	Planning Permit	Development Hearings Panel
PP-1278-2017	35 Canopus Crescent, LARA VIC 3212	Development of the Land for Five (5) Dwellings, Five (5) Lot Subdivision and Variation to Restrictive Covenants AH250567Q and AH244742J to Allow More Than One Dwelling.	8/2/2019	Refusal to Grant a Planning Permit	Development Hearings Panel
PP-1305-2017	20 Evans Road, BELL POST HILL VIC 3215	Use of a Function Centre	1/2/2019	Refusal to Grant a Planning Permit	Planning Committee
PP-341-2018	5 Rhondella Court, POINT LONSDALE VIC 3225	Buildings and Works for the Construction of a Dwelling Greater than 7.5 metres in Height	15/2/2019	Refusal to Grant a Planning Permit	Planning Committee
PP-586-2017	18 Enmore Street, NORTH GEELONG VIC 3215	Use of the Land for Steel Fabrication and Welding and Reduction in Carparking Requirements	21/2/2019	Permit Issued - VCAT	VCAT
PP-607-2018	74-92 The Parade, OCEAN GROVE VIC 3226	Development of a Telecommunications Facility	1/2/2019	Refusal to Grant a Planning Permit	Planning Committee
PP-631-2018	7 Parker Street, OCEAN GROVE VIC 3226	Buildings and Works for the Construction of Two (2) Dwellings, Two (2) Lot Subdivision, and Removal of Vegetation	8/2/2019	DHP - Planning Permit	Development Hearings Panel
PP-730-2018	54-60 Earls Road, MOOLAP VIC 3224	Use and Development of the Land for Boat and Caravan Storage, Display of Business Identification Signage and Reduction in Car Parking Requirements	8/2/2019	Refusal to Grant a Planning Permit	Development Hearings Panel
PP-741-2018	33 The Esplanade, NORTH SHORE VIC 3214	Construction of Two (2) Dwellings and a Two (2) Lot Subdivision	8/2/2019	Refusal to Grant a Planning Permit	Development Hearings Panel

PP-780-2017	297-307 Roslyn Road, HIGHTON VIC 3216	Development of the Land for a Residential Aged Care Facility	15/2/2019	Permit Issued - VCAT	VCAT
PP-1025-2018	24 Larcombe Street, HIGHTON VIC 3216	Construction of Two (2) Dwellings and Two (2) Lot Subdivision	1-Feb-2019	Delegate	1
PP-1135-2018	26 Waitara Grove, NORLANE VIC 3214	Construction of Four (4) Dwellings	22-Feb-2019	Delegate	1
PP-1346-2018	37 South Street, BELMONT VIC 3216	Construction of a Second Dwelling and Two (2) Lot Subdivision	4-Feb-2019	Delegate	1
PP-527-2018	8 The Avenue, BELMONT VIC 3216	Construction of Three (3) Dwellings and Three (3) Lot subdivision	7-Feb-2019	Delegate	2
PP-579-2018	25 Princes Highway, NORLANE VIC 3214	Use and Development of a Child Care Centre, Create Access to a Road in a Road Zone Category 1, Reduction in the Standard Car Parking Requirement Contained in Clause 52.06 and Erection and Display of Business Identification Signage	7-Feb-2019	Delegate	1

Cr Nelson moved, Cr Sullivan seconded -

That the meeting be closed to the public.

Carried.

The Meeting was closed to the public at 9.11pm

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

Cr Asher moved, Cr Mason seconded -

That the Meeting be opened to the public.

Carried.

CLOSE OF MEETING

As there was no further business the meeting closed at 9.21pm. Tuesday, 26 March 2019.

Signed: _____

Cr Bruce Harwood (Mayor)